

“The design standards and guidelines in this document for the Stateline and Kingsbury Community Plans have been replaced by the South Shore Design Standards and Guidelines (adopted by the TRPA Governing Board on September 25, 2013). The design standards and guidelines in this document still apply to the Round Hill Community Plan.”

DESIGN STANDARDS & GUIDELINES

Lake Tahoe Region of Douglas County **Round Hill Community Plan** **Kingsbury Community Plan** **Stateline Community Plan**

November 17, 1993



FINAL

November 17, 1993

DESIGN STANDARDS & GUIDELINES

FOR

DOUGLAS COUNTY COMMUNITY PLAN AREAS

Douglas County and the Tahoe Regional Planning Agency

Adopted November 17, 1993

for the

Round Hill Community Plan

Kingsbury Community Plan

Stateline Community Plan

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INTRODUCTION

INTRODUCTION

PURPOSE

The scenic beauty of the Lake Tahoe Region has been recognized as a national treasure through many eyes, including those of the U.S. Congress. The visual quality of the natural landscape is the primary contributor. National treasure status has afforded the Region unparalleled stewardship. The concept of stewardship carries through to the design and development of the built environment and the way it fits into the natural setting becomes critical. This Manual of Design Standards and Guidelines represents a concerted effort to keep this area a national treasure while accommodating the sensitive development and use of land.

INTENT OF THIS MANUAL

Design guidelines and standards of this manual are intended to aid in the development and approval of a project design, for the benefit of the patron, the businessman and the community at large. The adopted design guidelines and standards are not intended to inhibit innovative design. Nothing herein alters the provisions of Article VI of the Compact related to gaming. This manual relates to aesthetic consideration of project development. Other codes, i.e., the TRPA Code, outline the parameters which you are entitled to use in developing your property. This manual will tell you how to aesthetically and sensitively refine those parameters into a project that will fit into the natural setting. For example, there are codes that set parameters for height and coverage, however, they do not tell you how to aesthetically and sensitively apply them to your site. This manual will give you the guidance, through standards and guidelines, to accomplish this.

ORGANIZATION OF THIS MANUAL

This manual is laid out to identify what is required (the Standard) and, if appropriate, provide design solutions (the Guidelines) to meet that Standard.

Design Standards are ordinance requirements, usually fixed amounts or percentages for certain aspects of a project design. They are intended to ensure a minimum level of design quality.

Design Guidelines are recommended design approaches to certain design problems. They are meant to provide direction, not to dictate the actual design requirements of the project.

Because TRPA and Douglas County have the potential to create different standards and guidelines for the Community Plans, this manual is composed into two parts:

1. General standards and guidelines for all projects within the Community Plans, and
2. Special Community Plan standards and guidelines for projects within each community plan.

The General Standards and Guidelines for the Community Plan Areas are listed first and are organized by the design subject, i.e., Site Design, Building Design, Setbacks, etc. (see Table of Contents). Each design subject is divided into Standards and Guidelines.

The Special Community Plan Standards and Guidelines applicable only to Stateline, Kingsbury or Round Hill are listed in chapters 18, 19, and 20 respectively. In some instances, the community plan-specific guidelines and standards replace those presented in Chapters 1 through 17. In the event of a conflict between the terms of Chapters 1 through 17 and Chapters 18, 19 or 20, the latter 3 chapters shall control with regard to the respective plan area.

HOW TO USE THIS MANUAL

To use this manual the following steps should be taken:

1. Besides this set of regulations review all TRPA and Douglas County codes applicable to your property. If there are questions, you should contact the Douglas County Planning Department or the TRPA.
2. Once all the code parameters are known, review the General Standards and Guidelines for Community Plan projects.
3. When the General Standards and Guidelines are known, review the Community Plan Standards and Guidelines for that specific Community Plan. Should a conflict occur within the General Standards and Guidelines, the Community Plan Standards and Guidelines would take precedence.
4. Begin the design process. Informal consultation with the two Planning staffs is encouraged early in the process.

APPROVAL PROCESS

Applicability

For the Community Plan Areas in Douglas County, the standards and guidelines presented in this document replace Chapters 24, 26 and 30 of the TRPA Code and TRPA Design Review Guidelines. If there is a conflict with other adopted standards of TRPA, or Article VI of the Compact, such as those regarding land coverage, height, project definition, etc., the standards of those ordinances shall apply.

In general, the standards and guidelines in this document govern new construction activities subject to ordinance standards rather than retroactive changes to existing structures. New construction includes but is not limited to, construction of new buildings, remodeling and improvements to exterior spaces such as sidewalks and surface parking which require permits. All activities shall comply with the following design standards except:

1. Projects, for which the cost of the required improvements exceed 10% of the project cost, may submit schedules for compliance.
2. Projects which are in assessment districts (wherein the assessments have been levied or are contained in approved funded public works projects) which are committed to implement the improvements,
3. Projects for which TRPA has found the standard not to be applicable due to unique circumstances arising from or regarding the project, and all required findings have been made, including the finding that the waiver of standards will result in equal or superior result.
4. Activities whose primary purpose is to come into compliance with these standards and guidelines shall only be required to conform in areas directly altered by construction.

In no case will any project modification or expansion be approved that preempts future compliance with applicable standards. For structures housing gaming under Article VI of the Compact, all activities except external modifications requiring local government permit are subject only to Douglas County review.

Criteria

Each project is reviewed for compliance with the applicable codes and these design standards and guidelines. In considering a project, the staffs may consider items such as:

Zoning
Yard setbacks
Building height
Parking needs
Landscaping
Signs
Lighting
Traffic
Fire
Emergency vehicle access
Service needs
Building materials and color
Covenants, codes and restrictions on the deed
Such other features as may affect the project and its setting

Conditions of Approval

All projects approved under design review are subject to standard conditions of approval. TRPA may impose additional conditions of approval for a project as needed. For minor projects, such as remodelling or signs, TRPA may ask for minor improvements in order to gradually upgrade the appearance of existing buildings or properties. In such cases, each project will be considered individually and the staffs will work with the applicant to arrive at a plan that will make the property

more attractive and still be economically feasible for the owner or tenant.

Decision Authority

Design review is conducted by the Public Works Department and TRPA staff. For TRPA, action on projects is taken by TRPA staff or by the TRPA Governing Board pursuant to Chapter 4 of the TRPA Code.

Permit Coordination

In order to save time and effort, a project which requires both Douglas County and TRPA action, joint design review may occur or TRPA may delegate design review authority to Douglas County or vice versa through a Memorandum of Understanding.

THE DESIGN PROCESS: ADVOCATING A DESIGN HOLISM

At first glance, this manual may seem to address design of the built environment in a segmented approach. What is intended, however, is to advocate a holistic approach to design, that is where the whole is greater than the sum of the individual parts. As an example, the parts of a development project might include the building style, landscaping, signage, parking, interior floor plan and so forth. The whole is the complete site, from end to end, and from top floor to ground level.

The holistic approach to design begins with a strong design concept. Once a design concept is formulated each design decision can then be made within the concept's framework. It is believed that this approach can provide a more complete, more coordinated final product than an approach which designs each project element as an isolated piece.

While there is no one universally-accepted theory on how to produce good design, there exists an identifiable set of steps which are followed in almost everyone's design process:

1. Looking at what exists on the site;
2. Analyzing what you see in terms of constraints and opportunities relative to the intended use; and
3. Synthesizing a design or arrangement of spaces which matches the program of elements to the existing conditions of the land.

Although it appears straight-forward, there are many complex and subtle decisions made during the design process which only experienced and "open eyes" can foresee. Based on these intricacies and the Basin's complex regulations, TRPA would strongly suggest that you retain design and engineering professionals (architects, landscape architects, interior designers, civil engineers and the like) to help prepare your plans.

CHAPTER ONE

SITE DESIGN

Site design involves the arrangement of indoor and outdoor spaces to accommodate the activities required for a proposed use. Customer service, vehicle movement patterns, loading needs, and expansion potential should all be considered in laying out the site design. Because a site functions as an integral part of the community, the site design should also relate the spaces and activities to each other, to the site, and to the structures and activities on adjacent sites. The design should take into account such factors as safety, privacy, community identity and character, and preservation of the natural environment.

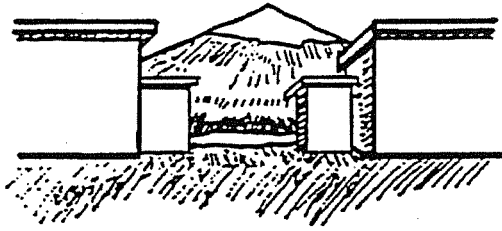
Standards

- 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 such as:*
 - (1) *Step a building around a mature tree or large boulder rather than remove them;*
 - (2) *Locate structures or impervious surfaces away from areas of significant vegetation, wetlands, and stream zones;*
 - (3) *Build a deck around rock outcroppings and incorporate them into the space;*
 - (4) *Bend a driveway around large boulders rather than removing large boulders or other features in order to create a straight driveway.*
- B. *Projects shall be designed to use existing disturbed areas rather than undisturbed areas for the siting of all improvements except when:*
 - (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 nonsensitive 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;*
 - (5) *The degree of existing disturbance is minor and the area shall be restored as part of the project; or*

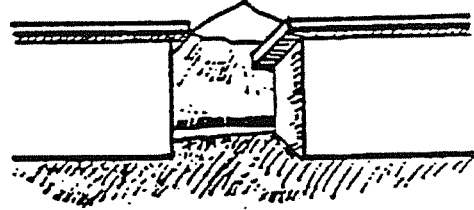
- (6) *Use of undisturbed areas is consistent with the intent of the applicable SQIP, Community Plan or Plan Area Statement, and the new use is sensitively designed to minimize unnecessary disruption.*

C. *The siting and design of new development shall preserve or enhance existing views through to the Lake, the surrounding ridgelines and the natural landscape.*

- (1) *Where new view corridors are opened up by new development, the siting and massing of buildings and landscaping should be designed to enframe and enhance views.*

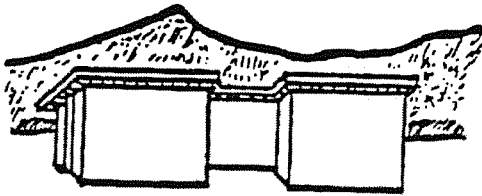


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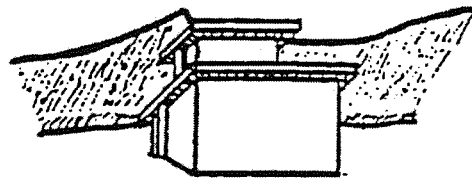


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- (2) *The size of the opening to be maintained as a view corridor should be sufficient to permit significant view penetration (i.e., wide enough to provide visual interest).*
- (3) *Buildings should not appear to exceed the height of the mountain backdrop when viewed from the lakes, major public areas, or travel corridors. Exceptions will be made for approved gaming structures and may be made for towers and other vertically-oriented landmarks that echo or complement mountain peaks and other natural landforms.*



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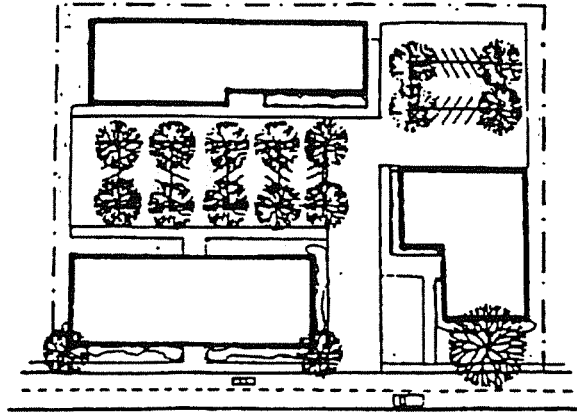


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- (4) *In developments with multiple structures, clustering the structures can create the open space necessary for view corridors.*
- (5) *Facility developments, improvements and expansions of casino core structures should be integrated architecturally with pre-existing high rise structures.*

Guidelines

- A. Site plans should be compatible with adjacent properties and streetscape in the placement of structures and uses. Cooperation in development between properties such as sharing driveways and parking can be advantageous.

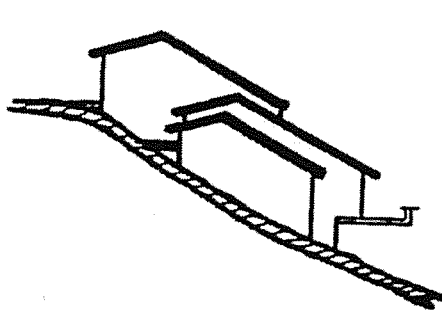


- B. Buildings should be sited with consideration given to sun and shade, changing climatic conditions, noise, safety, and privacy.
- C. Buildings should be located on a site so as to enhance the architecture and natural features of the site. In general, off-street parking and loading areas should be located to the rear of the site. For large commercial projects such as shopping centers, a portion of the total building area should be located at the street perimeter. Such siting reinforces the streetscape and screens the parking areas.
- D. Consideration should be given to the possibility of future expansion, with adequate room and functional placement allowed for in the site layout.
- E. Buildings and spaces should have a strong functional relationship to the site. Required side and rear yards should be utilized and integrated into the overall site arrangement. Leftover spaces and inaccessible yards do not permit full utilization of the site.
- F. Each step of a phased project should provide a design that is as complete as possible in the functional, visual, drainage and traffic aspects.
- G. Where possible, new hillside development should be sited at either sufficient horizontal or vertical distance from other structures that outward views are retained for both existing and new development.

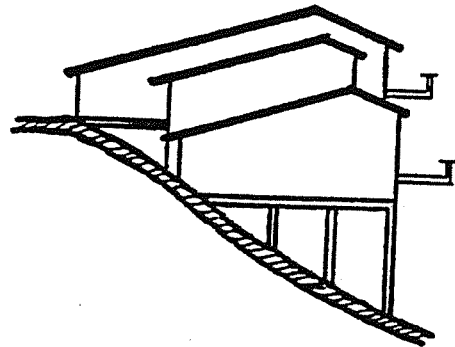
Buildings designed for sloping topography should respond to the natural topography to reduce alterations to natural contours to accommodate the structure.

H. The form, mass, and profile of individual buildings and architectural features should be designed to blend with the natural terrain and preserve the character and profile of the site as much as possible. Techniques that should be considered include:

- (1) Split pads, pier foundations, stepped footings, and grade separations to permit dwellings to step down to step up the natural slope;
- (2) Flat rooflines and/or low profiles with rooflines following the lines of the natural slope;
- (3) Detached garages, carports, or open parking to decrease apparent building mass; and
- (4) Varied and articulated elevations and rooflines to soften the appearance of large vertical surfaces and to avoid the clearance of a massive, rigid, vertical element.



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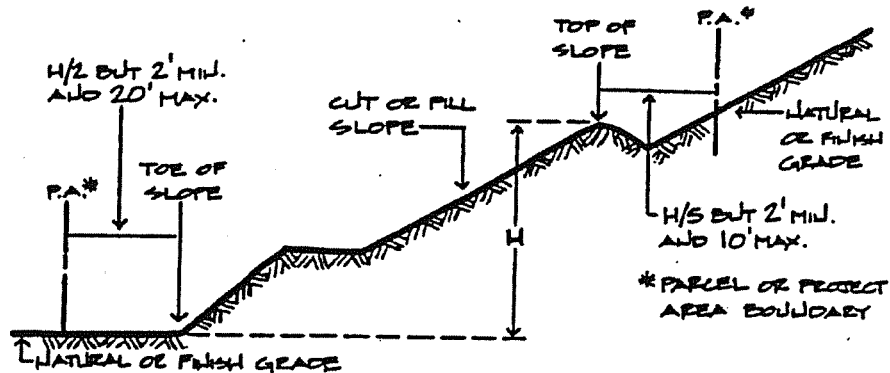


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CHAPTER TWO

GRADING AND DRAINAGE

Grading and drainage are engineering aspects of site development that can affect both the site and the surrounding area. Poor grading can inflict substantial damage on the environment, the site, and surrounding properties. Creative grading can enhance the architecture, screen nuisances, and provide privacy.



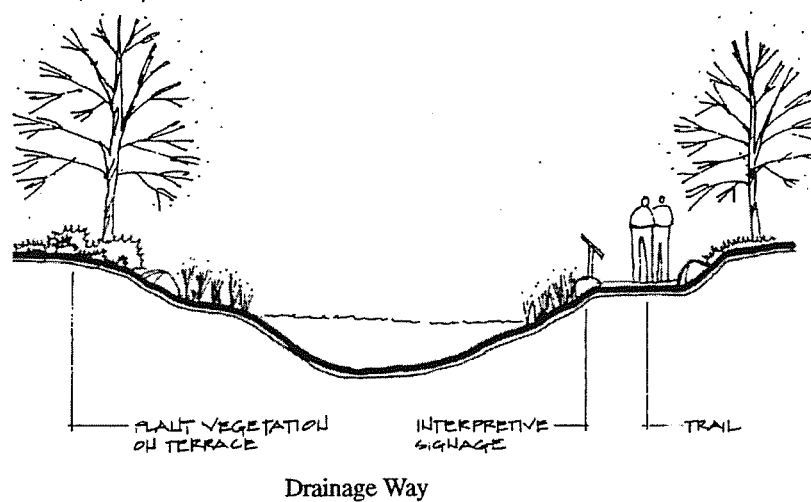
Standards

- A. Grading and drainage standards are addressed in TRPA Code of Ordinances Chapters 25 and 61 through 65. Setbacks are established by Chapter 70 of Uniform Building Code and are generally diagrammed above.
- B. All slopes shall be protected against erosion. Grading cannot create slopes greater than 2:1 unless controlled by mechanical stabilization. No slope shall exceed the normal angle of slippage for the material involved.

Guidelines

- A. The site should drain adequately without interfering with adjacent properties. Surface runoff from the developed site onto adjacent sites should be no greater in volume than before development.
- B. Natural contours should be maintained as much as possible. Buildings, parking areas, and drives should be located to fit the terrain, requiring minimum grading. Cut and fill should be kept to a minimum.
- C. Only those areas that are needed for construction should be disturbed. Vegetation outside the construction zone should be protected.
- D. The appearance and integration of drainage systems into the landscape can be greatly improved over existing practices. In times of non-storm events the systems can serve as

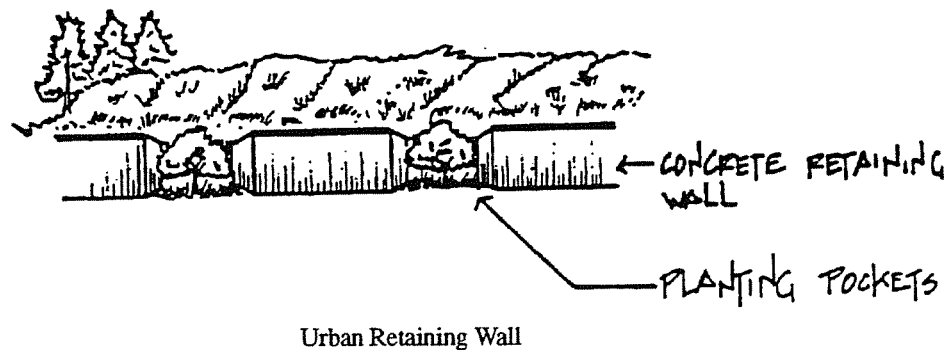
open spaces in neighborhoods or in existing recreation areas. Terrace slopes whenever possible as shown below in order to minimize the safety hazard of straight, deep slopes.



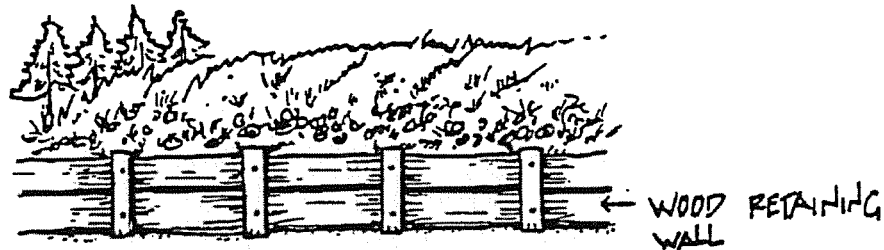
- E. Maximum height of retaining walls should be limited to three to four feet. When slopes greater than three vertical feet must be retained, terraces should generally be used to create smaller grade changes (three to five feet or less). Areas between terraces should be wide enough to accommodate vegetation. Downhill sides of retaining walls should be planted in order to help screen the structure. Please also see the Handbook of Best Management Practices.

Long, straight unbroken retaining walls with no articulation or other surface features are strongly discouraged, especially when they are sited along roadways. Retaining walls which match the architectural style, color and materials of a project's primary structures are also appropriate.

- (1) Retaining walls in urban areas may be built from the widest range of materials including textured concrete, wood, stone, or brick. Wherever possible retaining walls should be accompanied with landscape planting pockets to soften the wall's appearance.

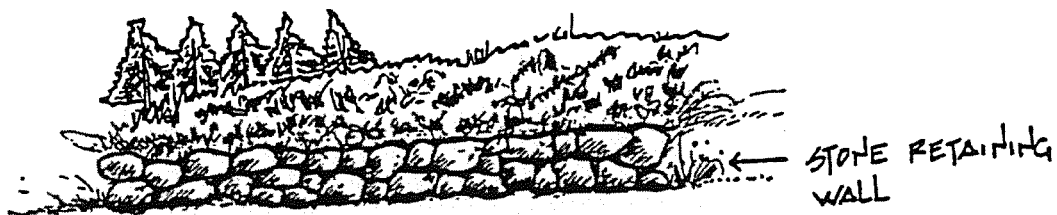


- (2) In rural transition areas the setting and context of the site as well as the site's primary use should be used to determine whether retaining walls will have more of an urban appearance (i.e., form, color, materials), or a rural appearance.



Rural Transition Retaining Wall

- (3) In rural areas the narrowest range of materials should be used. These should be limited to wood (including wood timbers and logs) or stone, and combined with planting areas or pockets wherever possible.

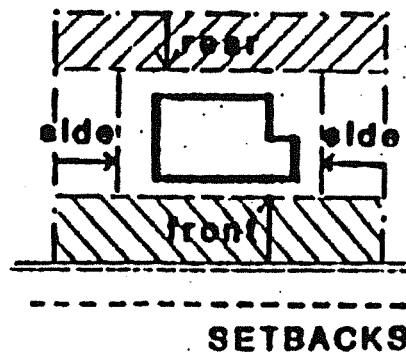


Rural Retaining Wall

CHAPTER THREE

SETBACKS

Yard setbacks dictate the minimum allowable distance between a lot line and a structure. Other setbacks dictate the minimum distances to protect scenic values, protect natural features or to provide safety. Setbacks create buffers, which separate and organize structures, thereby providing light, air, privacy and safety. They also act to improve the appearance of a street by providing room for landscaping and by giving buildings an orderly arrangement.



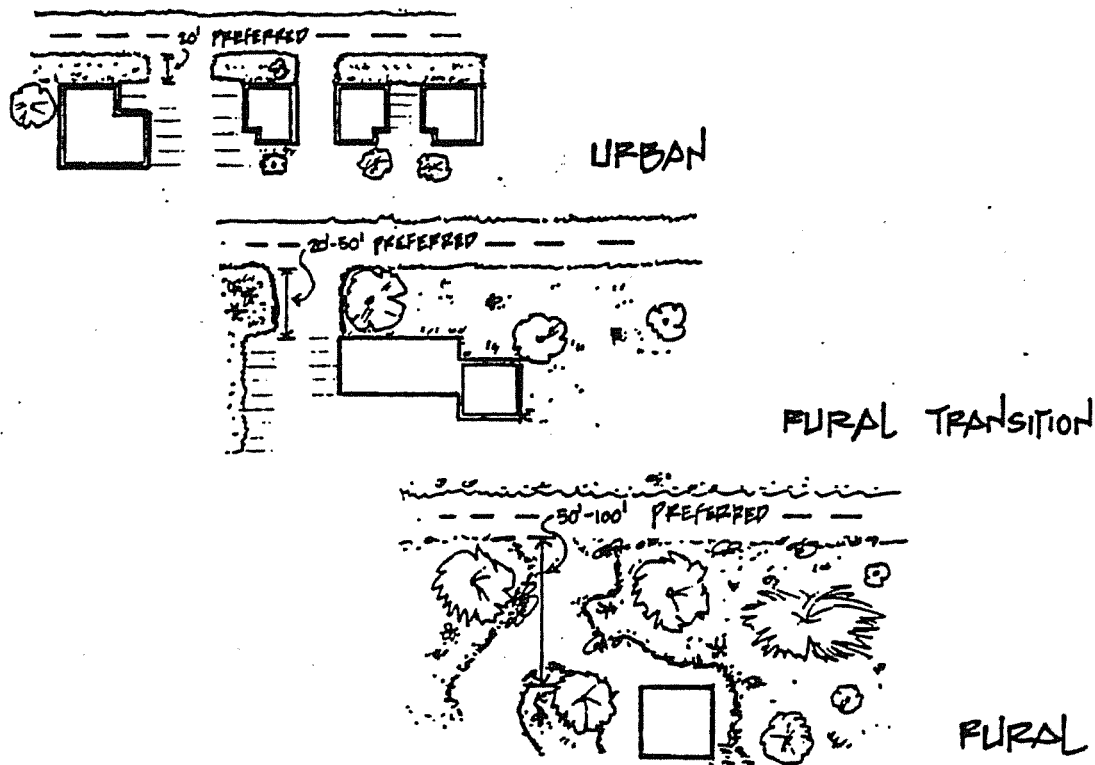
Standards

- A. **Building Setbacks:** Buildings shall be setback from property lines in accordance with the Douglas County Zoning Code below except when superseded by the Community Plan standards in Chapters 18, 19, and 20.
- B. **Scenic Corridors:** Buildings and structures shall be setback (20') from the highway right-of-way line in accordance with the TRPA Scenic Threshold Roadway standards (see Chapter 16) for designated corridors except when superseded by the Community Plan standards in Chapters 18, 19, and 20. Deviation from this standard is subject to the findings of section 30.5.D. of the TRPA Code.
- C. **Stream Environment Zone:** Buildings, structures, and other land coverage/disturbance shall be setback from SEZs in accordance with Chapter 37 of the TRPA Code. Deviation from this standard is only permissible when permissible by the TRPA Code.
- D. **Grading:** Building setbacks from cuts and fills are set forth in Chapter 2 of this manual.

Guidelines

- A. Front setbacks should conform to the average setback of the properties immediately adjacent to the site. Where existing buildings along a side or a street have a fairly uniform setback, all or part of a new building should recognize such setback even if the zoning allows a different setback distance.

- B. Variety is encouraged in the setbacks and in the relationship of buildings to the street in order to reduce the sense of sameness which characterizes strip development. Projects with longer street frontages are encouraged to have generally larger setbacks.
- C. Outside the casino core, setbacks closer than 20 feet are generally discouraged. In scenic threshold roadway units which are in threshold attainment buildings proposed closer than 20 feet may be approved when the proposed building is set back the same distance or greater than existing buildings along the same travel unit. Visual mitigation, etc., may be required to offset the visual impact.



Recommended Setbacks Along Scenic Threshold Roadways

- D. Only landscaping, architectural features such as canopies or overhangs, structures housing mechanical or other utility equipment which are 3 feet in height or lower, driveways and signs should be located within front yard setbacks. Community Plans may have differing requirements regarding what is allowed within setbacks. Please check these requirements before designing your project.
- E. Outside the Stateline Community Plan a landscaped buffer no less than 10 feet wide is recommended between the edge of the travelled roadway and building facades in order to provide a sense of separation between the roadway and pedestrian areas in commercial areas. Placement of pedestrian walkways between the landscaping and the building is preferable to placement along the street edge. Landscape treatments should be compatible with snow removal techniques.

F. Commercial Setbacks

- (1). Provide Variety. Variety is encouraged in the setbacks and in the relationship of buildings to the street in order to reduce the sense of sameness which characterizes strip development.
- (2). Relate Size of Project to Amount of Setbacks. Projects with longer street frontages are encouraged to have generally larger setbacks.
- (3). Coordinated Setbacks. The setbacks for a project should be responsive to neighboring uses and appear coordinated to them. Front setbacks should conform to the average setback of the properties immediately adjacent to the site. Where existing buildings along a side of a street have a fairly uniform setback, all or part of a new building should recognize such setbacks even if the zoning allows a different setback distance.
- (4). Reduced Setbacks Along Scenic Threshold Roadways. This guideline only applies to situations where the proposed building or building addition is closer than 20 feet and is along a TRPA Scenic Threshold Roadway. Setbacks closer than 20 feet are generally discouraged. In scenic threshold roadway units which are in threshold attainment buildings proposed closer than 20 feet may be approved when the proposed building is set back the same distance or greater than existing buildings along the same travel unit. Visual mitigation measures such as landscaping, building facade improvements, walkway installation, etc., may be required to offset the visual impact.

If a building is proposed to be set back closer than 20 feet along a scenic threshold roadway unit which is not in threshold attainment, the applicant first should review the visual assessment and recommendations for that unit. This information is located in TRPA's Scenic Quality Improvement Program. If lack of setbacks is a significant problem in the unit, exceptions to the 20 foot setback will likely not be approved. If setbacks are not listed as a specific problem, visual mitigation measures such as those listed above may be required to offset the visual impact.

- (5). Provide Landscaped Setbacks on Commercial Properties. A landscaped buffer no less than 10 feet wide is recommended between the edge of the travelled roadway and building facades in order to provide a sense of separation between the roadway and pedestrian area in commercial areas. Placement of pedestrian walkways between the landscaping and the building is preferable to placement along the street edge. Landscape treatments should be compatible with snow removal techniques.

G. Residential Setbacks

- (1). Residential Setbacks. In non-commercial areas, the purpose of building setbacks should be to minimize the visibility of development from adjoining travel corridors. The setback may permit a densely planted buffer of native vegetation to be main-

tained along the roadway. Such a buffer should respect and attempt to maintain significant views of natural features or other scenic elements.

Residential units that take direct access off major travel routes should be set back as far as possible. Deeper setbacks along major travel routes will also permit the preservation of views from the roadway. In many cases this guideline conflicts with minimum coverage regulations because longer driveways to serve the residences take up additional coverage. Since no coverage overrides for deeper setbacks are provided, this conflict must be resolved on an individual basis.

Front yard setbacks for residential development along threshold routes must meet the minimum twenty (20) feet setback from the road right-of-way. Garages, decks, and stairs should not intrude into front setback.

As much as possible, existing mature, natural vegetation (especially tree cover) located in the front setback should be preserved. To insure effective screening, additional native trees (species should be selected from TRPA's Recommended Native and Adapted Plant List and should be compatible with existing native species in surrounding area) should be introduced so that trees are spaced at an average of 20 feet on-center minimum and at least two rows deep.

- (2) Subdivision Frontages. Residential subdivision frontages along major travel corridors should use a combination of existing vegetation, setbacks of structures, and landscape screening so that they are not readily visible from major travel corridors (i.e., average setback of 200-250 feet from roadway).

Subdivision entrances should be designed to provide safe, efficient, easy-to-identify access points, while also creating a positive first impression that is compatible with the surrounding natural vegetation. The location and geological features should help determine the appropriate entry setting.

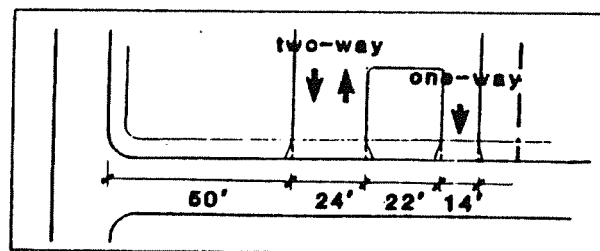
CHAPTER FOUR

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.

Standards

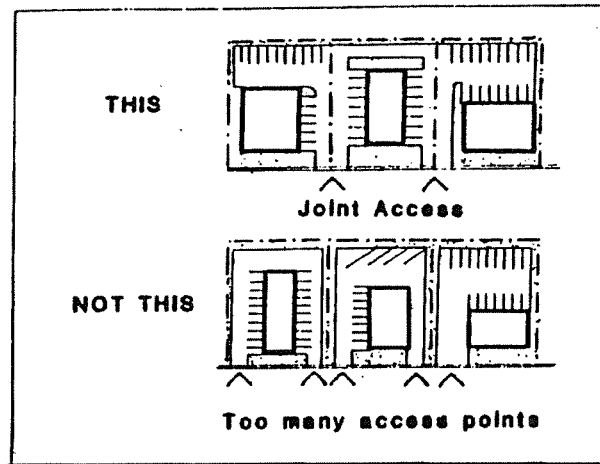
- A. *New driveways shall be designed and located so as to cause the least adverse impacts on traffic, transportation, air quality, water quality and safety.*
- B. *Douglas County and TRPA shall encourage shared driveways in new projects, if it is found that the effect is equal or superior to the effect of separate driveways.*
- C. *On federal and state highways, ingress/egress standards of Nevada (NDOT) shall apply. Where state standards conflict with county standards, state standards apply.*
- D. *New development, which does not require a traffic analysis pursuant to TRPA Code, shall be served by a single driveway with no more than two points of ingress/egress from the public right-of-way or other access road. Additional or transferred development, requiring a traffic analysis, shall conform to ingress/egress provisions necessary to mitigate all traffic and air quality impacts under TRPA Code.*
- E. *All exits onto public streets shall be located a minimum of 50' from an intersection.*
- F. *Curb cut widths shall be a minimum of 24' for two-way traffic, and 14' for one-way traffic.*
- G. *Curb cuts on the same lot shall be separated by a minimum distance of 22'.*



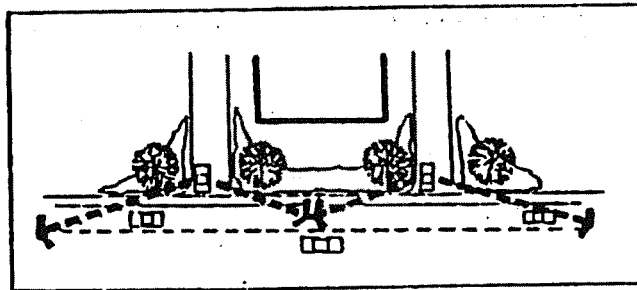
- H. *Provide adequate access for emergency vehicles and for those persons attempting to render emergency services.*

Guidelines

- A. Access points should be kept to a minimum. Joint access between adjacent businesses should be used whenever possible in order to reduce traffic hazards along major routes.



- B. The number of entrances should be adequate to allow efficient traffic flow.
- C. Entrances should be designed and located so that the driver has ample time to see and use them as he approaches the site.



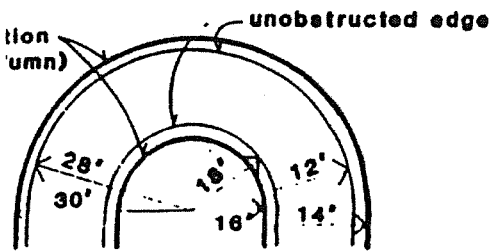
CHAPTER FIVE

CIRCULATION

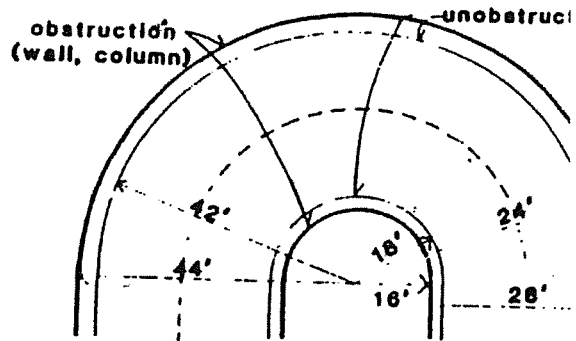
Circulation is the pattern of movement of pedestrian, bicyclists, trucks and automobiles. The design of the circulation system on a site can be critical in terms of safety. The success of a project can hinge upon the ease of access and use.

Standards

- A. *Driveways may exceed 10% slope for single family houses, including secondary residences and 5% slope for all other uses, if Douglas County and TRPA find that a steeper driveway would minimize the amount of grading and site disturbance that would result from construction of a driveway of lesser slope. In no case shall a driveway exceed 14% for residential use or 8% for all other uses. Driveway widths shall conform to the following standards:*
- (1) *Single family houses, including secondary residences, require driveways of a minimum width of 10 feet. Where the house includes a garage, the driveway shall be at least as wide as the garage door opening for a distance of 20 feet and shall taper to the appropriate width, but no less than 10 feet.*
 - (2) *Other residential uses: Two-way driveways serving residential uses other than single family houses shall be 24 feet. One-way driveways serving residential uses other than single family houses shall be 12 feet.*
 - (3) *Tourist Accommodation, Commercial, Public Service and Recreation Uses: Two-way driveways serving these uses shall have a minimum width of 20 feet and a maximum width of 30 feet. One-way driveways serving such uses shall have a minimum width of 10 feet and maximum of 15 feet. For two-way driveways with median dividers serving such development, each direction shall have a minimum width of 10 feet and a maximum of 17 feet.*
- B. *Pedestrian circulation systems shall be required for Commercial, Tourist Accommodation, Public Service and Multi-residential projects. Sidewalks shall be a minimum 48" wide, with gradients less than 5%. Ramps for use by the handicapped shall not exceed a 1:12 slope and shall be provided with landings as specified in the Uniform Building Code. Ramps exceeding a 1:15 slope shall be fitted with handrails, 30-34" in height above the stair tread. Sidewalk dimensional standards are applicable to public and right-of-way easement walkways only, and not to pedestrian facilities and structures within the private property (unless otherwise required by safety and fire codes).*
- C. *Adequate provision shall be made for the access and movement of emergency vehicles.*
- D. *The minimum aisle widths and turning radii are as shown:*



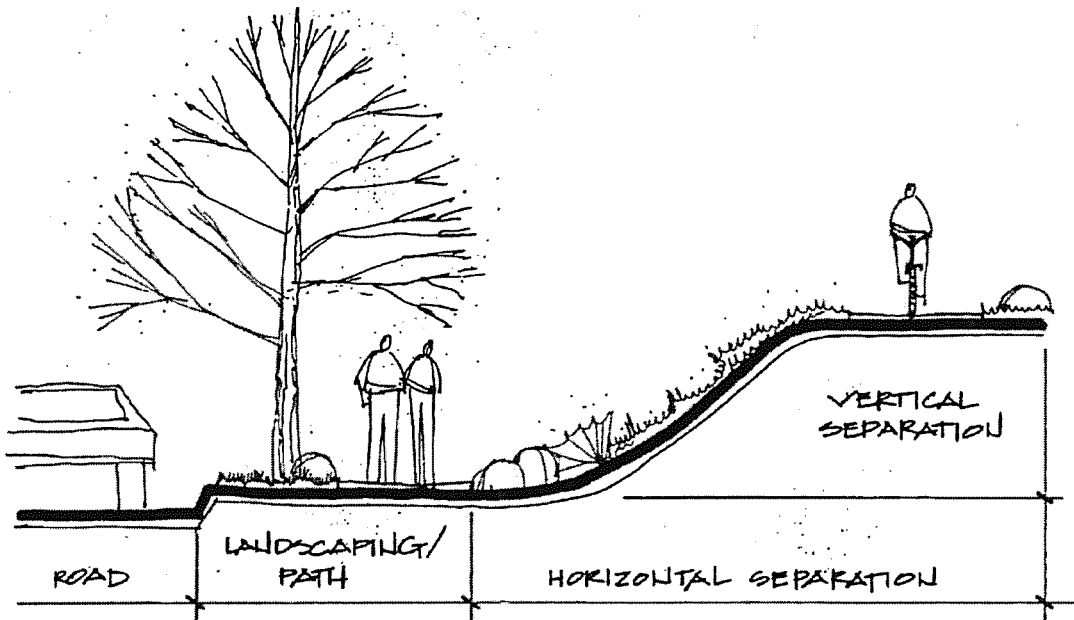
ONE-WAY AISLES



TWO-WAY AISLES

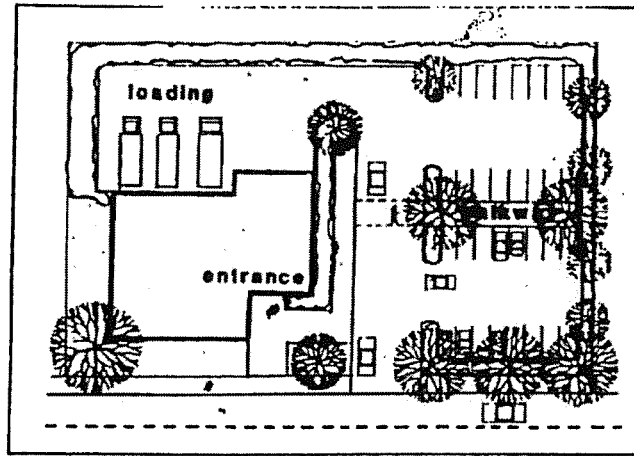
Guidelines

- A. The circulation pattern should be logical and easily comprehended by the user.
- B. Vehicular and pedestrian circulation systems should be separated or made compatible to reduce conflicts between pedestrians, bicyclists, and motorists. Separation can be effected through the use of changes in grade, materials, screens, and structures. Compatibility can be achieved through slowing and/or reducing vehicular traffic in areas of heavy pedestrian use, creation of well-defined crosswalks or other means.



Separate Circulation Modes

- C. Layout of sidewalks should follow the anticipated movement of pedestrians.
- D. Loading activity should not interfere with other site circulation patterns.

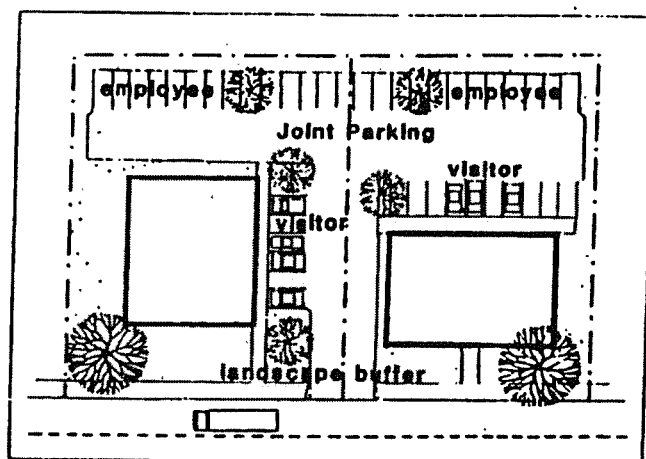


- E. Building entries should be clearly visible from the parking areas and should be kept clear of parking.
- F. Paving materials should be compatible with other site materials. Sidewalk surfaces should be smooth and non-slippery.

CHAPTER SIX

PARKING

The design of parking areas should be safe and accessible. Simple layouts which can be readily understood by motorists are advocated, especially in urban areas. Reducing the visual dominance of the automobile in the landscape while increasing opportunities for the pedestrian are important design and goals addressed in this section.



Standards

A. To ensure adequate parking facilities, TRPA shall apply the following procedures to determine parking requirements:

- (1) Parking Facility is defined as a clearly identifiable location for vehicular parking. A parking facility may be a parking area, parking lot or parking structure.
- (2) A Compliance Program shall apply to new or expansion of existing development that creates a demand for parking, including recreation and public service projects. Projects not involving new or expanded development may still be required to comply with the standards set forth below, if TRPA finds the resultant situation would otherwise cause or continue to cause significant adverse impacts on traffic, transportation, air quality or water quality.
- (3) Parking Demand shall be determined under the parking demand schedule set forth and maintained by TRPA (see ~~Appendix A~~ ^{Attachment}). In lieu of meeting this schedule's requirements, an applicant may prepare and submit a technically adequate Parking Analysis inclusive of a parking demand estimate, proposed alternatives to standards, and methods to ensure compliance with alternatives.

B. Adequate onsite parking to meet the parking demand of a use shall be provided within a project area. The following general standards apply:

- (1) Single Family Houses, Including Secondary Residences: Parking spaces within a driveway, a garage or carport shall be considered in determining the adequacy of parking facilities. Stacked parking may occur.
- (2) Other Residential Uses: Only designated parking spaces and one parking space, per unit within individual garages shall be considered in determining the adequacy of parking facilities. Stacked parking may occur for no more than two vehicles.
- (3) Tourist Accommodation, Commercial, Public Service, and Recreation Uses: These uses shall provide, at a minimum, two spaces in addition to one space for each employee for the peak work shift.
- (4) Multiple Uses: If two or more uses share a project area, demand for each use shall be calculated separately, and the total demand shall be the total of the parking demand for the uses subject to exceptions noted below.
- (5) Fleet Vehicles: Tourist accommodation, commercial, public service and recreation uses shall provide one parking space for each business or fleet vehicle.
- (6) Shared Parking: Douglas County and TRPA may approve shared parking facilities for two or more uses provided that applicants execute and record reciprocal agreements for shared parking and can make the following findings: (a) the uses have different peak periods, (b) the parking demand will not overlap, and (c) the parking facility is of adequate size to meet demand.
- (7) Parking reduction for Transit: Parking requirements for uses other than single family dwellings may be reduced 20% if a traffic analysis indicates public transit service exists within 300 feet of the property and is a viable substitute for parking. For each space reduced, the project shall be required to contribute \$300 per year or the fee required by the transit provider to the transit agency providing the service.
- (8) Visitor/Service Parking: All uses shall provide for parking for visitors and service deliveries to the use, such parking not to conflict with snow removal regulations, traffic flows and unrestricted access.

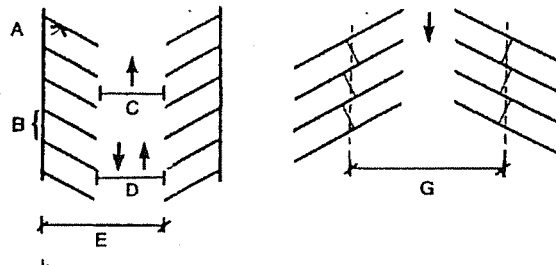
C. Offsite parking shall not be considered in determining the adequacy of parking facilities except as follows:

- (1) Temporary Uses: Offsite parking may be permitted for a temporary use on the basis of an approved parking analysis.

- (2) Deed Restrictions: Based upon an approved parking analysis, offsite parking may be allowed provided an appropriate deed restriction is recorded which documents the relationship of the two parcels.
- (3) Assessment Districts: Offsite parking provided pursuant to an assessment district and a related parking analysis may be approved.
- (4) Locations: Offsite location may be approved if TRPA and Douglas County finds that it will not violate other TRPA applicable standards. Such parking shall be located within 300 feet of the facility it serves or shall be directly connected by transit during the hours of operation.
- D. Except for single family driveways all maneuvering shall be accomplished on site. Backing out onto a street is not allowed. Parking and loading areas are to be paved, graded, and drained according to the Standard Specifications for Public Works Construction (1978).
- E. Striping of parking spaces, and identification of compact spaces, handicapped parking, and loading areas is required.
- F. Up to 25% of the parking requirement may be developed as compact car spaces, a minimum 8' x 17' in size.
- G. All off-street parking facilities shall be located on the same property as the major land use it is intended to serve, except for approved off-site lots.
- H. Parking layout design should provide ample stall and aisle widths and adequate turning radii. To ensure this, the County has an adopted set of parking design standards:

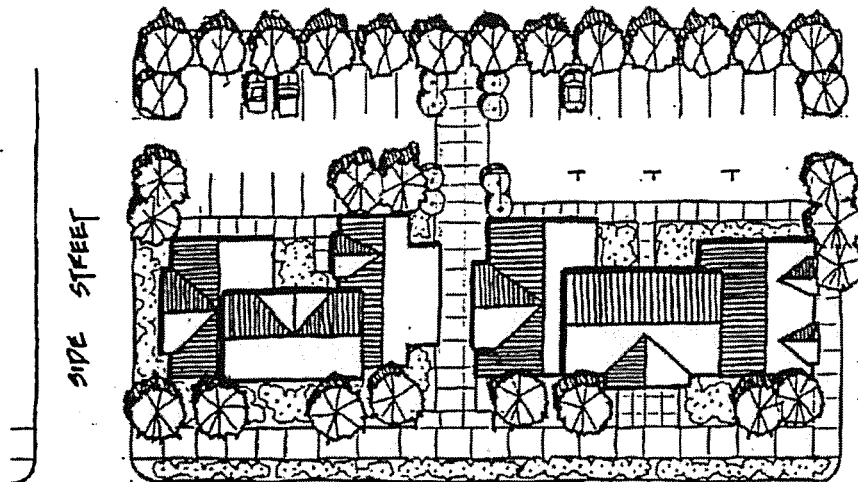
ANGLE OF PARKING (A)	DISTANCE BETWEEN SPACES (B)	AISLE WIDTH		TOTAL WIDTH OF ONE-WAY PARKING LAYOUT		
		One-way (C)	Two-way (D)	One-sided (E)	Two-sided (F)	Herringbone (G)
30°	19'	12'	20'	29'6"	47'6"	39'
45°	13'5"	13'	21'	33'	53'6"	46'6"
60°	11'	17'	23'6"	38'6"	59'6"	55'
90°	9'6"	25'6"	25'6"	44'6"	63'3"	--

*Adopted by Planning Commission, June, 1978.



Guidelines

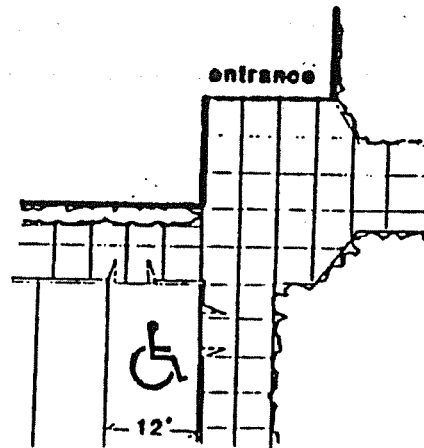
- A. Parking areas should be easily accessed from the street. Location of the parking to the rear or side of the building is preferred, with the front setback used to create a landscape buffer between the building and the street. Visitor parking should be clearly marked and located near the entrance to the building. Joint parking areas between businesses is encouraged.
- B. Pedestrian access from the parking areas to the buildings should be integrated into the parking lot design.



Locate Parking Away From Building Frontages

- C. In order to reduce the visual clutter and unpredictability along the edges of the major travel routes, on-street parking should be restricted along the state and federal highways (i.e., Highways 89, 28, 50, 207 and 267). In those areas where it is desirable to maintain on-street parking, it is recommended that on-street parking be accommodated in parallel parking bays. Each bay would be designed to hold a maximum of four (4) parked vehicles. Bays would be paved and clearly defined with curbing. An eight (8) foot wide minimum landscaped area should be required at the end of each parking bay (i.e., consecutive parking bays would have 16 feet of landscaped area between them).
- D. The following parking layout guidelines are recommended.
- E. Parking space dimensions for parallel parking should be 9 feet by 22 feet. Aisle dimensions for parallel parking should be 12 feet for one-way aisles and 24 feet for two-way aisles.
- F. Stacked parking areas are recommended only when vehicles are directed or parked by parking attendants. Dimensions for stacked parking spaces should be 8 feet by 16 feet. An aisle at least 12 feet wide should be maintained along the length of one side of the stacked parking area to allow for emergency access.

- G. Parking lots with 10 or more spaces should provide parking for the handicapped in accordance with the requirements of the Americans with Disabilities Act. Dimensions of handicapped parking spaces should be 12 feet by 18 feet. Access to and from the vehicle should be on level ground. Location of handicapped parking should be as near to the main pedestrian corridor or building entrance as possible.



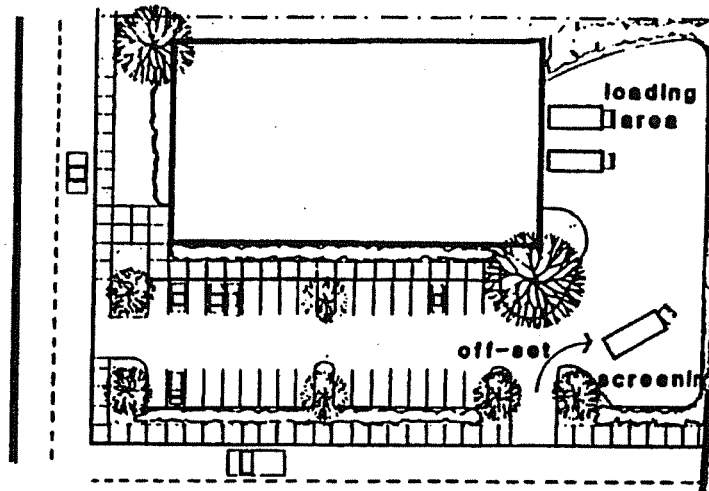
- H. Parking spaces for the handicapped should be clearly marked, both on the pavement and with a sign displaying the International Symbol of Accessibility. No recommendation contained in these guidelines will replace or supersede any federal, state or local requirements for the provision of accessible parking for the handicapped.



CHAPTER SEVEN

LOADING

Loading space and facilities should be provided by any business anticipating freight operation or truck deliveries. The location of the loading area should allow efficient use without detracting from the building, the site, or the neighborhood.



Standards

- A. All loading and unloading shall take place on site. Street servicing is prohibited.
- B. The number of loading spaces will be based upon the operating characteristics of the individual use, as anticipated for an average business day.
- C. The minimum size for a truck loading space is 10' x 25'. If larger trucks are anticipated, the loading spaces, aisles, driveways, and overhead clearances shall be appropriately increased.

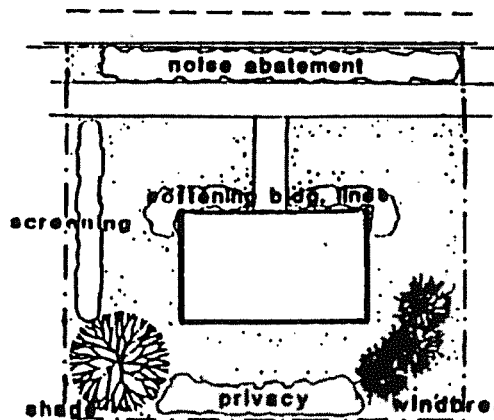
Guidelines

- A. A site should be designed to handle truck maneuvering, parking, and loading operation. Backing from the street onto a site to load or unload a truck causes traffic congestion and hazards.
- B. Because of their unsightly appearance, loading facilities should be located at the rear of a structure. When such placement is not possible, the facilities should be designed to not create dominant unsightly views from public streets.
- C. The loading area should not interfere with other site circulation, and should permit free use of aisles, driveways, and sidewalks during freight operation.

CHAPTER EIGHT

LANDSCAPING

Landscaping is a major factor in the image of an area. However, the landscaping of a project should attempt to do more than make a place look attractive. Plants can perform a number of functions to enhance the land use and increase user comfort. Plants can be used to create spaces, separate uses, give privacy, screen unattractive views, frame attractive views, reduce heat and glare, deflect wind, muffle noise, articulate circulation, emphasize entrances and exits, inhibit soil erosion, purify air, and soften the lines of architecture and paving. Careful thought should be given to the needs of a site when designing the landscaping.



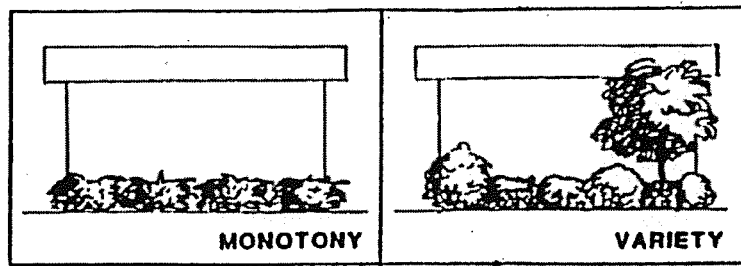
Standards

- A. *Plant species on the TRPA recommended native and adapted plant list shall be used for lawns and landscaping. 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, entry ways, flower beds, and other similar locations to provide accents to the overall native or adapted landscape design.*
- B. *For projects other than single family home projects and attached 2- or 4-unit residential buildings, a minimum of 5% of an entire site and 15% of the parking and driveway area shall be landscaped. The following sizes and spacing shall be required for woody plant materials at time of planting.*
 - (1) *Trees shall be a minimum 15 gallon, six feet tall, or 1-1/2 inch diameter at breast height.*
 - (2) *Shrubs shall be a minimum of 5 gallon pot size where upright shrubs have a minimum height of 18 inches and minimum spread of 18 inches; and, spreading shrubs have a minimum spread of 18-24 inches.*

- (3) *Ground covers shall be a minimum four inch pot size or one gallon container and shall be a maximum 24 inches on center spacing.*
- C. *An irrigation system is required in landscaped areas. Automatic and drip systems are preferred.*
- D. *Landscaping in parking lots shall conform to the following standards:*
 - (1) *Planting beds shall have a minimum width of 6 feet for perimeter beds and 4 feet for interior beds, with a minimum area of 25 square feet.*
 - (2) *Each planting bed abutting traffic areas shall be enclosed by concrete or masonry curbing a minimum 6" in width and 6" in height above the paving surface or other approved materials.*
 - (3) *Each planting bed shall contain a minimum of one tree per 400 square feet of planting area.*
- E. *A landscape maintenance agreement between the owner and the County is recommended to ensure that landscaping will not deteriorate soon after installation because of neglect, if evidence exists that deterioration may occur. Landscaping shall be perpetually maintained with prompt removal and replacement of dead and diseased plants.*
- F. *In addition to other standards in this section, the standards for commercial, tourist accommodation, public service and multi-residential projects are:*
 - (1) *Onsite parking areas shall be provided with landscaped perimeters. Onsite parking areas greater than 1/4 acre in size shall be provided with landscaped islands designed in accordance with the Handbook of Best Management Practices.*
 - (2) *A minimum of 15% of a parking lot shall be landscaped.*
 - (3) *Any off-street parking which abuts or faces a residential lot shall provide a planting screen, landscaped fence or wall at least 4' in height along the side facing the residential lot.*

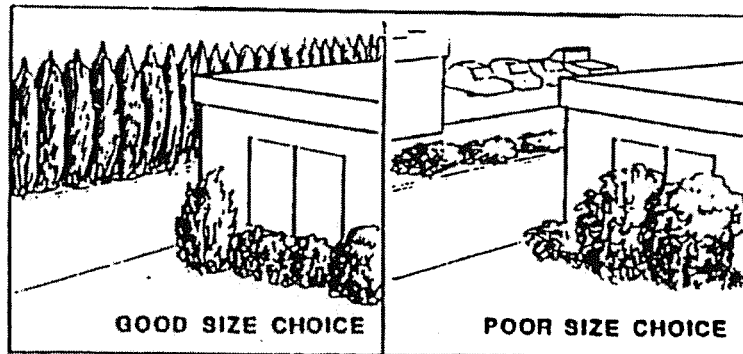
Guidelines

- A. *Landscape plans should exhibit a design concept that provides more than a haphazard arrangement of plants. Plant materials should be utilized in a sensitive ordering which defines the site's spatial organization and function, relates to the buildings and structures, and incorporates the various site elements. All landscape plans should use the plant materials in a logical manner to solve environmental problems and provide user comfort.*

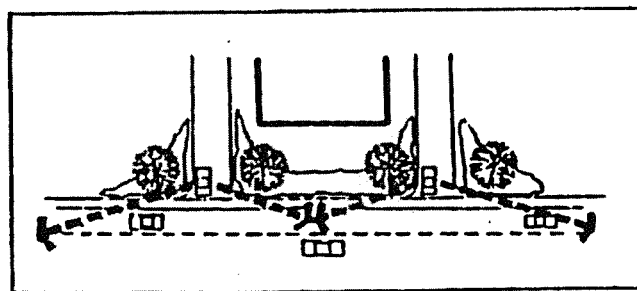


- B. In addition to adding aesthetic charm and interest to developments, the primary goal for landscape improvements within the Tahoe Basin should be to preserve and enhance the landscape character of the project site and vicinity. Existing trees and natural features should be preserved and incorporated into the landscaping plan. Trees should be protected during construction.
- C. Live plant material should be used in all landscaped areas. Gravel, colored rock, and similar materials are generally not acceptable as ground cover. Introduced vegetation should be compatible with the existing landscape in scale and should reflect the physical properties such as form, line, color and texture of local plant communities.
- D. Landscape designs should attempt to integrate the project into the existing setting.
 - (1) Urban. In urban settings the landscape often functions as architecture or as a means to define spaces for use. The widest range of plant materials is appropriate in urban areas. Please also refer to the Accent Vegetation guideline in this section. Generally, new plantings should be arranged in natural-looking groups. Geometric layouts with evenly spaced rows of trees and other formal landscape patterns should be reserved for institutional and public service sites when a formal landscape is desired.
 - (2) Rural Transition. Development in rural transition areas often involves residential or small-scale commercial uses located in a relatively natural (although often disturbed) forested landscape. Generally a more limited range of plant materials is appropriate than in urban settings.
 - (3) Rural. In settings landscaping often provides the means to successfully place a structure or other development into the natural landscape. Generally the most narrow range of plant materials is appropriate in the rural setting. The arrangement and type of plant materials used in landscape projects in rural settings should be compatible with and reflect elements of the natural landscape surrounding the site. Landscape plans should locate new plantings in such a manner that edges of the existing forest canopy are extended, and sharp distinctions between existing natural vegetation and introduced plantings are not evident.

- E. Landscaping materials should be selected whose ultimate size and shape are appropriate for their location and function. Plant materials should be compatible in size, shape, and color with native or neighborhood vegetation.

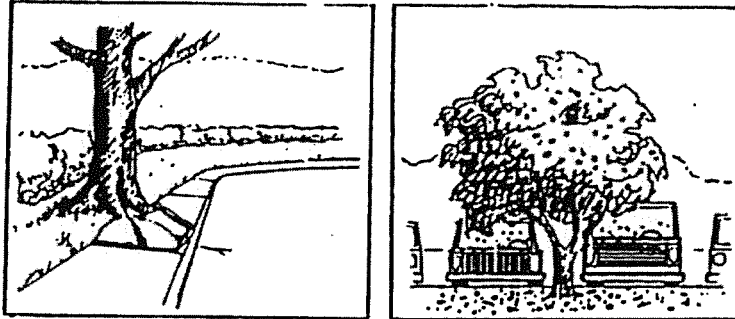


- F. Landscape improvement should be utilized to better integrate development with its surroundings by helping to reduce the apparent scale of structures, screening views or unsightly or non-essential elements, visually softening hard edges, and providing a transition between different use areas. The use of planter boxes or trellises is encouraged where larger landscaping areas are not available.
- G. The scale and nature of landscape materials should be appropriate to the site and structures. Large-scale buildings should be complemented with large-scale landscape materials (i.e., plants, rocks, timbers, walls, fences, etc.) appropriate to the design character of the building.
- H. In order to allow drivers safe visibility at intersections of driveways and streets, no obstruction in excess of two feet high may be placed within a triangular area formed by the street and driveway at property line and a line connecting them at points 25 feet from their intersection. Trees pruned high enough to permit driver visibility may be permitted.



- I. In addition to choosing plant materials that are compatible with the surrounding natural vegetation, the selection of plant material should be based on their relative hardiness, drought tolerance, year round interest (foliage, color, flowers, fruit, branching pattern, etc.) and function (e.g., screen, accent, shade, etc.). For example, deciduous vegetation would

be inappropriate in areas where substantial year round screening is necessary. Plant materials that are well adapted to local conditions, i.e., requiring minimal irrigation and fertilizers, are preferable.

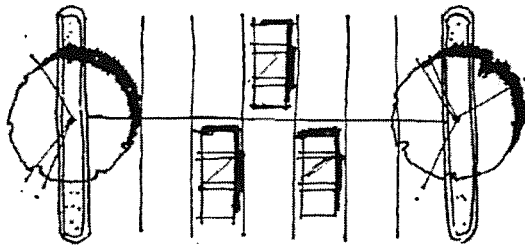


Avoid

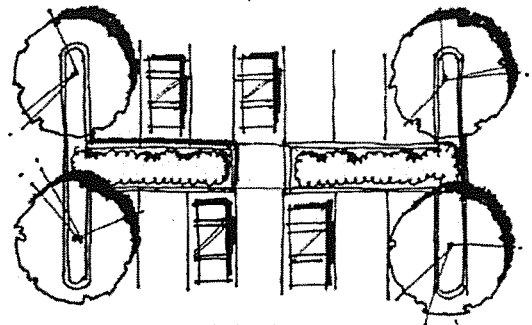
- J. Fertilizer can provide many benefits to all types of landscape plantings. Because of its contents, however, fertilizer use has become an issue in the Lake Tahoe Region. Current information suggests that fertilizer should be used only in certain places (not in stream environment zones) and for very specific purposes (plant establishment, annual feedings). Above all, fertilizer should be used in a well thought-out and carefully controlled management plan. Generally, slow-release fertilizers are recommended for trees, shrubs, and ground covers other than grasses, while a minimal application of fast-release fertilizer is appropriate for grasses. This subject is discussed in greater detail in TRPA's Handbook of Best Management Practices and in the Guide to Fertilizer Use in Lake Tahoe Basin.
- K. It is recommended that in most cases fallen pine needles be left on the ground. The needles are a benefit to the natural landscape by serving many important functions including: erosion control, dust control, retaining soil moisture (this is especially important in the establishment of new vegetation), and protection for plants, especially perennials.
- L. Parking areas should not visually dominate a project. Plant materials, earth berms, and low walls and fences should be used to reduce the visual prominence of parking areas while still providing adequate visibility for customers and security.
- M. A landscaped separation should be provided between the parking areas and the building.
- N. Where used, perimeter landscape screening along the front of a lot should stand 3-4' in height. At that height, it will screen parked cars but still permit visibility for the business.
- O. When used for screening, landscaping along the sides and rear of the lot should be a minimum 6' in height. Landscaping is preferred over fencing for screening purposes.
- P. Wheel stops may be eliminated by reducing the stall length 2' and using the curb surrounding the planter bed as a bumper guard, provided that an extra 2' width is added to the planter bed.

- Q. Planting beds should have a minimum width of six (6) feet for perimeter beds and four (4) feet for interior beds, with a minimum area of 25 sq. ft.

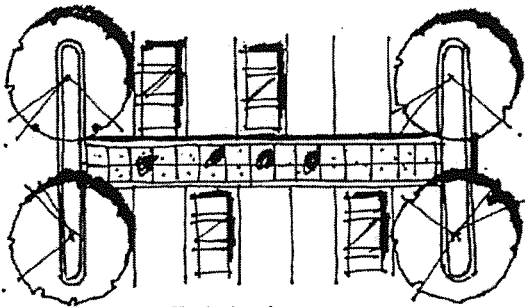
The following are examples of landscaped parking layouts:



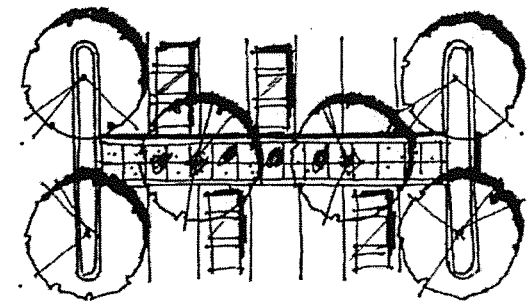
End plant



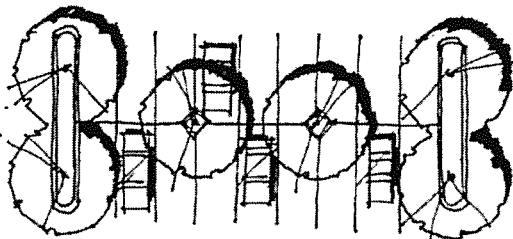
End plantings
Hedge
Paved walk-through



End plantings
Paved walkway



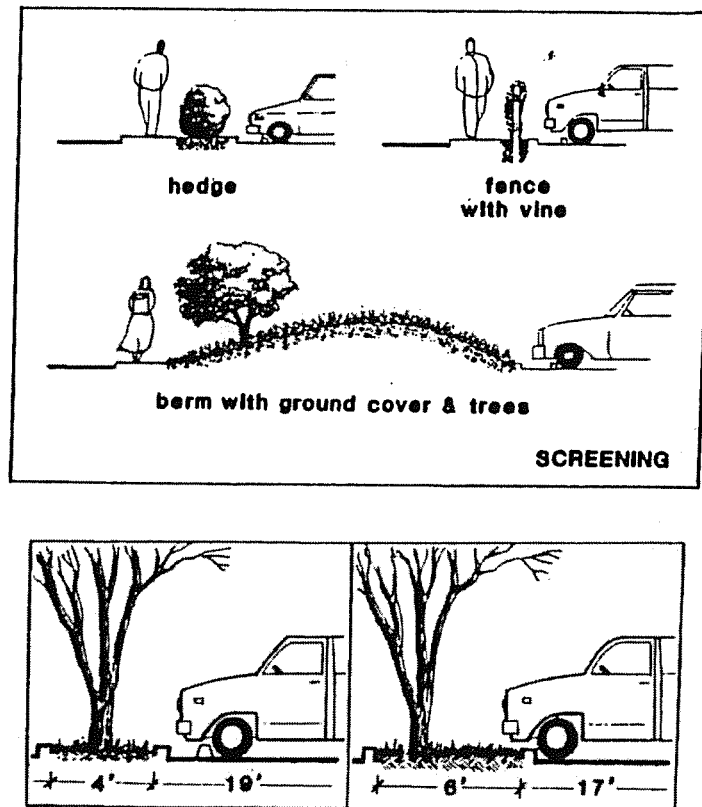
End plantings
Paved walkways
Tree-planting pockets



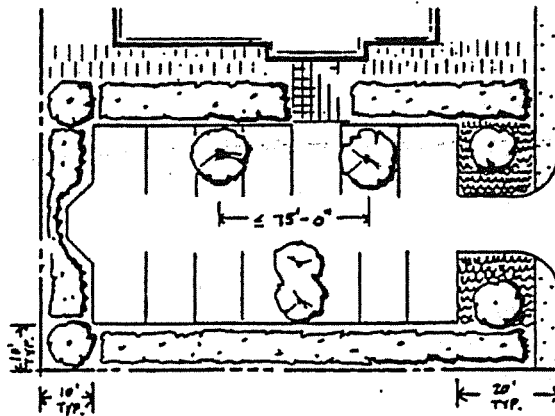
End plantings
Compact car space
Tree-planting pockets

- R. Where appropriate, consider installing a joint landscaped perimeter parking screen with adjoining properties. A joint project offers the opportunity to share the cost of the improvements while creating a more substantial screen should be required around the entire perimeter of the parking area, with 10-foot minimum width landscape strips along nonfrontage sides and 20-foot minimum width landscape strips along frontage roads.

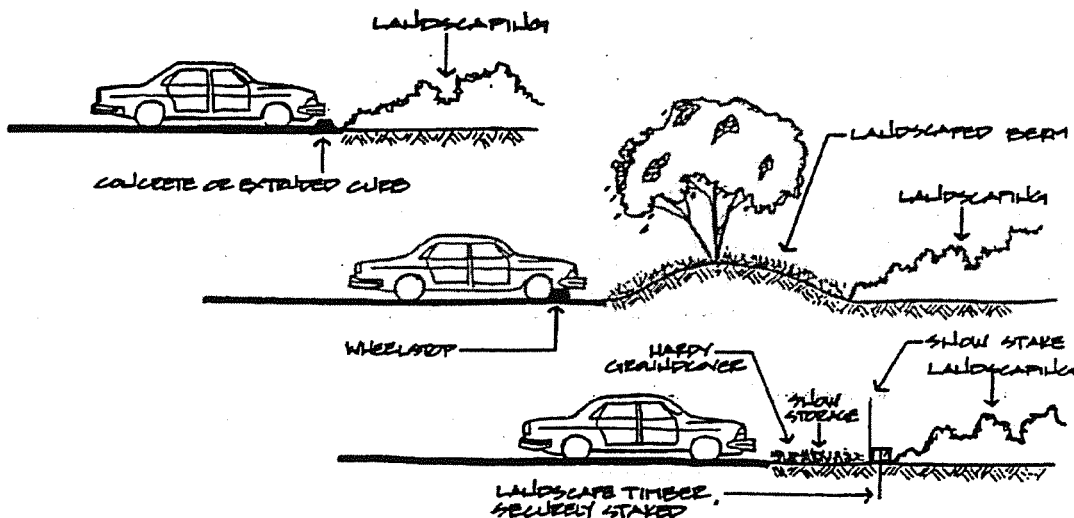
Trees should be planted at intervals of no greater than 40 feet on center around the perimeter of the parking area. Hedges are appropriate in urban areas. Step down landscaping near entrances in order to maintain safe sight distances.



- S. 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 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.



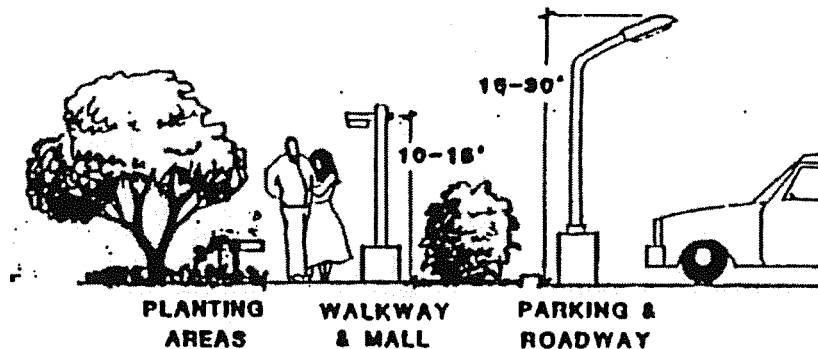
- T. Landscape and planting beds around parking areas may be used for snow storage, especially when no chemical deicing compounds (not including sand) are used on the parking surface. Infiltration systems consistent with the Handbook of Best Management Practices may be necessary. Storage areas may also be constructed in landscape areas using a 12" layer of crushed rock or gravel for infiltration. A shallow layer of wood mulch may be used on top of the crushed rock in order to screen it. Avoid directing runoff from the storage area toward any drainage channel or swale. Periodic maintenance of the snow storage area will be necessary to remove accumulated debris and road sand.
- U. Edges of landscaped area adjacent to roadways and parking areas should be delineated with reinforced curbing, large rocks or boulders, timbers, berming, or other grade changes. The edge materials used should be compatible with snow removal techniques in order to protect plant materials from snow plows and other vehicles. The perimeter of all plowed areas should be marked during the winter with snow stakes in order to protect existing vegetation. Edges of landscaped areas which are delineated with materials like those mentioned above can also function as permanent vehicle barriers.



CHAPTER NINE

LIGHTING

Outside lighting increases the operational efficiency of a site, provides a measure of site security, and can enhance the aesthetics of the site and the architectural qualities of its structure. In determining the lighting for a project, the source, intensity, and type of illumination should be appropriate for the lighting needs.



Standards

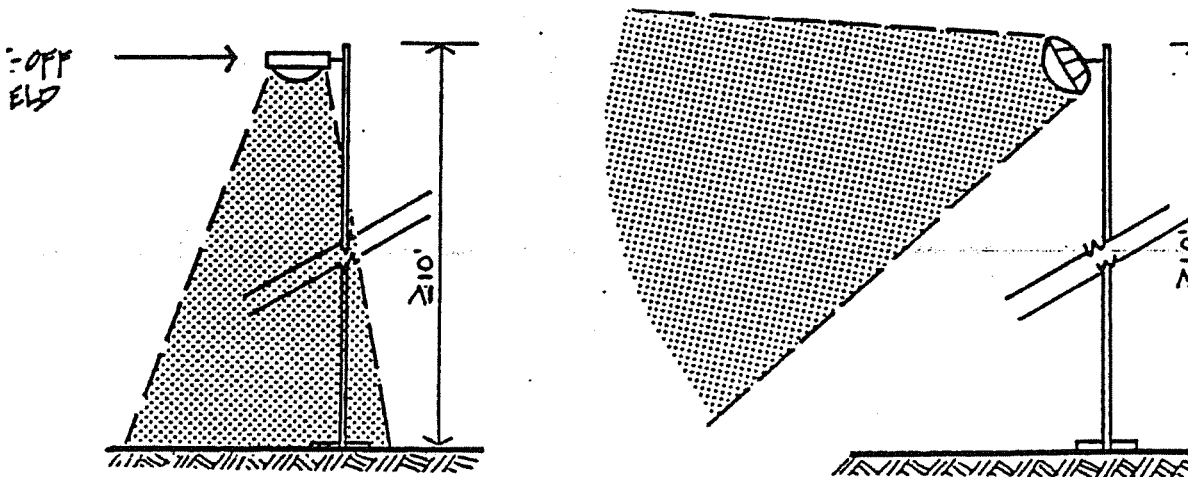
- A. *Exterior lights shall not blink, flash or change intensity. String lights, building or roofline tube lighting, reflective or luminescent wall surfaces are prohibited.*
- B. *Exterior lighting shall not be attached to trees except for the Christmas season.*
- C. *Parking lot, walkway, and building lights shall be directed downward.*
- D. *Fixture mounting height shall be appropriate to the purpose. The height shall not exceed the limitations set forth in Chapter 22.*
- 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 is authorized provided the illuminated area does not exceed 26 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 7.*

Guidelines

- A. Exterior lighting should be designed as part of the architectural and site design of a project. Fixture style and location should be compatible with the building's architecture and landscaping. Projects should display a compatibility in lighting-fixture style throughout the project.

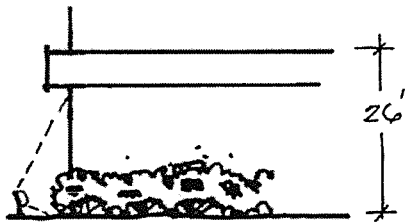
Fixture mounting height should be appropriate to the use, the project, and the setting. Light standards should be as short as possible, and in no case, higher than 35 feet. Where low-level lighting (under 5') is used, fixtures should be placed and directed so as to prevent glare. Where there may be a chance of breakage, shatterproof coverings should be used on low-level lights.

- B. Overall lighting levels should be compatible with the neighborhood ambient light level. The lighting system should be energy efficient, based upon the amount of light actually needed by users and viewers. A few well-placed low-intensity lights may be able to provide all the illumination needed for visibility, safety, and security. As a general rule, one foot candle per square foot over the entire project area is adequate.

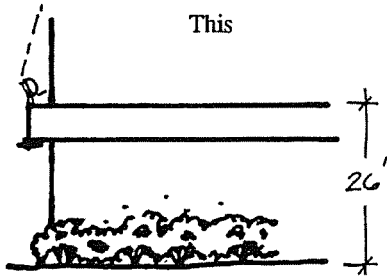


Use Cut-Off Shields on Light Fixtures

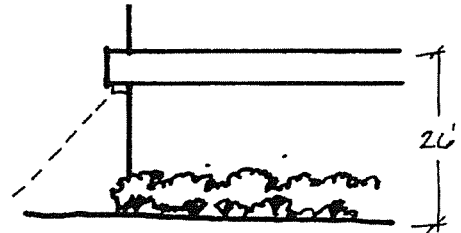
- C. Posts and standards along thoroughfares and in parking lots should be placed so that they do not present hazards to pedestrians or vehicles.
- D. Night lighting of building exteriors should be done in a selective fashion: highlight special recognizable features; keynote repeated features; or use the play of light and shadow to articulate the facade. The purpose of illuminating the building should be to add visual interest and support building identification. Harsh overall lighting of a facade tends to flatten features and diminish visual interest.



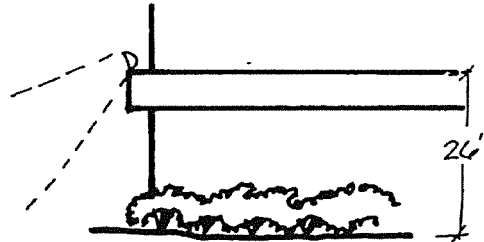
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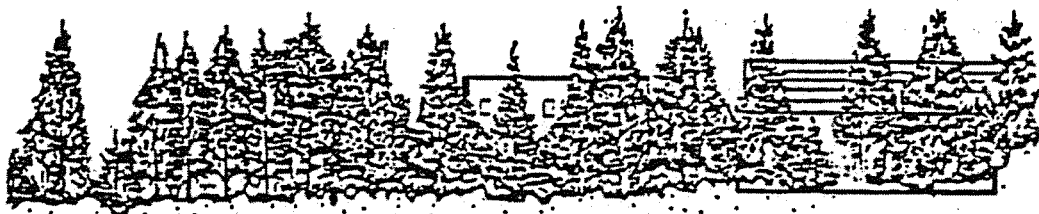
CHAPTER TEN

ARCHITECTURE

The County and TRPA encourage the development of architectural design that is high in quality and compatible with adjacent structures. No particular architectural style or treatment is favored.

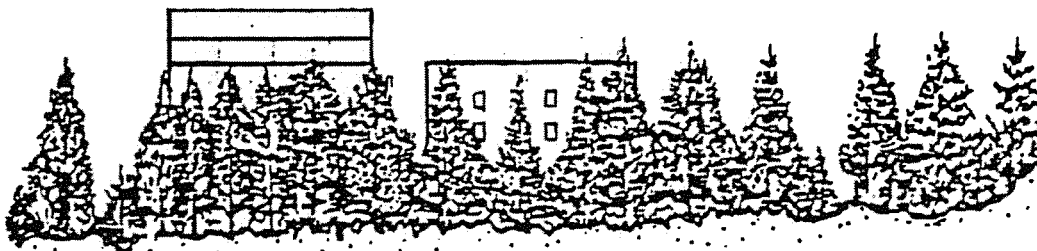
Standards

- 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 dishes, communication equipment, and utility hardware on roofs, buildings or the ground.*
- B. *Roofs, including mechanical equipment and skylights shall be constructed of nonglare finishes that minimize reflectivity.*
- C. *See TRPA and Douglas County Codes for height standards.*
- D. *The height of structures shall not exceed the height of existing forest cover in the vicinity, except as permitted under the compact for structures housing gaming.*



Building Approximately 2/3's to 3/4' Height of Tallest Trees

- E. *Screening standards refer to external architectural elements and features visible to the public from view corridors and public thoroughfares and do not apply to those features which are visible to those within the property and facility.*



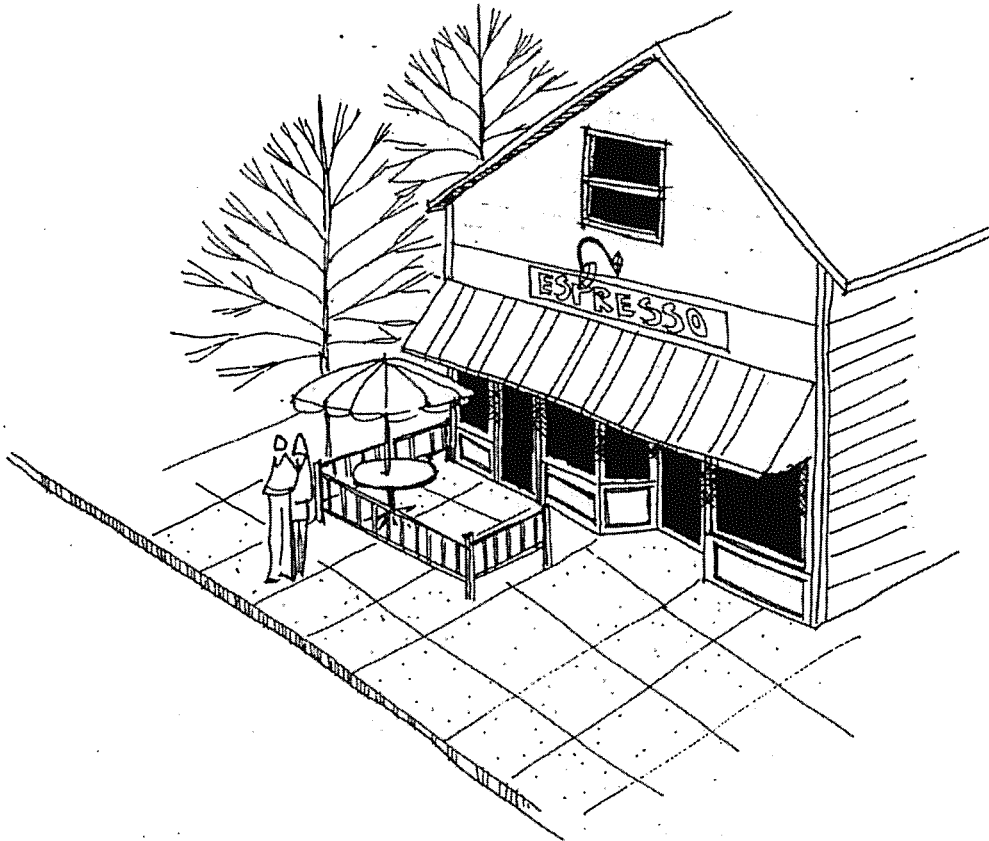
Buildings As Tall or TALLer Than Height of Tallest Trees

- F. *The height of new development shall complement existing development patterns and avoid creating unattractive contrasts with neighboring structures. If new structures are taller than adjacent development, step-backs, variations in building height or other means should be utilized to provide visual interest.*

Guidelines

- A. Building design should complement and harmonize with neighboring buildings. This is of particular concern in historic areas. Design compatibility can be achieved through similarity of form, height, roof shapes, scale, materials, color, or pattern of openings. In some instances, deliberate artful contrast may also create attractive streetscapes.
- B. The form and scale of a building or project should harmonize with its immediate surroundings and with the area. A large building can be reduced in bulk by dividing it into component parts that reflect the scale of adjacent buildings.
- C. Building color should complement its surroundings. Its color should not become the “signing” for the project by competing for attention. Subdued colors are preferred for the main color of a building.
- D. Building design should be coordinated on all elevations in regards to color, materials, 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.
- E. If a sign is intended, the facade should be designed to accommodate signage, so that tenants will have advertising without detracting from the appearance of the structure.
- F. External building materials should be predominantly natural, such as wood siding, wood shakes, and native stone. Exterior building materials should also be genuine and not simulated and use of simulated stone or brick should be avoided. When simulated materials are used they should exhibit a convincing realism especially at corners, joints, and edges (e.g., turn the corner with simulated stone, giving depth to the facade). Genuine efforts should be made to use the simulated materials as if they were the real thing. Texturing and integral coloring of concrete surfaces is encouraged. Exposed aggregate surfaces are generally more acceptable than concrete with a smooth finish. Concrete block or masonry unit construction which has no decorative texture or coloring should be veneered with a finish layer such as brick, stone, rock or wood. Aluminum, steel, plastic and plywood siding are not recommended.

- G. Building design and site planning should consider the types of outdoor spaces that will be created by a development. Building forms and building complexes should be designed to create “positive” outdoor spaces that have their own identity and function due to their enclosure by and orientation to the buildings, rather than being left-over, unused areas. Often during a site analysis “special places” are identified. These places are often best used as outdoor spaces. “Special places” often lose their special qualities when covered with a building.

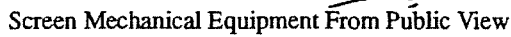


CHAPTER ELEVEN

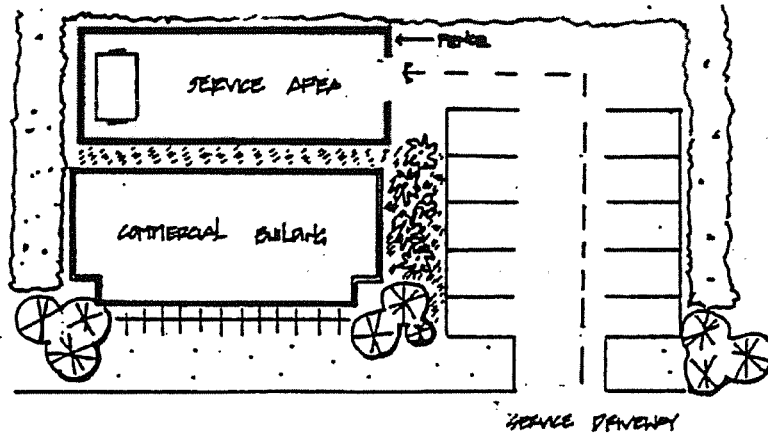
Screening standards refer to auxiliary structures visible to the public from view corridors and public thoroughfares and do not apply to elements which are visible only to those within the property or facility.

- A. *Screening of service yards, maintenance yards, warehousing, outdoor storage and trash and refuse collection areas shall be accomplished by the use of walls, fencing, landscape plantings, berming, topographic screening, or combinations thereof. Screening shall be effective in both winter and summer.*
- B. *Service yards, maintenance yards, warehousing, and outdoor storage areas shall be located in areas which are not highly visible from major transportation corridors, scenic turnouts, public recreation areas or the waters or lakes in the region.*
- C. *Adequate refuse handling facilities shall be provided. Trash and garbage containers will be screened in a manner acceptable to the County.*
- D. *All metal flashings and mechanical equipment shall be painted to match the exterior colors of the structure.*

A. Utility connections, meter boxes, etc., should be screened from view and located at the rear or side of the building, integrated into the architectural design by using similar material and colors. The location of these elements, including pad-mounted transformers, should be coordinated with the utility company early in the site design process.



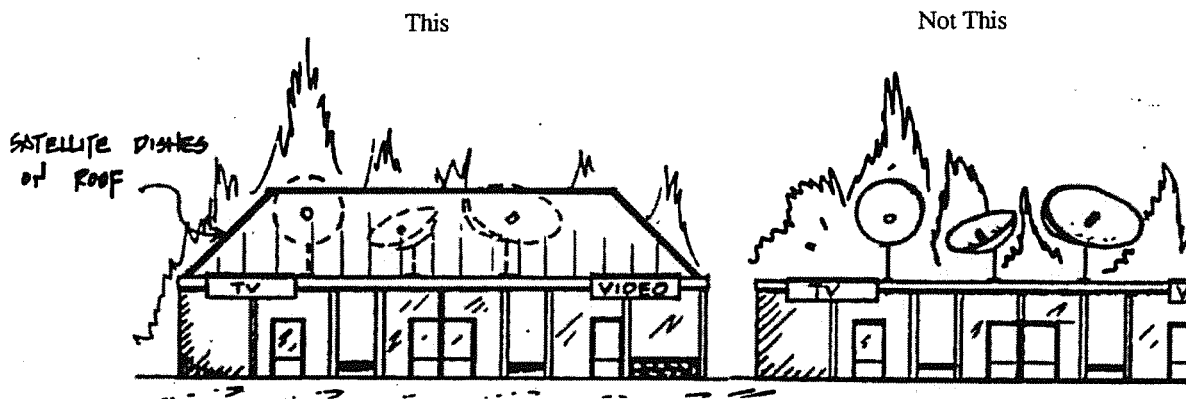
- B. All utilities extending from street to building should be placed underground. Overhead utilities should be avoided whenever possible.
- C. Exterior equipment and service areas should have a good functional placement, and should avoid conflict with other uses on the site or on adjoining sites.



Screening Service Areas

- D. Trash disposal areas should be enclosed by a fence or wall, a minimum of 6' in height. The area should be landscaped and equipped with doors and hardware of durable materials. The pad in front of the trash enclosure should be reinforced to carry the weight of garbage trucks as they lift the containers.
- E. Outdoor storage and work areas should be screened by a solid fence, wall, or hedge, 6' in height. The area being screened should not be visible through the screen. Chainlink fencing is not recommended unless combined with landscaping and wood slats. Equipment and materials should not be stacked higher than the top of the fence. Landscaped areas should be provided in front of the screen if it is within 20' of the street.
- F. Service areas near the building should be screened with a wall of the same construction and materials as the building wall. Ductwork should be painted to match the color of the roof or building if a screen is not appropriate.
- G. Satellite dish antennae and other communication equipment should not be visible from public roads, public recreation areas, or the Lake. The following techniques should be used in order to reduce visibility of this equipment to the maximum extent possible:
 - (1) Satellite dishes should be screened through the use of landscaping and plant materials, walls and fences, existing structures, sub-grade placements, or other means. Screening should be effective year round.
 - (2) All wires or cables related to the communication equipment should be installed underground where it would otherwise be visible from public roads, recreation areas, and the Lake.

- (3) The color of satellite dishes should be compatible with the surrounding setting including the natural landscape and the built environment. The appearance of existing antennae and dishes suggests that darker colors, particularly black mesh, blend into the forest cover better than light colors. Antennae and dishes with white, unpainted, or reflective surfaces are strongly discouraged.
- (4) The use of mesh satellite dishes is preferable to solid dishes because they more effectively blend into their surroundings.
- (5) Satellite dishes should only be located on a building when they are architecturally integrated into the structure and they are not visible from roads, the lake, or scenic viewpoints.



CHAPTER TWELVE

SIGNS

A sign's basic function is to communicate a message to the viewer. Basically, a sign should be unobtrusive, convey its message clearly, be vandal-proof and weather-resistant, and, if lit, not be unnecessarily bright.

The intent of the Douglas County sign ordinance is to achieve a good relationship between the sign, the building and the neighborhood. The sign ordinance permits each business a certain amount of signage based upon the zoning, lot size, lot frontage length, total building size, building frontage length and sign setback.

Standards

- A. **Applicability.** *All signs shall comply with the applicable standards set forth in this Chapter. Unless provided otherwise herein the definitions of Chapter 2 of the TRPA Code of Ordinances shall apply. Except as exempted in Chapters 4, 26.3 and 26.4 of the TRPA Code of Ordinances and this chapter, installation modification or replacement of signs requires review and approval as a project in accordance with this chapter and other applicable provisions of the TRPA Code. Signs which are replaced or modified to come into compliance with this chapter shall not be considered "projects" for purposes of triggering excess coverage and/or BMP retrofit requirements as set forth in the TRPA Code. In addition, sign projects also may have imposed, as conditions of approval, appropriate provisions of the Design Review Guidelines. Article VI of the Tahoe Regional Planning Compact shall govern with respect to external modifications to structures housing gaming in PAS 089A and PAS 076 and nothing set forth above or herein is intended to, nor shall it, in any manner supersede the Compact. The Compact shall control whenever a conflict exists.*
- B. **Sign Package Review.** *As an integral part of the review of a proposed new facility or development, or expansion of an existing use, or change in use not exempted under Chapter 4, or any sign project application, all locations and areas currently occupied, or intended to be occupied, by permanent signage on the project area shall be indicated on the submitted plans or drawings, together with the dimensions of each sign. Sign package review requirements shall not apply to sign project applications for a face change only, in existing sign structures approved pursuant to this chapter. In addition to substitute standards adopted for Plan Areas 76 and 89A pursuant to Chapter 26 of the TRPA Code of Ordinances, existing casinos may be governed by individual signage packages approved under the aegis of the community plan and sign package review.*
- C. **General Standards.** *The following sign standards shall apply to all signs except where specifically provided otherwise:*
 - (1) **Opaque Background for Internally Illuminated Signs:** *The background of all internally illuminated signs shall either be of an opaque material which does not transmit light, or shall be of a dark color. This standard shall not apply to signs constructed entirely of neon tubing.*

- (2) Off-Premise Signs: No sign shall be erected or maintained on a parcel or project area other than the parcel or project area on which the use or activity advertised by the sign is located. However, signage shared by two adjacent property owners at a shared driveway shall not be considered an off-premise sign for either owner.
- (3) Sign Illumination: No sign shall be illuminated by or contain blinking, flashing, intermittent, or moving light or lights, except the time and temperature portion of a sign.
- (4) Diffuse Lighting: All signs which are illuminated shall be illuminated using indirect or diffuse lighting. Except as provided in Subparagraph 12.L(2)(a)(i), no sign shall contain copy which consists of illuminated bulbs or individual lights or light sources. This standard shall not apply to signs constructed entirely of neon tubing.
- (5) Roof Signs: No sign shall be mounted on the roof of a building or other structure, except for signs mounted on mansard roofs and which do not extend vertically above the top of the mansard.
- (6) Prohibited Devices: Strings of pennants, banners, ribbons, streamers, balloons, spinners, or other similar moving or fluttering devices, and searchlights shall be prohibited.
- (7) Signs Imitating Official Traffic Signs: No sign shall imitate the color and shape of, or directions given in, an official traffic sign or signal, or use such words as "stop," "caution," "yield," "danger," or "warning".
- (8) Signs Obscuring Vision: No sign shall be placed such that it unsafely obscures the vision of a motorist upon entering or leaving a street.
- (9) Signs on Natural Features and Other Structures: No sign shall be affixed to or painted on trees, rocks, or other natural features, utility poles, street sign poles, traffic signal equipment and poles, garbage receptacles, benches and other types of street furniture, and fences.
- (10) Rotating Signs: No sign shall rotate or have a rotating or moving part, or parts, except barber poles to the extent required by state law, and clocks and thermometers.
- (11) Signs Attached to Motor Vehicles: No sign shall be attached to or located on stationary motor vehicles, equipment, trailers and related devices, when used in a manner to augment approved signage for a business as opposed to normal operation or parking of the vehicle, equipment, trailer and related device. This subsection shall not apply to business, company, or government identification signs, or non-stationary motor vehicles.

- (12) Portable Signs: Except as otherwise provided herein, no sign shall be permitted which is not permanently affixed to the ground or a building.
- (13) State of Repair: All signs and components thereof, including supports, braces, and anchors, shall be kept in a state of good repair.
- (14) Removal of Sign Message: Any sign for which the sign message or face has been removed, leaving only the supporting frame, can, braces, anchors, or similar components, shall, within 30 days of the removal of the message or face, have the message or face replaced with a blank face or new message or face, or shall have the remaining components of the sign removed. See also Section 4.2 of the TRPA Code. This subsection shall not be construed to alter the effect of Section 12.E, which prohibits the replacement of a nonconforming sign.
- (15) Non-Commercial Copy: No provision of this or any related chapter shall be construed as regulating or restricting the use of noncommercial copy or message on any sign which is permitted under this chapter. "Noncommercial copy or message" for purposes of this provision means copy or other message that does not advertise a business or similar economic means for the production of income.
- (16) Highway Signs: Highway signs, street signs and other regulatory and directional signs which are located on public rights-of-way shall conform to the applicable sign standards set forth in the Manual On Uniform Traffic Control Devices, 1978 as amended, or other standards which may be contained in a memorandum of understanding between TRPA and a public agency with jurisdiction over the travel way.
- (17) Increases in Maximum Allowed Sign Area: Sign area for building and freestanding signs, which are visible from highways with a posted speed limit of 45 miles per hour or greater, may be allowed up to 20 percent additional sign area over the maximum allowable area for each sign as calculated based on the applicable provisions of this ordinance.
- (18) Window Signs: Any window sign which exceeds five percent of the window area of any window shall be included in the maximum allowable square footage calculations for building signs. Permanent signs printed on windows are considered to be building signs and shall be included in the maximum allowable square footage calculations if the signs exceed five percent of the window area.

D. Temporary Signs: Temporary signs shall conform to the following standards:

- (1) Temporary Signs for Temporary Activities: Temporary signs for temporary activities may be allowed, provided they conform to the standards set forth in Section 12.C, and to the following standards:
 - (a) Area And Height Limit: Individual temporary signs or a series of temporary signs intended to be read or viewed as one sign, which are part of a tempo-

rary activity, shall not exceed 60 square feet in area or heights permitted by these standards. Temporary signs which are placed in a temporary activity sign location designated as part of the adopted community plan shall not exceed 240 square feet of sign area per temporary activity.

- (b) Time Limit Generally: Temporary signs which are part of a temporary activity may be installed up to 14 days prior to the activity and shall be removed at the end of the activity.

- (2) Temporary Signs for Temporary Uses: Temporary signs for temporary uses may be allowed as part of a temporary use approval. Standards for temporary signs associated with temporary uses shall be the applicable standards of the plan area in which the temporary use is located as set forth in Sections 12.G through 12.L, inclusive. Temporary signs which are allowed as part of a temporary use shall be removed when the permit for the temporary use expires.

E. **Existing Signs:** An existing sign is a sign that is legally existing or approved on November 27, 1989 and is subject to the following standards:

- (1) Conforming Sign: A sign that is existing as of the effective date of this Chapter, which complies with the standards set forth in this Chapter and/or chapter 26 of the TRPA Code is a conforming sign.
- (2) Nonconforming Sign: A sign that is existing as of the effective date of this Chapter, which does not comply with the applicable standards set forth in this Chapter and/or chapter 26 of the TRPA Code is a nonconforming sign.
- (3) Removal of Nonconforming Signs: Nonconforming signs shall be conformed, if conformity is possible, or removed as follows:
 - (a) Where the cost of conforming the sign is less than one hundred dollars or where the sign is valued at less than one hundred dollars, such sign shall be conformed or removed within one year after the effective date of this subparagraph.
 - (b) If a nonconforming sign is destroyed or damaged to an extent in excess of 50 percent of the sign value.
 - (c) If the sign is relocated.
 - (d) If the sign is altered structurally, or if more than 50 percent of the copy as measured by the sign area is altered, except for changeable copy signs and maintenance. The sign or signs shall be immediately brought into compliance with this chapter with a new permit secured therefor, or shall be removed.

- (e) *If the business or use for which the nonconforming sign(s) was installed is expanded or modified, and if the value of the expansion or modification exceeds 50 percent of the value of the existing improvements. The sign or signs shall be immediately brought into compliance with this chapter with a new permit secured therefor, or shall be removed. All improvements to a single business or use within any 12-month period shall be treated cumulatively in the administration of this subparagraph.*
- (f) *Nonconforming signs which are visible in whole, or in part, from any scenic threshold roadway or shoreline travel route shall be made to conform to the standards set forth in this Chapter or shall be removed, in accordance with the following schedule:*

Value of Sign	Time in Which Sign Shall Conform or be Remove
Not over \$5,000	October 1, 1993
\$5,001 - \$10,000	October 1, 1995
Greater than \$10,000	October 1, 1993

Sign value shall be determined based on an actual sales receipt for the sign, a cost estimate for the replacement cost provided by a qualified professional, or the replacement cost as determined in the current edition of the Signwriters Guide to Easier Pricing, whichever is greater.

- (4) *Exceptions:* *Exceptions to subparagraph 12.E.(3) may be approved for existing signs provided the following findings can be made:*
 - (a) *The exception is in harmony with the purpose and intent of the sign ordinance;*
 - (b) *There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property that are not contemplated or provided for by this ordinance;*
 - (c) *The approval of the exception will not be materially detrimental to the public health, safety, and welfare;*
 - (d) *Alternative signage concepts that comply with the provision to which the exception is requested have been evaluated, and undue hardship would result if the strict adherence to the provision is required;*
 - (e) *A scenic quality analysis demonstrates that the exception, if approved, will be consistent with the threshold attainment findings listed in the Scenic*

Resources Management Package Final Environmental Impact Statement, 1989;

- (f) *The exception which is approved shall not increase the number, area, and height of the existing sign or signs for which the exception is requested; and*
 - (g) *The exception is the minimum departure from the standards.*
- (5) *Maintenance And Repair of Nonconforming Signs:* *Nothing in this Chapter shall be construed to relieve the owner or user of a nonconforming sign, or owner of the property on which such nonconforming sign is located, from maintaining the sign in a state of good repair; provided, however, that any repainting, cleaning and other normal maintenance or repair of the sign or sign structure shall not modify the sign structure or copy in any way which makes it more nonconforming.*
- F. ***Gasoline Price Signs:*** *Signs for gasoline or other motor fuel price signs shall conform to the following standards:*
- (1) *Motor Vehicles:* *A use which includes selling motor vehicle fuel to the public may be allowed one gasoline price sign on each street frontage providing direct vehicular entrance to the use. Such signs may be incorporated into a freestanding sign, however, the gasoline price sign shall not exceed ten feet in height and 15 square feet in area for each side. Gasoline price signs shall have no more than two sides. Portable gasoline price signs are prohibited. Sign area utilized for gasoline price signs shall be included in the total freestanding sign area allowed for each use.*
 - (2) *Marina Gasoline Price Signs:* *A marina which sells motor fuel to the public may be allowed one gasoline price sign. Such sign may be incorporated into a freestanding sign, however, the gasoline price sign shall not exceed eight feet in height and nine square feet in area for each side. Gasoline price signs shall have no more than two sides. Portable gasoline price signs are not allowed. Sign area utilized for gasoline price signs shall be included in the total freestanding sign area allowed for each marina. Gasoline price signs located on commercial marina piers shall not exceed four feet in height pursuant to Chapter 54.*
- G. ***Signs in Conservation Plan Areas:*** *The following standards shall apply to signs located in Conservation Plan Areas:*
- (1) *Signs on National Forest Lands:* *Signs on National Forest lands, including sites permitted for private use, shall conform to standards enforced by the U.S. Forest Service as set forth in the Forest Service Catalog of Posters and Signs, FSH 7109.11a, 1980, as amended.*
 - (2) *Signs on Nevada State Park Lands:* *Signs on Nevada State Park lands shall conform to the standards enforced by the State of Nevada as set forth in the State of California Department of Parks and Recreation Sign Handbook, 1973, as amended.*

- (3) Signs on Private Lands: Except as provided in Subsection 12.G(1), signs on private lands shall conform to the standards set forth in Subsection 12.I(3).
- H. Signs in Recreation Plan Areas: The following standards shall apply to signs located in recreation plan areas:
- (1) Signs at Recreation Areas: Signs at recreation areas in recreation plan areas shall conform to the following standards:
- (a) Recreation Areas and Facilities Operated by the U.S. Forest Service or Nevada State Parks: Signs at recreation areas and facilities which are operated by the U.S. Forest Service shall conform to the standards enforced by the U.S. Forest Service as set forth in the Forest Service Catalog of Posters and Signs, FSH 7109.11a, 1980, as amended. Signs at recreation areas and facilities which are operated by Nevada State Parks shall conform to the standards enforced by the State of Nevada as set forth in the State of California Department of Parks and Recreation Sign Handbook, 1973, as amended.
- (b) Recreation Facilities Operated By Permittees on National Forest Lands: Signs at recreation facilities operated by permittees on National Forest lands, or Nevada State Parks shall conform to the following standards:
- (i) Recreation Area Identification Signs: One freestanding sign identifying the recreation area may be allowed for each recreation area. The sign shall conform to the freestanding sign setback, height, and area standards established in Subsection 12.J(2) with the following exception: two freestanding signs may be allowed, provided that: the combined sign area for the two freestanding signs does not exceed the maximum area allowed for said one freestanding sign, the height of the second sign is not greater than the first sign, and the setback of the second sign is not less than the first sign.
- (ii) Recreation Facility Identification Signs: Either one freestanding or one building sign may be allowed for each recreational facility or other use at a recreation area. Free standing signs shall have a maximum sign area of 20 square feet and a maximum height of 5 feet. Freestanding signs shall be located no further than 30 feet from any portion of the facility or other use. Allowable sign area for building signs shall be calculated based on the formula of one square foot of sign area for each one lineal foot of building frontage along the side where the sign is to be displayed up to a maximum of 20 square feet. The maximum height of building signs shall be 15 feet above grade. In instances where the facility has no building frontage as defined in Chapter 2 of the TRPA Code, but does have a frontage without a public entrance on what is defined as a street, TRPA and Douglas County may allow building signage to be erected upon that alternate

frontage. The sign area shall be calculated based upon that alternate frontage.

(iii) Directory Signs: Directory signs identifying facilities at recreation areas may be allowed. Such signs shall have a maximum aggregate sign area of 10 square feet and a maximum height of 6 feet. An additional one foot of height may be allowed if the sign is incorporated into pedestrian seating or a landscape planter.

(c) Signs at Other Publicly-Owned or Privately-Owned Recreation Areas: Signs at other publicly-owned or privately-owned recreation areas shall conform to the standards established in Subparagraph 12.H(1)(b).

(2) Signs for Other Uses: Signs for uses other than recreation in recreation plan areas shall conform to the standards established in Subsections 12.H(3), 12.H(4), and 12.I(3).

(3) Pedestrian-Oriented Signs: Each use may be allowed one pedestrian-oriented sign per public entrance provided that the sign is displayed at or near the entrance, is not internally illuminated, has a maximum sign area of 5 square feet, and has a maximum height of 10 feet above grade.

(4) Directional Signs: Directional signs which are no greater than four square feet in area, no greater than six feet in height, contain no advertising copy, and are not located within the yard setbacks required by the applicable local jurisdiction, may be allowed, and shall not be included in the total allowable sign area for each use. Directional signs which do not meet these standards may be allowed provided they are counted as part of the total sign area allowed for building signs or free standing signs, as applicable.

I. **Signs in Residential Plan Areas:** The following standards shall apply to signs located in Residential plan areas:

(1) Subdivision Entrance Signs: Residential subdivisions may be allowed one free-standing or wall-mounted sign per public street entrance. Such sign shall be no greater than 40 square feet in area. Freestanding signs shall comply with the height and setback regulations established in Subsection 12.I(3). The height of wall-mounted signs shall be no greater than 10 feet above grade. Two freestanding or wall-mounted signs, or one of each, may be allowed per public street entrance, provided the combined area of both signs is not greater than 40 square feet. Refer also to Section 4.3 of the TRPA Code.

(2) Signs for Multi-Residential Uses: Signs for multi-residential uses of 5 or more dwelling units shall conform to the standards established in Subsection 12.I(1).

- (3) Signs for Non-Residential Uses: The following standards shall apply to signs for non-residential uses including non-residential uses in plan area special areas, located in Residential plan areas:
- (a) Building Signs: Each primary use may be allowed one square foot of sign area for each one lineal foot of building frontage up to a maximum of 30 square feet of sign area per building frontage. Maximum height of building signs shall be 15 feet above grade, with a maximum of four building signs permitted per primary use. In instances where the primary use has no building frontage as defined in Chapter 2 of the TRPA Code, but does have a frontage without a public entrance on what is defined as a street, TRPA and Douglas County may allow building signage to be erected upon that alternate frontage. The sign area shall be calculated based upon that alternate frontage. Up to fifty percent of the maximum allowable sign area for building signs may be used in a projecting sign. Projecting signs are defined in Chapter 2.
 - (b) Freestanding Signs: One freestanding sign per project area may be allowed if the eligibility standards listed in Subparagraph 12.J(2)(a) are met. Two freestanding signs per project area may be allowed if the eligibility standards listed in Subparagraph 12.J(2)(b) are met.
 - (i) Freestanding Sign Area: The maximum allowable sign area for freestanding signs is established in Table A.
 - (ii) Freestanding Sign Height: The maximum allowable height of freestanding signs is established in Table B.
 - (iii) Freestanding Sign Location: No portion of a freestanding sign shall be closer than five feet to any property line which is adjacent to a public right-of-way.
 - (iv) Additional Height for Freestanding Signs: Up to two feet of additional height for freestanding signs may be allowed when the freestanding sign is incorporated into a landscape planter, monument base, or pedestal. The additional height allowed will be the height of the landscape planter, monument base, or pedestal, up to a maximum of two feet. Examples of a landscape planter, monument base, and pedestal are found in the Design Review Guidelines.
 - (c) Pedestrian-Oriented Signs: Each use may be allowed one pedestrian-oriented sign per public entrance provided that the sign is displayed at or near the entrance, is not internally illuminated, has a maximum sign area of 5 square feet, and has a maximum height of 10 feet above grade.

- (4) Directional Signs: Directional signs which are no greater than four square feet in area, no greater than six feet in height, contain no advertising copy, and are not located within the yard setbacks required by the applicable local jurisdiction, may be allowed, and shall not be included in the total allowable sign area for each use. Directional signs which do not meet these standards may be allowed provided they are counted as part of the total sign area allowed for building signs or freestanding signs, as applicable.

J. Signs in Commercial and Public Service Areas: The following standards shall apply to signs located in Commercial, Public Service and Community Plan areas:

- (1) Building Signs: Each primary use may be allowed one square foot of building sign area for each one lineal foot of building frontage up to a maximum of 40 square feet of sign area per building frontage. Maximum height of building signs shall be 15 feet above grade, with a maximum of four building signs permitted per primary use. In instances where the primary use has no building frontage as defined in Chapter 2 of the TRPA Code, but does have a frontage without a public entrance on what is defined as a street, TRPA may allow building signage to be erected upon that alternate frontage. The sign area shall be calculated based upon that alternate frontage. Up to fifty percent of the maximum allowable sign area for building signs may be used in a projecting sign.

- (2) Freestanding Signs: Freestanding signs shall conform to the following standards:

- (a) One freestanding sign per project area may be allowed if:

- (i) The street frontage of the project area is greater than 100 feet in length; or
- (ii) The sign identifies a building with multiple tenants or a project area with multiple buildings; or
- (iii) The use does not contain a structure in its normal operation on which to place a building sign; or
- (iv) The building is set back at least 50 feet from the edge of the right-of-way; or
- (v) The freestanding sign is set back beyond the building facade closest to the roadway.

- (b) Multiple Freestanding Signs Allowed: Two freestanding signs per project area may be allowed if:

- (i) The street frontage of the project area is greater than 300 feet in length; and

- (ii) *The project area has more than one major entry point; and*
 - (i) *The freestanding signs face different streets or are at least 1,000 feet apart; and*
 - (ii) *The distance between the freestanding signs is at least 100 feet.*
- (c) *Freestanding Sign Area: The maximum allowable sign area of freestanding signs is established in Table C.*
- (d) *Freestanding Sign Height: The maximum allowable height of freestanding signs is established in Table D.*
- (e) *Freestanding Sign Location: No portion of a freestanding sign shall be closer than five feet to any property line which is adjacent to a public right-of-way.*
- (f) *Additional Height for Freestanding Signs: Up to two feet of additional height for freestanding signs may be approved when the freestanding sign is incorporated into a landscape planter, monument base or pedestal. The additional height permitted will be the height of the landscape planter, monument base, or pedestal, up to a maximum of two feet. Examples of a landscape planter, monument base, and pedestal are found in the Guidelines.*
- (3) *Pedestrian-Oriented Signs: Each use may be allowed one pedestrian-oriented sign per public entrance provided that the sign is displayed at or near the entrance, is not internally illuminated, has a maximum sign area of 5 square feet, and has a maximum height of 10 feet above grade.*
- (4) *Directional Signs: Directional signs which are no greater than four square feet in area, no greater than six feet in height, contain no advertising copy, and are not located within the yard setbacks required by the applicable local jurisdiction, may be allowed, and shall not be included in the total allowable sign area for each use. Directional signs which do not meet these standards may be allowed provided they are counted as part of the total sign area allowed for building signs or freestanding signs, as applicable.*

K. *Signs in Tourist Plan Areas:* *The following standards shall apply to signs located in Tourist Community Plan areas:*

- (1) *Building Signs: Each primary use may be allowed one square foot of sign area for each one lineal foot of building frontage up to a maximum of 40 square feet of sign area per building frontage. Maximum height of building signs shall be 15 feet above grade, with a maximum of four building signs per primary use. In instances where the primary use has no building frontage as defined in Chapter 2 of the TRPA Code, but does have a frontage without a public entrance on what is defined as a street, TRPA may allow building signage to be erected upon that alternate frontage.*

The sign area shall be calculated based upon that alternate frontage. Up to fifty percent of the maximum allowable sign area for building signs may be used in a projecting sign. Projecting signs are defined in Chapter 2 of the TRPA Code

- (2) *Freestanding Signs:* *Freestanding signs shall conform to the standards set forth in Subsection 12.J(2).*
- (3) *Pedestrian-Oriented Signs:* *Each use may be allowed one pedestrian-oriented sign per public entrance provided that the sign is displayed at or near the entrance, is not internally illuminated, has a maximum area of 5 square feet, and has a maximum height of 10 feet above grade.*
- (4) *Directional Signs:* *Directional signs, which are no greater than four square feet in area, no greater than six feet in height, contain no advertising copy, and are not located within the yard setbacks required by the applicable local jurisdiction, may be allowed, and shall not be included in the total allowable sign area for each use. Directional signs which do not meet these standards may be approved provided they are counted as part of the total sign area allowed for building signs or freestanding signs, as applicable.*

L. ***Signs in Plan Area 089A and Portions of Plan Area 076:** The standards for tourist plan areas shall apply to signs located in Plan Area 089A and to signs located on project areas in Plan Area 076 which abut Highway 50, except that the following standards shall replace the standards listed in Subsections 12.F(3) (PAS 089A), 12.F(5)(PAS 076), 12.K(1), 12.K(2), 12.K(4) and 12.E as appropriate.*

- (1) *Definitions:* *Except as provided below, the definitions of Chapter 2 of the TRPA Code shall apply.*
 - (a) *Building Frontage:* *For purposes of this section, "building frontage" shall include frontage on a street, parking lot, alley or driveway.*
 - (b) *Conforming Sign:* *A sign that is existing or approved, including exceptions, under Chapter 26 of the TRPA Code is a conforming sign.*
 - (c) *Provisionally Conforming Sign:* *A sign that complies with the applicable standards set forth in this section is a provisionally conforming sign. A provisionally conforming sign shall become a conforming sign once the scenic improvements which are visible from Highway 50, as set forth in Appendix B attached hereto have been implemented.*
 - (d) *Nonconforming Sign:* *A sign that is existing as of the effective date of this chapter which has not been approved under Chapter 26 of the TRPA Code or which does not comply with the applicable standards set forth in this Section is a nonconforming sign.*

- (2) Plan Area 089A: The following standards shall apply to signs located within Plan Area 089A or, when adopted, the Stateline Community Plan.

- (a) General Standards: Except as provided below, the standards set forth in Section 12.C shall apply.

- (i) Sign illumination: No sign shall be illuminated by or contain blinking, flashing, intermittent or moving light or lights except:

(aa) The time and temperature portion of a sign, and

(bb) The message portion of an electronic changeable message sign. The message and sign area illumination must remain constant except for that period of time when the message is being changed, which shall not exceed four (4) message changes per one (1) hour. Bulbs shall be 5 watts or less, fitted with color sleeves, and screened so as not to be visible when not in operation. The brightness of the sign shall be limited to the minimum necessary to accurately read the message.

- (b) Building Signs: Except as provided below, the standards set forth in Subsection 12.K(1) shall apply to building signs.

- (i) 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.

- (ii) Each project area may be allowed one square foot of sign area for each one lineal foot of building frontage separate and distinct from (i) 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.

- (iii) 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.

- (iv) *Up to 50 percent of the maximum allowable sign area for building signs may be used in a projecting sign.*
 - (v) *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 line 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 Subparagraph 12.L(4)(f).*
- (c) **Freestanding Signs:** *Except as provided below for project areas greater than 5 acres in size, the standards set forth in Subsection 12.K(2) shall apply to freestanding signs.*
- (i) *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:*
 - (aa) *is not enlarged; and*
 - (bb) *is incorporated into a landscape planter or monument; and*
 - (cc) *does not exceed 600 square feet in area; and*
 - (dd) *has a maximum sign height of 30 feet exclusive of appurtenances and/or architectural features.*
 - (ii) *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.*
- (d) **Directional Signs:** *Except as provided below, the standards set forth in Subsection 12.K(4) shall apply to directional and/or safety signs.*
- (i) *The area of directional and/or safety signs may be increased up to 24 square feet and the height may be increased up to 12 feet provided all such signs are designed and installed using a consistent set of colors and materials.*
 - (ii) *The height of directional 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.

- (iii) *The use of corporate logos in directional and/or safety signs at entrances of driveways, parking areas and parking garages shall not be considered "advertising copy."*
 - (iv) *The number and area of directional and/or safety signs shall be limited to the minimum necessary to safely facilitate pedestrian and vehicular circulation and insure safety.*
- (3) *Portions of Plan Area 076:* *The following standards shall apply to signs located on parcels or project areas in the portions of Plan Area 076 or, when adopted, Special Area #1 of the Kingsbury Community Plan which abut Highway 50.*
 - (a) *General Standards:* *Except as provided below, the standards set forth in Section 12.C shall apply.*
 - (i) *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 the mansard. Existing signs mounted on roofs of any structure adjoining a building which do not protrude above the adjoining building's height may remain.*
 - (b) *Building Signs:* *Except as provided below, the standards set forth in Subsection 12.K(1) shall apply to building signs:*
 - (i) *Each primary use with 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 200 square feet of sign area per building frontage for each distinct 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.*
 - (ii) *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.*
 - (iii) *Up to 50 percent of the maximum allowable sign area for building signs may be used in a projecting sign.*
 - (c) *Freestanding Signs:* *Except as provided below for project areas greater than 5 acres in size, the standards set forth in Subsection 12.K(2) shall apply to freestanding signs.*
 - (i) *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:

- (aa) is not enlarged; and
 - (bb) is incorporated into a landscape planter or monument; and
 - (cc) does not exceed 300 square feet in area; and
 - (dd) has a maximum sign height of 20 feet exclusive of appurtenances and/or architectural features.
- (ii) 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.
- (d) Directional Signs: Except as provided below, the standards set forth in Subsection 12.K(4) shall apply to directional and/or safety signs.
- (i) The area of directional and/or safety signs may be increased up to 24 square feet and the height may be increased up to 12 feet provided all such signs are designed and installed using a consistent set of colors and materials.
 - (ii) The height of directional 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.
 - (iii) The use of corporate logos in directional and/or safety signs at entrances of driveways, parking areas and parking garages shall not be considered "advertising copy."
 - (iv) The number and area of directional and/or safety signs shall be limited to the minimum necessary to safely facilitate pedestrian and vehicular circulation and insure safety.
- (4) Regulation of Existing Signs in PAS 089A and Portions of PAS 076: Existing signs for purposes of this subsection are signs which are legally existing or approved on the effective date of this chapter. Existing signs may include conforming, provisionally conforming and nonconforming signs as defined in Subsection 12.L(1). Regulation of existing signs is as follows:

- (a) Conforming Signs: Conforming signs may remain.
- (b) Provisionally Conforming Signs: Provisionally conforming signs may remain provided the scenic improvements along Highway 50 as set forth in Appendix B are proceeding in accordance with the implementation schedule set forth therein.
- (c) Replacement of Provisionally Conforming and Nonconforming Signs:
 - (i) Nonconforming signs may be replaced with conforming or provisionally conforming signs.
 - (ii) The replacement or modification of existing signs with conforming or provisionally conforming signs shall be permitted without requiring the entire project area or building frontage or other signs to come into immediate conformance provided that the project area is proceeding in accordance with the scenic improvement implementation schedule set forth in Appendix B.
 - (iii) The replacement or relocation on the same frontage of conforming or provisionally conforming signs is permitted so long as the height, sign area and setback are not changed.
- (d) Removal of Nonconforming Signs: Nonconforming signs shall be conformed, provisionally conformed, or removed in accordance with the following schedule:
 - (i) Where the cost of conforming the sign is less than \$100 or where the sign is valued at less than \$100, within one year after the effective date of this chapter.
 - (ii) If a nonconforming sign is destroyed or damaged to an extent in excess of 50 percent of the sign value, immediately.
 - (iii) If the sign is relocated, immediately.
 - (iv) If the sign is altered structurally, or if more than 50 percent of the copy as measured by the sign is altered, except for changeable copy signs and maintenance, immediately.
- (e) Conversion of Provisionally Conforming Signs to Conforming Signs: By not later than 2007, all signs shall conform to Chapter 26 of the TRPA Code of Ordinances or the applicable provisions of Section 12.L. Provisionally conforming signs shall become conforming

signs on the implementation of the scenic improvements set forth in Appendix B. If all scheduled improvements have not been implemented by 2003, and a scenic analysis indicates inadequate progress in meeting scenic rating requirements, TRPA may reconsider the standards set forth in this Section.

- (f) Exceptions: *Exceptions to subparagraphs (a) through (e) of this Subsection 12.L(4) may be approved for existing signs provided the following findings can be made for a sign package for the entire project area. Exceptions approved under these provisions shall be considered as conforming signs.*
- (i) *The exception is in harmony with the purpose and intent of the sign ordinance;*
 - (ii) *There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property that are not contemplated or provided for by this ordinance;*
 - (iii) *The approval of the exception will not be materially detrimental to the public health, safety, and welfare;*
 - (iv) *Alternative signage concepts that comply with the provision to which the exception is requested have been evaluated, and undue hardship would result if the strict adherence to the provision is required;*
 - (v) *A scenic quality analysis demonstrates that the exception, if approved, will be consistent with the threshold attainment findings listed in the Scenic Resources Management Package Final Environmental Impact Statement, 1989;*
 - (vi) *The exception which is approved shall not increase the number, area, and height of the existing sign or signs for which the exception is requested;*
 - (vii) *The exception which is approved for a building site shall not exceed the total permissible sign area for all signs;*
 - (viii) *The exception is the minimum departure from the standards.*
- (5) Qualified Exempt Activities: *In addition to the provisions of Section 12.N, the following activities are considered qualified exempt.*
- (a) *The replacement of a corporate logo, provided the dimension, configuration and location of the sign are the same.*

- (b) Any sign which is located within a building complex or under a porte cochere and which is clearly intended to be visible primarily to people located within the building area.

M. **List of Exempt Activities:** The following sign activities are not subject to review and approval by TRPA provided they do not result in the creation of additional land coverage or relocation of land coverage, and they comply with all restrictions set forth below:

- (1) The changing of the advertising copy of a message on a lawfully erected changeable copy sign;
- (2) Maintenance or cleaning of a sign. This exception shall not include any structural, electrical, copy or color changes of a sign;
- (3) For each street frontage of the primary use, one sign not over one square foot in area advertising that credit is available;
- (4) For each parcel, one identification sign containing no advertising matter, nonelectrical, nonilluminated, two square feet or less in area, which is permanently affixed in a plane parallel to a wall located entirely on private property;
- (5) For each parcel, one temporary sign per street frontage which is not greater than 12 square feet in area, is not internally illuminated, and is not displayed for more than 30 days in a calendar year, except that for 60 days preceding a general or special election more than one such sign may be placed on each parcel, provided they are removed immediately after the election;
- (6) Construction site identification signs, which may identify the project, the owner or developer, architect or other designer, engineer, contractor and subcontractors, funding sources, and other related information. Not more than one such sign shall be erected per site, and it shall not exceed 32 square feet in area or eight feet in height. Such signs shall not be erected prior to the issuance of a building permit and shall be removed within ten days of site or building occupancy;
- (7) Signs or tablets with names of buildings and dates of erection, when cut into masonry surface or when constructed of bronze or other metal;
- (8) Signs of public service entities indicating danger and/or service and safety information.
- (9) In residential areas, signs not exceeding four square feet in area such as (i) signs giving property identification names or numbers or names of occupants, (ii) signs on mailboxes or newspaper tubes, (iii) signs posted on private property relating to private parking or warning the public against trespassing or danger from animals;
- (10) Any sign not visible from a street, public recreation area, bicycle trail, or from Lake Tahoe;

- (11) Any sign which is located within a building and which is clearly intended to be visible primarily to people located within the building.
- (12) Signs located within structures, including inside window signs intended to be seen from outside of the building when such signs are limited to five percent (5%) of the area of each window. See also Subsection 26.6.R.;
- (13) Signs on private property 12" x 18" or smaller which limit access, provide direction, parking admittance or pertain to security provisions; signs 18" x 18" or smaller defining entrance or exit; and octagonal stop signs 24" or smaller;
- (14) Signs which are reviewed and approved consistent with this Code [(Except for Subparagraph 26.14.C.(10)] by the U.S. Forest Service, a state agency, or a local government pursuant to a memorandum of understanding with TRPA;
- (15) Signs which are reviewed and approved by a local government provided the standards used in the review and approved are adopted as substitute standards by TRPA pursuant to Section 26.5;
- (16) Replacement of street signs and other regulatory or directional signs when the area or height of the replacement sign does not exceed the area or height of the sign to be replaced, and when the sign conforms to the applicable standards of the Manual On Uniform Traffic Control Devices, 1978 as amended. Installation of new street signs and other regulatory or directional signs or replacement of such signs where the area or height of the replacement sign is greater than the area or height of the sign to be replaced shall be reviewed as a project unless specifically exempted by means of a memorandum of understanding or other agreement.

N. List of Qualified Exempt Activities: The following sign activities are not subject to review and approval by TRPA provided the applicant certifies on a TRPA Qualified Exempt form that the activity fits within one or more of the following categories, and the activity does not result in the creation of additional land coverage or relocation of existing land coverage and complies with all restrictions set forth below. The statement shall be filed with TRPA at least one working day before the activity commences and shall be made under penalty of perjury.

- (1) Installation or replacement of subdivision identification names or letters, provided the name or lettering is installed on an existing wall or similar structure, is not over 12 inches high, and is not internally illuminated; and
- (2) Replacement of sign faces on signs approved by TRPA pursuant to this chapter provided the new sign face remains in compliance with this chapter.

Table A
Maximum Allowable Sign Area for Freestanding Signs for Non-residential Uses in Residential Plan Areas

Distance of Sign from Property Line	Maximum Sign area
5 ft.	15 sq. ft.
6 ft.	16 sq. ft.
7 ft.	17 sq. ft.
8 ft.	18 sq. ft.
9 ft.	19 sq. ft.
10 ft.	20 sq. ft.
11 ft.	21 sq. ft.
12 ft.	22 sq. ft.
13 ft.	23 sq. ft. '
14 ft.	24 sq. ft. '
15 ft.	25 sq. ft.
16 ft.	26 sq. ft.
17 ft.	27 sq. ft.
18 ft.	28 sq. ft.
19 ft.	29 sq. ft.
20 ft. or greater	30 sq. ft.

Table B
Maximum Allowable Sign Height for Freestanding Signs for Non-residential Uses in Residential Plan Areas

Distance of Sign from Property Line	Maximum Sign Height
5'-0" - 10'-0"	6 ft.
10'-1" - 15'-0"	8 ft.
15'-1" or greater	10 ft.

Table C
Maximum Allowable Sign Area for Freestanding Signs in commercial/Public Service and Tourist Plan Areas

Distance of Sign from Property Line	Maximum Sign Area
5 ft.	25 sq. ft.
6 ft.	26 sq. ft.
7 ft.	27 sq. ft.
8 ft.	28 sq. ft.
9 ft.	29 sq. ft.
10 ft.	30 sq. ft.
11 ft.	31 sq. ft.
12 ft.	32 sq. ft.
13 ft.	33 sq. ft.
14 ft.	34 sq. ft.
15 ft.	35 sq. ft.
16 ft.	36 sq. ft.
17 ft.	37 sq. ft.
18 ft.	38 sq. ft.
19 ft.	39 sq. ft.
20 ft. or greater	40 sq. ft.

Table D
Maximum Allowable Height for Freestanding Signs in commercial/Public Service and Tourist Plan Areas

Distance of Sign from Property Line	Maximum Sign Height
5'-0" - 10'-0"	6 ft.
10'-1" - 15'-0"	10 ft.
15'-1" or greater	12 ft.

Guidelines

- A. 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.
- B. Signs should be integrated into the building and site design, and not appear as if added as an afterthought. They should be incorporated into the design of the facade, and should complement the architecture in terms of shape, placement, colors, and materials.

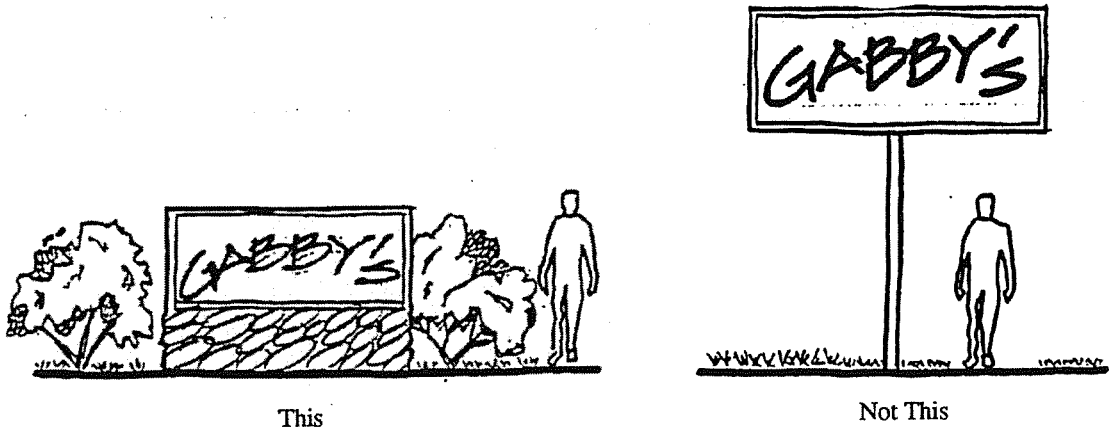
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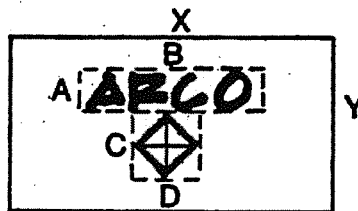
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- C. Signs should be simple in design and easy to read, with the number of lettering styles and amount of copy kept to a minimum -- preferably giving only the name of the business.
- D. Reflective, fluorescent, and primary colors should be avoided. Reader boards are not encouraged.
- E. "Sign programs" should be prepared for multiple occupancy buildings such as shopping centers and office complexes. Such programs promote design compatibility, ensure equitable sign allowance between tenants, and facilitate sign permit processing.
- F. 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.
- G. Free-standing signs should be kept low whenever site and visibility allow. The optimum sign height for viewing by motorists is 3'9". Shrubs placed around the base of a free-standing sign integrate it with the ground plane and screen any low-level lights.



- H. 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 that signs be externally illuminated. Lightbulbs should not be exposed.
- I. Signs should be located to respect pedestrian and drive safety. Projecting signs shall clear walkways by eight (8) feet and shall project no closer than two (2) feet from the curbline. Height allowance 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.
- J. Illuminated signs should be positioned so that light does not shine directly on adjoining properties, cause glare, or shine in the eyes of motorists or pedestrians.
- K. The back of any one-sided regulatory, directional or information sign located in a Rural Transition or Rural Scenic Highway Corridor should be painted or otherwise colored to closely match the color of the adjacent natural landscape.
- L. 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. This 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 = $.60(X*Y)$



Measuring Sign Copy

CHAPTER THIRTEEN

ENERGY & WATER CONSERVATION

As energy resources become scarce and energy costs rise, project developers should explore and utilize methods of energy conservation in site and architectural design. Some simple alterations in building design and siting can enable the use of the sun, wind, landform, and vegetation to provide the heating, cooling, and insulation needed for a structure. Such methods can result in a 40-90% reduction in energy use. The use of such methods will accommodate the functional and economic needs of both the present and future residents of Douglas County.

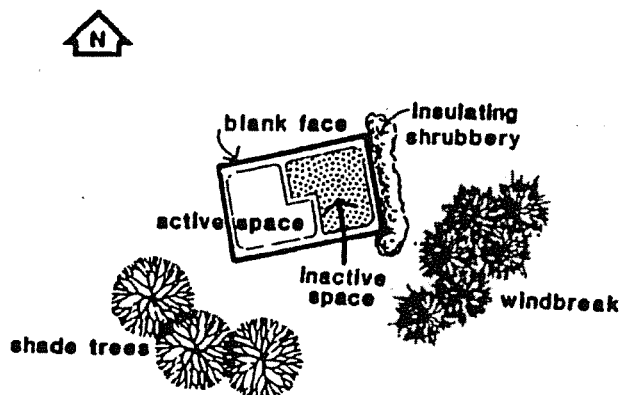
Water conservation is accepted as a practical and economical water management technique. Water conservation measures increase water supplies and save money. Residential water use includes water used indoors and outdoors. The largest share of that typically is used to landscape irrigation. Bathroom fixtures typically account for the largest share of indoor water use. Water-using fixtures and appliances have, in the past, been designed with little or no regard for water efficiency. Today's appliances, however, are designed with a greater sensitivity toward efficiency and are recommended. The guidelines in this section suggest ways to reduce water consumption without significantly altering life-styles.

Standards

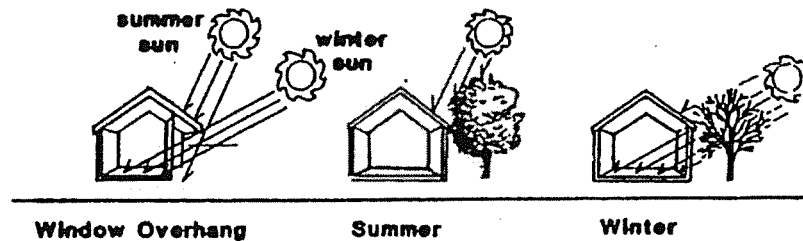
- (A) *Water conservation standards: the following appliances and fixtures shall be installed in new facilities or when replaced in existing facilities: low flow flush toilets; low flow showerheads (3 GPM rated maximum flow); faucet aerators; and water efficient appliances (e.g., washing machines and dishwashers).*

Guidelines

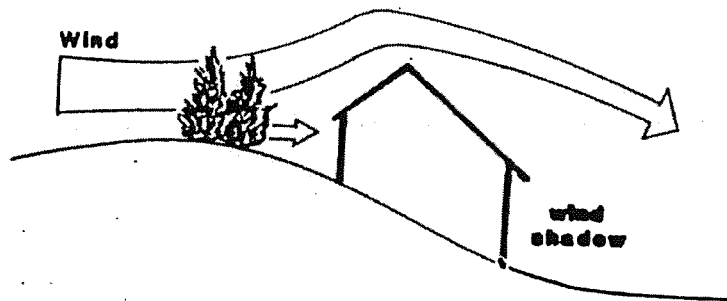
- A. If possible, all buildings should be located and oriented to benefit from passive solar heating. The desirable exposure is towards the south, southeast, or southwest. The simple east-west orientation of a rectangular building in northern Nevada has been found to reduce energy consumption by 40%.



- B. Site development should use plant materials and landforms to enhance energy conservation. Coniferous trees planted along the windward side of the property can act as a windbreak to deflect winter winds. Shrubs and trees planted against the structure can help to insulate the building. Deciduous trees planted on the south side of the structure will shade the building during the summer and enable sun to penetrate during the winter. Landscaping around the structure can be designed to direct the wind for cooling the interior during the summer heat.



- C. The creation of earth berms on the windward side or digging the structure into the side of a hill can reduce heat loss due to wind and help to insulate the structure.



- D. Buildings should be located on a site so as to avoid shading adjacent structures. Shading a building can result in additional space heating needs for that structure.
- E. The structure should be designed to keep energy needs for heating and cooling to a minimum. Passive energy conservation measures include the following:
- Tight building construction
 - Good insulation
 - Location of active living spaces on south side
 - Location of closets, mud-room, garages, or storage space on north and east sides
 - Air-lock entries
 - Concentration of windows on south side
 - Reduction in number and size of openings on north side
 - Maximum use of double glazing
 - Building overhangs to shield windows from summer sun and to let in winter sun

- Steeply pitched roofs to deflect winter winds and to reduce roof area affected by winds
- Use of paved surfaces, rock or masonry on south side to absorb radiation
- Earth berming against exterior walls

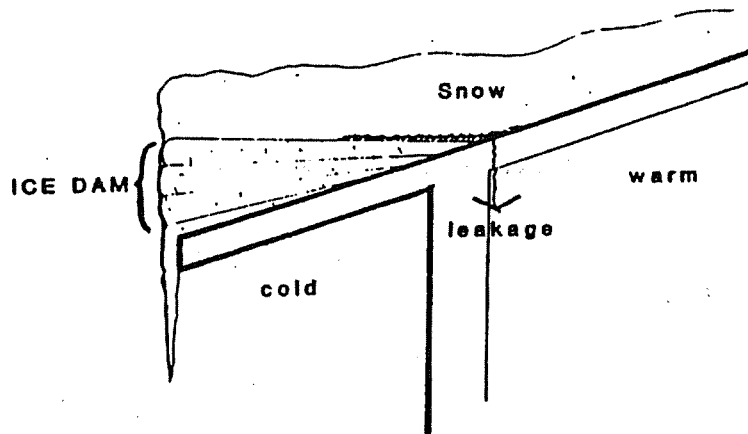
F. The following water conservation fixtures shall be considered appropriate for meeting water conservation standards:

- Toilets - maximum 3.5 gallons per flush
- Showerheads - maximum flow: 3 gallons per minutes
- Faucets - must contain either a pressure compensating aerator or a non-pressure compensating aerator with low flow setting
- Appliances - shall be water efficient
- Irrigation systems - shall be equipped with a moisture sensing device or automatic timer

CHAPTER FOURTEEN

DESIGN FOR SNOW

Snow presents special design problems which traditional building and site design solutions do not address. Roofs must be designed to cope with erratic loading resulting from varying snow accumulations. The common roof solutions are either a flat roof from which snow is stripped by the wind, or a steeply pitched roof which sheds snow. Flat roofs must be able to drain the melting snow with drains that will not become blocked with ice. Steeply pitched roofs must be of a pitch and material that will shed snow. Snow sliding off a roof can damage whatever lies in its way -- chimneys, gutters, decks, utility lines, landscaping. Ice dams can form at the eave edge when water from melting snow runs down the roof and refreezes on the cooler eave surface. Ice dams can keep snow from sliding off the roof and retain water that can seep through the roof skin and damage the building. Site design must address problems of ice hazard and snow removal. These guidelines are to provide for the public's safety and convenience and to reduce maintenance costs in heavy snow areas in the County.



Standards

- A. Above 6000' elevation, the live load for roofs shall be 150 p.s.f.
- B. Parking areas shall be sloped on average at least two percent to prevent ponding and icing.
- C. 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.
- D. See Chapter 81 of the TRPA Code of Ordinances for snow disposal requirements and road paving requirements.

Guidelines

- A. Driveway grades should be less than 5% to allow easy use during icy or snowy conditions.
- B. Parking areas and driveways should be located to catch afternoon sun in order to speed snow melting and prevent ice build-up.
- C. Snow storage areas should be provided which are functional in placement and adequate in size.
- D. Parking areas should be designed for snow removal operation, with unobstructed movement for snowplows and with concrete curbs that will sustain impact from the plows.
- E. Roof slopes should be located to avoid the shedding of snow onto entry steps, entrances, and decks.
- F. Building entrances should be covered with a roof and raised to allow for snow build-up.
- G. Chimneys, heating vents, and utility lines should be located out of the path of sliding snow.
- H. For pitched roofs, ice dams should be prevented by either heating the roof overhang, or cooling the roof surface with the placement of substantial insulation or unheated space under the roof. Pitched roofs should be of an angle and material that will shed snow. Metal roofs and roofs with southern exposures shed snow the most easily.
- I. Eavelines should be high enough to avoid accumulation of snow to the eave edge, where it will prevent snow from sliding off the roof.
- J. Flat roofs should slope to a centrally located drain that runs down through heated space.
- K. Paved roads, walkways, and parking surfaces will prevent the unintentional plowing and moving of dirt when snow plowing. Driveway grades should be less than 5% but more than 2% to allow easy use during icy or snowy conditions. Parking areas and driveways should be located to catch afternoon sun in order to speed snow melting and prevent ice build-up.

CHAPTER FIFTEEN

HISTORIC BUILDINGS

Historic structures at Lake Tahoe are an important link with the past. Today buildings are being reproduced in attempts to return to a distinguished design theme. Steeply pitched roofs, deep covered porches, dormers, board and batten siding, window mullions, and rock wainscotting are among design elements which helped create the "Old Tahoe" building style. Many of these design elements are being revisited as the Region as a whole attempts to create a memorable impression as one of America's finest destination resort areas.

Standards

- A. *The construction, reconstruction, repair, maintenance and demolition of designated historic structures shall conform to the TRPA Code of Ordinances.*

Guidelines

- A. Refer to the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. Copies of this document are available at the TRPA offices.

CHAPTER SIXTEEN

SCENIC HIGHWAY CORRIDORS (TRPA Only)

The Lake Tahoe Region offers many outstanding opportunities to view and photograph scenic resources. Many of these opportunities are available while driving around the Lake on the main highways (U.S. Highway 50, and State Route 207). The highways listed are also travel routes used in TRPA's scenic quality thresholds. Maintaining and in some cases upgrading the scenic quality of the view from the road is the primary goal behind both scenic highway corridors and scenic quality thresholds.

At first glance the Lake Tahoe Region may appear to be a relatively homogenous forested landscape. Upon closer inspection, however, one finds a variety of visual environments including: urban centers, residential neighborhoods, small commercial nodes which serve the residential neighborhoods, large-scale recreation areas, and undeveloped stretches of wild and rural landscapes. Recognition of distinct visual environments within the Region has led to the establishment of three visual environments: urban, rural, and a rural transition environment between urban and rural areas.

These visual environments are described below. Regional design goals for site development in each environment are set forth below.

Visual Environmental Descriptions

1. **Urban Areas:** Commercial areas should retain a small-scale, compact character that is well integrated with the surrounding natural environment. The goal is to create urban areas that complement the existing environment and utilize it to enhance the quality of the built environment. Existing Examples: Stateline and Kingsbury.
2. **Rural Transition Areas:** The visual appearance of rural transition areas should be a balance between man-made development and natural landscape features. In terms of site planning it is appropriate to fit the development into the rural transition landscape, taking advantage of existing site planning and design opportunities, while recognizing potential limitations of the landscape. Commercial and public service activities in rural transition areas are among the most visible uses in these areas. It will be especially important for both new and redeveloping commercial and public service uses to make use of design and site planning guidelines in order to minimize their visual impact in rural transition areas. Existing examples: Round Hill and Zephyr Cove.
3. **Rural Areas:** Rural areas should retain the overall appearance and feeling of dominance by natural elements and processes. From a preservation of scenic quality standpoint new development in rural areas should not be visually evident from the travel route. Where existing development is visually evident in the landscape, modification to or redevelopment of it should be sited or screened so as to be visually subordinate. Existing examples: Spooner Summit, east shore forests.

Regional Design Principles

The following matrix of Regional Design Principles establishes the intent of the Design Review Guidelines in the three visual environments. In many cases, design guidelines specific to each type of visual environment which meet the adopted design standard are recommended. Users of this manual are strongly encouraged to solve design problems using the concept of differing visual environments. An example of meeting a design standard in each visual environment is provided below. Additionally, design standards specific to each visual environment have been adopted for certain design elements located within TRPA designated Scenic Highway Corridors.

Regional Design Principles for Three Visual Environments

A. Urban Visual Environments

- (1) Scale of Development: Human scaled; places for people, especially pedestrians and bicycles; low vehicle speeds make detail appropriate.
- (2) Level of Human Activity: Highest of 3 environments; centers of commerce and activity where people create the interest of being there.
- (3) Access/Parking: Access constant and expected; parking is organized and readable; should be designed and sited to provide pleasing and attractive "car park" wherever possible.
- (4) Architectural Style: Responds to context and setting; reflects community values and desires in terms of form, color, and material; pedestrian-oriented.
- (5) Landscaping: Embellish buildings; create interesting spaces which attract people; soften and screen undesirable views; most appropriate places for non-native plant palette, but native plants are recommended in areas outside immediate building sites.
- (6) Building Materials and Colors: Widest variety of colors and materials appropriate; reflects community or traditional values; community character strongly influenced by architecture.
- (7) Lighting: Appropriate to the use and to surrounding neighborhood lighting levels.
- (8) Signage: Orient individual signs to pedestrians, not autos; orient business/shopping complex identification signs to autos; widest range of colors and materials appropriate; completion of signs is inappropriate.

B. Rural Transition Visual Environments

- (1) Scale of Development: Linear experience of spaces for vehicles, pedestrians and bicycles; moderate vehicle speeds means less detail needed.

- (2) Level of Human Activity: Moderate; primarily residential, recreation activities with well organized landmarks of neighborhood commercial nodes.
- (3) Access/Parking: Access is controlled; parking integrated with setting; well buffered and sensitively sited; out of sight except in commercial/public service uses.
- (4) Architectural Style: Responds to context and setting; blends and appears to achieve a high degree of fit with the surrounding landscape.
- (5) Landscaping: Functional; used to highlight changes in use, access, etc.; limited palette with some non-native species is appropriate; overall goal is to blend with setting.
- (6) Building Materials and Colors: More narrow range of materials and colors than in urban settings; responds to and blends with context of setting; natural appearing materials and colors are most appropriate.
- (7) Lighting: Intermittent, as needed; primarily used at intersections, nodes, and other activity areas.
- (8) Signage: Existence of sign itself will draw attention to the use; moderate range of materials and colors with emphasis on those which respond to context and setting; in most cases internal lighting is not necessary; competition of signs is inappropriate.

C. Rural Visual Environments

- (1) Scale of Development: Moderate-high vehicle speeds; humans become temporary yet participatory part of the landscape; less detail needed.
- (2) Level of Human Activity: Lowest of 3 environments, primarily recreation, sight-seeing and conservation activities; places where nature creates the focal interest.
- (3) Access/Parking: Points of access are nominal; parking is hidden except for existing uses and roadside scenic viewpoints.
- (4) Architectural Style: Responds to context and setting; typically small scale which does not dominate surrounding landscape.
- (5) Landscaping: Responsive to plant communities in setting; very few opportunities for non-native species except for foundation plantings and planters.
- (6) Building Materials and Colors: Narrowest range of colors and materials is appropriate; colors should be dark toned and harmonize with those in and around site; natural materials are most appropriate; natural appearing materials should be a minimum requirement.

- (7) Lighting: Minimal; only as necessary for safety and function.
- (8) Signage: Minimal need for signs; signs should be small scale as presence of sign alone will draw attention to use; limited to natural and natural-appearing colors and materials only.

Standards (The following standards are copied from the TRPA Code of Ordinances for the readers reference).

A. **30.13. SCENIC HIGHWAY CORRIDOR DESIGN STANDARDS:** ALL PROJECTS WHICH ARE WITHIN THE SCENIC HIGHWAY CORRIDORS ESTABLISHED IN 30.13.A SHALL MEET DESIGN STANDARDS LISTED ELSEWHERE IN 30.13.C(1) AND (2) IN ADDITION TO APPLICABLE DESIGN STANDARDS LISTED ELSEWHERE IN THIS CHAPTER. ALL PROJECTS WHICH ARE WITHIN THE RURAL SCENIC HIGHWAY CORRIDOR SHALL ALSO MEET THE DESIGN STANDARDS LISTED IN 30.13.C(3) IN ADDITION TO APPLICABLE DESIGN STANDARDS LISTED ELSEWHERE IN THIS CHAPTER.

(1) UTILITIES

- (a) ALL NEW ELECTRICAL LINES WHICH ARE 32 (DOUGLAS COUNTY 25) KILOVOLTS OR SMALLER, INCLUDING SERVICE CONNECTION LINES, SHALL BE PLACED UNDERGROUND. EXCEPTIONS TO THIS REQUIREMENT WILL BE BASED ON TRPA FINDING THAT UNDERGROUNDING WOULD PRODUCE A GREATER ENVIRONMENTAL IMPACT THAN ABOVE GROUND INSTALLATION. WHEN NEW ELECTRICAL LINES ARE PERMITTED TO BE INSTALLED ABOVE GROUND THE NEW LINES, POLES, AND HARDWARE SHALL BE SCREENED FROM VIEW OF THE SCENIC HIGHWAY TO THE MAXIMUM EXTENT POSSIBLE.
- (b) ALL NEW COMMUNICATION LINES INCLUDING TELEPHONE LINES, CABLE TELEVISION LINES, AND SERVICE CONNECTION LINES SHALL BE PLACED UNDERGROUND. EXCEPTIONS TO THIS REQUIREMENT WILL BE BASED ON TRPA FINDING THAT UNDERGROUNDING WOULD PRODUCE A GREATER ENVIRONMENTAL IMPACT THAN ABOVE GROUND INSTALLATION. WHEN NEW COMMUNICATION LINES ARE PERMITTED TO BE INSTALLED ABOVE GROUND THE NEW LINES, POLES, AND HARDWARE SHALL BE SCREENED FROM VIEW OF THE SCENIC HIGHWAY TO THE MAXIMUM EXTENT POSSIBLE.

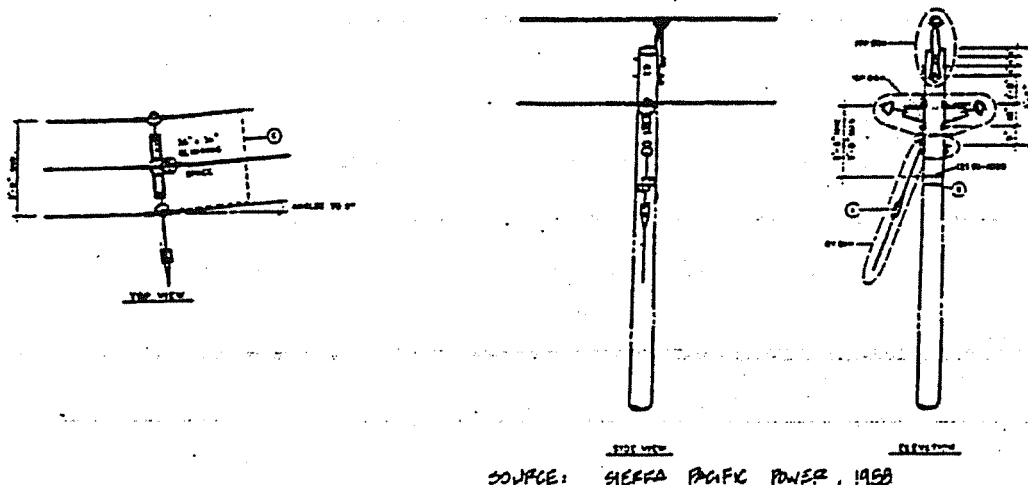
- (2) HIGHWAY FIXTURES: GUARDRAILS AND OTHER HIGHWAY FIXTURES INCLUDING BUT NOT LIMITED TO RETAINING WALLS, SAFETY BARRIERS, TRAFFIC SIGNALS AND CONTROLLERS, LIGHT STANDARDS, AND OTHER STRUCTURES, SHALL BE LIMITED TO THE MINIMUM LENGTH, HEIGHT,

AND BULK NECESSARY TO ADEQUATELY PROVIDE FOR THE SAFETY OF THE HIGHWAY USER. EARTHTONE COLORS OF DARK SHADES AND FLAT FINISH SHALL BE USED ON ALL HIGHWAY FIXTURES EXCEPT GUARDRAILS. NEW AND REPLACEMENT GUARDRAILS SHALL NOT HAVE A SHINY REFLECTIVE FINISH. RETAINING WALLS AND OTHER EROSION CONTROL DEVICES OR STRUCTURES SHALL BE CONSTRUCTED OF NATURAL MATERIALS WHENEVER POSSIBLE AND SHALL, TO THE MAXIMUM EXTENT POSSIBLE, BE DESIGNED AND SITED AS TO NOT DETRACT FROM THE SCENIC QUALITY OF THE CORRIDOR. SUCH STRUCTURES SHALL INCORPORATE HEAVY TEXTURE OR ARTICULATED PLANE SURFACES THAT CREATE HEAVY SHADOW PATTERNS. COMMUNITY PLANS PREPARED AND ADOPTED PURSUANT TO CHAPTER 14 MAY ESTABLISH EQUAL OR SUPERIOR STANDARDS FOR HIGHWAY FIXTURES.

- (3) SITING OF DEVELOPMENT: ALL PROJECTS, EXCLUDING SIGNS, DRIVEWAYS, PARKING FOR SCENIC VISTA POINTS, TRAILHEADS, AND PEDESTRIAN/BICYCLE PATHS, WHEN VIEWED FROM A DISTANCE OF NOT LESS THAN 300 FEET SHALL BE SITED IN SUCH A MANNER THAT THEY ARE NOT VISUALLY EVIDENT FROM THE HIGHWAY. ALL PROJECTS, WHEN VIEWED FROM A DISTANCE OF NOT LESS THAN 300 FEET SHOULD MEET THE VISUAL MAGNITUDE/CONTRAST RATINGS FOR RURAL SCENIC HIGHWAY CORRIDORS ESTABLISHED IN THE GUIDELINES.

Guidelines

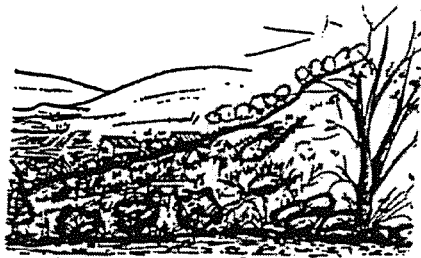
- A. **Minimize visual impact of utility lines and poles:** Site utility lines and poles out of the viewshed of the highway using one or more of the following methods:
- (1) Use landform and vegetation to provide screening and visually absorb utility lines.
 - (2) Use dark colors with flat finishes which blend with the forest landscape on utility poles and all hardware or appurtenances. Utility lines should also be of a dark color.
 - (3) Run the lines and poles along a secondary street using the screening opportunities of existing structures and vegetation.
 - (4) Hang all utility lines vertically on one pole, thereby minimizing the visual mass associated with the horizontal cross bar. Sierra Pacific Power Company specifies this pole design on many of its jobs. See the accompanying examples.
Use Vertical 3-Wire System Poles
- B. **Use non-specular lines:** Whenever possible use electrical or other utility lines (conductors) which have a non-specular (non-reflective) finish. Where non-specular lines are not available for a particular application, use a wire or cable which is coated with a black covering or other dark color.



- C. **Install and maintain plumb poles:** This is an often overlooked solution to remedy a visual eyesore. Make sure utility poles are installed and maintained plumb.
- D. **Design of highway fixtures:** Consider the following design solutions when designing projects including highway fixtures. See also Retaining Wall guidelines listed in Chapter 1. Site Design.
- (1) Use dark colors with flat finishes.
 - (2) Articulate plane surfaces to create shadow lines.
 - (3) Wherever possible, use materials, rough textures or surfaces to create heavy shadow patterns.
 - (4) Minimize reflective surfaces on all fixtures except directional and regulatory sign faces. Limit reflective surfaces to lettering and other graphics wherever possible (not including sign background).
 - (5) Treat metal beam guard rails with a mild acid bath (vinegar) or equal process to dull the silver metallic finish.
- E. **Siting of development in rural corridors:** All new development when viewed at a distance should meet the Visual Magnitude/Color Contrast rating for Rural Scenic Highway Corridors found in Appendix D of this manual.
- (1) Use landform and topography as a screen. This is especially effective in siting buildings and other structures. In mountainous landscapes numerous opportunities exist to hide structures behind small changes in landforms or topography.

- (2) Use vegetation as a screen. This is particularly important in screening as much of the perimeter of the structure as possible. Straight lines of buildings and other structures are often what makes them stand out in an otherwise natural landscape.
- (3) Blend the structure into the landscape by using appropriate colors. In most cases appropriate colors are dark shades of earthtone colors. Flat finishes also help blend structures into the surrounding landscape.
- (4) In some cases, road cuts for which retaining walls or other remedial erosion control measures are designed, consist of light colored soils. In these situations, light shades of earthtone colors may be more appropriate in order to blend the wall or other solution into the landscape.

This



Not This



CHAPTER SEVENTEEN

SHOREZONE

The shorezone of Lake Tahoe is a resource of regional significance. Site planning in the shorezone requires added levels of sensitivity on the part of the designer for many reasons, including visual interest in the land/water edge, sensitive ecological processes at work, and the visual vulnerability of shore lines. These guidelines focus on considering the design of man-made development as seen from the Lake.

Standard: TRPA code Design Standards within the shorezone are provided for the readers reference:

DESIGN STANDARDS WITHIN THE SHOREZONE ARE AS FOLLOWS:

- A. **53.10.A COLOR:** *THE COLOR OF STRUCTURES, INCLUDING FENCES, SHALL BE COMPATIBLE WITH ITS SURROUNDINGS. SUBDUED COLORS IN THE EARTHTONE AND WOODTONE RANGES SHALL BE USED FOR THE PRIMARY COLOR OF THE STRUCTURE. HUES SHALL BE WITHIN A RANGE OF NATURAL COLORS THAT BLEND, RATHER THAN CONTRAST, WITH THE EXISTING VEGETATION AND EARTH HUES. EARTHTONE COLORS ARE CONSIDERED TO BE SHADES OF REDDISH -BROWN, BROWN, TAN, OCRE, UMBER, SAND AND DARK GREEN.*
- B. **53.10.B ROOFS:** *ROOFS SHALL BE COMPOSED OF NONGLARE EARTHTONE OR WOODTONE MATERIALS THAT MINIMIZE REFLECTIVITY.*
- C. **53.10.C FENCES:** *WOODEN FENCES SHALL BE USED WHENEVER POSSIBLE. IF CYCLONE FENCE MUST BE USED, IT SHALL BE COATED WITH BROWN OR DARK GREEN VINYL, INCLUDING FENCE POLES.*

Guidelines

- A. **Site Structures Away From Open Prospects:** Use vegetation and landform to conceal structures from view of the Lake. There are many historical precedents for this at Lake Tahoe such as the Ehrman Mansion and the Tallac Estate. Siting structures at the ecotone (forest/shoreline edge) or further into the forest landscape can help minimize visibility and soften the structure's appearance. View corridors to the Lake can still be incorporated into the building and site design by careful siting of and by selective tree pruning or thinning. This can produce more dramatic framed views.

Not This



This



- B. **Use Colors Which Blend Or Recede:** Use dark colors and flat finishes which blend rather than contrast with surrounding landscape to help minimize the apparent visibility structure.
- C. **Use Vegetation To Screen Structures:** Using existing or planted vegetation to screen and soften the structure's appearance from the Lake will help "fit" the structure into the landscape.
- D. **Compatible Scale:** The scale of new development should be proportional with the scale of the surrounding vegetation and the screening ability of the vegetation.
- E. **Minimize Reflectivity Of All Structures And Surfaces Visible From The Lake Or Adjacent Scenic Highway Corridors:**
 - (1) Use flat or matte finishes on all visible surfaces including walls and roofs.
 - (2) Articulate large glass surfaces, avoid large flat surfaces which face the Lake.
 - (3) Use non-glare glass.
- F. **Protect Shorezone Vegetation:** Protect existing shorezone (backshore and foreshore) vegetation against disturbance or mechanical injury during construction activities by using temporary fencing or other barriers. See also the Handbook of Best Management Practices for additional measures.

Standard: TRPA Code 54.4

PIERS: WHERE OTHERWISE ALLOWED PURSUANT TO CHAPTERS 51 AND 52, THE PLACEMENT AND DESIGN OF PIERS SHALL CONFORM TO THE FOLLOWING STANDARDS:

A. **54.4.B DESIGN AND CONSTRUCTION STANDARDS:** DESIGN AND CONSTRUCTION STANDARDS ARE:

- (1) THE WIDTH OF PIERS SHALL BE A MAXIMUM OF TEN FEET, WHICH SHALL INCLUDE ALL APPURTENANT STRUCTURES EXCEPT FOR A SINGLE LOW-LEVEL BOAT LIFT AND A SINGLE CATWALK. A CATWALK BELOW THE LEVEL OF THE MAIN DECK, AND NOT EXCEEDING THREE FEET IN WIDTH BY 45 FEET IN LENGTH, MAY BE PERMITTED. A LOW-LEVEL BOAT LIFT WITH FORKS NOT EXCEEDING 10 FEET IN WIDTH MAY BE PERMITTED.
- (2) PIER DECKS SHALL NOT EXTEND ABOVE ELEVATION 6232.0 FEET, LAKE TAHOE DATUM. BOAT LIFTS, PILINGS, AND HANDRAILS AND OTHER SIMILAR SAFETY DEVICES, SHALL NOT EXTEND MORE THAN FOUR FEET ABOVE THE PIER DECK. PIER DECKS MAY EXTEND UP TO ELEVATION 6234.0 FEET IN LIMITED SITUATIONS WHERE TRPA FINDS THAT THE ADDITIONAL HEIGHT IS NECESSARY FOR SAFETY REASONS OR THAT LOCAL WAVE CHARACTERISTICS REPRESENT A REAL THREAT TO THE INTEGRITY OF THE STRUCTURE.
- (3) TO PERMIT FREE CIRCULATION OF WATER, PIERS SHALL BE FLOATING, OR SHALL BE BUILT ON AN OPEN PILING FOUNDATION, BUT IN NO CASE SHALL A PIER BE SUPPORTED ON A FOUNDATION THAT IS LESS THAN 90 PERCENT OPEN.
- (4). SUPER STRUCTURES SHALL NOT BE PERMITTED.
- (5) FUELING FACILITIES SHALL NOT BE PERMITTED ON PIERS LOCATED ADJACENT TO LITTORAL PARCELS ON WHICH THE PRIMARY USE IS RESIDENTIAL.
- (6) THE STANDARDS SET FORTH IN SUBPARAGRAPH (1), ABOVE, MAY BE WAIVED FOR PIERS RECOGNIZED BY TRPA AS MULTIPLE-USE PURSUANT TO SECTION 54.8.

Guidelines

- A. **Maintain Pier Cross Section When Viewed From Lake:** The pier design should be a sleek, streamlined structure with minimal apparent mass or bulk. This includes boatlifts, pilings, handrails, signs, lighting, catwalks below piers, and other appurtenances. Boats should not be stored out of the water on boatlifts. Consider using floating piers as a method to reduce the apparent mass. Dimensions and material sizes should be limited to the min-

imum necessary to insure function and safety.

- B. **Minimize Pier Profile When Viewed From Shoreline:** Consider the visual impact of the pier when viewed from along the adjacent shoreline. The pier design should effect an incorporate sleek or streamlined structure which does not appear bulky or massive.
- C. **Develop Multiple Use Piers:** Whenever possible, develop multiple use piers between adjacent parcels. This minimizes the overall number of shoreline structures, and helps maintain the natural character of the shoreline. The Code provides the ability to vary from certain design and construction standards in exchange for developing multiple use facilities, including piers.
- D. **Minimize Use Of Reflective Colors and Materials On All Structures Visible From the Lake Or Adjacent Scenic Highway Corridors:** Use dark colors or colors which blend with the immediate background and flat finishes.
- E. **Use Single Pile Construction Technique:** Consider using single pile pier design and construction techniques rather than the traditional double pile construction. This can minimize the apparent mass of the pier. All residential piers should, whenever possible, use the single pile design, and should avoid pier widths which are unable to be supported by the single pile design.
- F. **Pier Lighting:** Lighting the pier may be done to increase safety and visibility. Lighting should be done only to the minimum extent necessary. Lighting heights must comply with height standards established in 54.4.B (listed above). Lighting should generally be directed downward and incorporate cutoff shields where necessary.

Standard: TRPA Code 54.5

BOAT RAMPS: WHEN OTHERWISE ALLOWED PURSUANT TO CHAPTERS 51 AND 52, THE PLACEMENT AND DESIGN OF BOAT RAMPS SHALL CONFORM TO THE FOLLOWING STANDARDS:

- A. ***54.5.B DESIGN AND CONSTRUCTION STANDARDS: DESIGN AND CONSTRUCTION STANDARDS ARE:***
 - (1). ***BOAT RAMPS SHALL NOT EXCEED 10 FEET IN WIDTH.***
 - (2) ***BOAT RAMPS SHALL BE CONSTRUCTED FROM PREFABRICATED MATERIALS. METAL GRATES OR RAILS ARE THE PREFERRED CONSTRUCTION MATERIAL. PRE-CAST CONCRETE SHALL BE PERMITTED ONLY WHEN METAL GRATES ARE INFEASIBLE.***
 - (3) ***THE STANDARD SET FORTH IN SUBPARAGRAPH (1), ABOVE, MAY BE WAIVED FOR BOAT RAMPS RECOGNIZED BY TRPA AS MULTIPLE-USE PURSUANT TO SECTION 54.8.***

Guidelines

- A. **Minimize Boat Ramp Cross Section When Viewed From Lake:** Design the boat ramp using materials which do not appear bulky or use streamlined materials of minimum dimensions to insure function and safety. This includes boat lifts, handrails, signs, lighting, ramps and other appurtenances.
- B. **Minimize Boat Ramp Profile When Viewed From Shoreline:** This applies particularly to the apparent mass of appurtenant structures, such as floating walkways and railings. Use streamlined materials of minimum dimensions to insure function and safety.

Standard: TRPA Code 54.7

FLOATING DOCKS AND PLATFORMS: WHERE OTHERWISE ALLOWED PURSUANT TO CHAPTERS 51 AND 52, THE PLACEMENT AND DESIGN OF FLOATING DOCKS AND PLATFORMS SHALL CONFORM TO THE FOLLOWING STANDARDS:

- A. ***54.7.B DESIGN AND CONSTRUCTION STANDARDS: DESIGN AND CONSTRUCTION STANDARDS ARE:***
 - (1) *FLOATING DOCKS AND PLATFORMS SHALL NOT EXCEED AN AREA OF 100 SQUARE FEET OR A DIMENSION ALONG ANY SIDE OF 15 FEET.*
 - (2) *FLOATING DOCKS AND PLATFORMS SHALL NOT PROJECT MORE THAN THREE FEET ABOVE THE SURFACE OF A LAKE OR OTHER BODY OF WATER.*
 - (3) *FLOATING DOCKS AND PLATFORMS ATTACHED TO A PIER SHALL CONFORM TO THE STANDARDS SET FORTH IN SUBSECTION 54.4.B.*
 - (4) *SUPERSTRUCTURES SHALL NOT BE PERMITTED ON FLOATING DOCKS OR PLATFORMS.*
 - (5) *THE STANDARD SET FORTH IN SUBPARAGRAPH (1) ABOVE, MAY BE WAIVED FOR FLOATING DOCKS AND PLATFORMS RECOGNIZED BY TRPA AS MULTIPLE-USE PURSUANT TO SECTION 54.8.*

Guidelines

- A. **Minimize Mass:** Design the floating dock or platform using streamlined materials which do not appear bulky or massive. Use minimum dimensions and material sizes to insure function and safety. Also see Pier guideline (1) in this section for additional recommendations regarding minimizing cross section.
- B. **Minimize Use of Reflective Colors and Materials On All Structures Visible From the Lake or Adjacent Scenic Highway Corridors:** Use dark colors or colors which blend

with the immediate background and flat finishes.

- C. **Lighting:** Lighting the floating deck may be done to increase safety and visibility. Lighting should be done only to the minimum extent necessary. Lighting heights must comply with height standards established in 54.4.B (listed above). Lighting should generally be directed downward and incorporate cutoff shields where necessary.

Standard: TRPA Code 54.8

MULTIPLE-USE FACILITIES: WHERE OTHERWISE ALLOWED PURSUANT TO CHAPTERS 51 AND 52, THE PLACEMENT AND DESIGN OF PIERS, BOAT RAMPS, MOORING BUOYS, AND FLOATING DOCKS AND PLATFORMS DESIGNED TO SERVE INDIVIDUALS ON A MULTIPLE- OR COMMERCIAL USE BASIS SHALL CONFORM TO THE FOLLOWING STANDARDS. IF ANY SUCH STRUCTURE IS ACCESSORY TO A MARINA, THE PROVISIONS OF SECTION 54.12 ALSO SHALL APPLY.

54.8.C DESIGN AND CONSTRUCTION STANDARDS: MULTIPLE-USE FACILITIES SHALL COMPLY WITH THE DESIGN AND CONSTRUCTION STANDARDS SET FORTH IN SUBSECTION 54.4.B FOR PIERS, SUBSECTION 54.5.B FOR BOAT RAMPS, SUBSECTION 54.6.B FOR MOORING BUOYS AND SUBSECTION 54.7.B FOR FLOATING DOCKS AND PLATFORMS: EXCEPT THAT, FOR FACILITIES RECOGNIZED BY TRPA AS MULTIPLE-USE PURSUANT TO SUBSECTION 54.8.D, THE DESIGN AND CONSTRUCTION STANDARDS SET FORTH IN SUBPARAGRAPH 54.4.B(1), SUBPARAGRAPH 54.5.B(1), AND SUBPARAGRAPH 54.7.B(1) SHALL SERVE AS GUIDELINES.

Guidelines

Please refer to the appropriate guidelines for piers, boat ramps, mooring buoys, or floating docks and platforms listed elsewhere in this section.

Standard: TRPA Code 54.11

JETTIES, BREAKWATERS AND FENCES: JETTIES, BREAKWATERS AND FENCES MAY BE PERMITTED AS FOLLOWS:

- A. **54.11.A LOCATION:** JETTIES AND BREAKWATERS SHALL NOT BE PERMITTED IN LOCATIONS WHERE BEACH EROSION OR LOSS OF SEDIMENT FROM THE SHOREZONE IS LIKELY. FENCES SHALL NOT BE PERMITTED LAKEWARD OF THE HIGH WATER LINE OF ANY LAKE OR BODY OF WATER EXCEPT TO PROTECT THE HEALTH OR SAFETY OF THE GENERAL PUBLIC OR TO PROTECT PROPERTY LOCATED ADJACENT TO AREAS OF PUBLIC ACCESS TO ANY SUCH LAKE OR BODY OF WATER FROM TRESPASS AND PROVIDED SUCH FENCES ARE APPROVED BY AGENCIES HAVING JURISDICTION.
- B. **4.11.B DESIGN AND CONSTRUCTION STANDARDS:** THE DESIGN, CONSTRUCTION AND MAINTENANCE OF JETTIES, BREAKWATERS AND FENCES SHALL COM-

PLY WITH THE FOLLOWING STANDARDS:

- (1) EXCEPT AS PROVIDED IN SUBPARAGRAPH 54.11.B(2), JETTIES AND BREAKWATERS SHALL HAVE OPENINGS WHICH ALLOW ADEQUATE FREE CIRCULATION OF WATER AND SEDIMENT.*
- (2) NO JETTY OR BREAKWATER SHALL BE A SOLID OR NEARLY SOLID STRUCTURE UNLESS TRPA FINDS THAT IT WILL NOT INTERFERE WITH LITTORAL PROCESSES, CAUSE SHORELINE EROSION, OR HARM WATER QUALITY OR CLARITY AND;*
 - (a) THE SOLID OR NEARLY SOLID JETTY OR BREAKWATER IS A NECESSARY PART OF A MARINA FOR WHICH TRPA HAS APPROVED A MASTER PLAN; OR*
 - (b) THE SOLID OR NEARLY SOLID JETTY OR BREAKWATER IS NECESSARY TO PROTECT THE SAFETY OF PERSONS USING A PUBLIC BOAT LAUNCHING FACILITY.*
- (3) THE SIZE, NUMBER AND LOCATIONS OF OPENINGS IN JETTIES OR BREAKWATERS SHALL BE SUFFICIENT TO AVOID INTERFERENCE WITH LITTORAL DRAFT, SHORELINE EROSION, HARM TO UNDERLYING LAND AND HARM TO WATER QUALITY AND CLARITY.*
- (4) FENCES IN THE NEARSHORE OR FORESHORE SHALL BE LEAST 90 PERCENT OPEN AND SHALL BE MAINTAINED TO BE KEPT FREE OF DEBRIS.*
- (5) ROCK AND OTHER MATERIAL FOR CONSTRUCTION OF STRUCTURES PERMITTED UNDER THIS SUBSECTION SHALL NOT BE OBTAINED WITHIN THE SHOREZONE OF LAKES IN THE REGION.*

Guidelines

- A. **Natural Materials:** Whenever possible, use rocks instead of sheet piling. Gabion baskets are not recommended unless used underwater only and then overlaid with rocks.
- B. **Keep Fences Above The High Water Line Whenever Possible:** Fences ending or running into the water are unsightly and seldom necessary. Appropriate signage can be used to discourage trespassing. A linear element in the landscape such as a fence should be resolved and ended on land and not in the water.
- C. **Decks On Top Of Jetties Or Breakwaters:** Decks constructed on top of jetties or breakwaters should be made of natural materials (typically wood). Avoid using bright-colored or untreated metal. Avoid bright-colored deck coverings (e.g., artificial turf).

- D. **Keep The Height Of Jetties And Breakwaters Above Water To An Absolute Minimum:** Large masses of jetties and breakwaters above water are seldom necessary and are visual impacts.

Standard: TRPA Code 54.12.C

- A. **MARINA SUPPORT FACILITIES:** ALL NEW MARINAS AND EXPANSIONS OF MORE THAN 10 BOATSLIPS IN EXISTING MARINAS SHALL COMPLY WITH THE STANDARDS LISTED BELOW. TRPA MAY REQUIRE PROJECTS OF MODIFICATIONS OF EXISTING MARINAS TO COMPLY WITH THESE STANDARDS AS CONDITIONS OF APPROVAL.

- (1) PUBLIC RESTROOMS, FUELING FACILITIES, CHEMICAL FIRE RETARDANT DISTRIBUTION SYSTEM, TRASH RECEPTACLES, AND PUMP-OUT FACILITIES FOR BOAT SEWAGE SHALL BE PROVIDED AT COMMERCIAL MARINAS AND HARBORS;
- (2) BOAT WASHING FACILITIES, IF ANY, SHALL BE CONNECTED TO A SEWER SYSTEM OR AN ACCEPTABLE ALTERNATE SHALL BE PROVIDED;
- (3) PUMPING FACILITIES SHALL INCLUDE EMERGENCY AND STANDARD SHUT-OFF SYSTEMS TO AVOID GAS LEAKAGE TO THE LAKE;
- (4) ADEQUATE PARKING SHALL BE PROVIDED TO ACCOMMODATE ALL USES AND ACTIVITIES ASSOCIATED WITH A MARINA; AND
- (5) WATER TREATMENT FOR WATERS CONTAINED WITHIN MARINAS SHALL BE PROVIDED.

Guidelines

- A. **Auxiliary Structures Should Be Of A Consistent Style And Design:** This includes the color of boat lift equipment and storage facilities.
- B. **Screen Boat Service And Storage Areas From View From The Lake And Any Adjacent Scenic Highway Corridors:** This can be accomplished by site planning and screening. See the screening guidelines in Chapter 1. Site Design.
- C. **Parking:** Locate parking areas away from shoreline and screen them by landform vegetation, low walls so that they are not readily visible from the Lake and any adjacent Scenic Highway Corridors.
- D. **Signs At Marinas:** Please refer to the Guidelines in Chapter 12. Signs.
- E. **Preserve Existing Mature Vegetation:** Preserve existing mature vegetation when modifying existing marinas or constructing new marinas. The vegetation can often be used as a

screen for undesirable views of parking, service and storage areas.

- F. **Use non-glare Glass on Windows Which Face The Lake:** This will minimize the reflectivity of man-made structures seen from the Lake and present a more natural appearing shoreline.
- G. **Minimize The Use Of Reflective Colors and Materials On All Structures and Surfaces Visible From the Lake or Adjacent Scenic Highway Corridors:** Use dark colors which blend with the immediate background, and flat finishes.

Standards: TRPA Code 54.13

A. ***SHORELINE PROTECTIVE STRUCTURES: SHORELINE PROTECTIVE STRUCTURES MAY BE PERMITTED AS FOLLOWS:***

- (1) *SLOPING PERMEABLE REVETMENTS ARE THE PREFERRED DESIGN FOR SHORELINE PROTECTIVE STRUCTURES. BULKHEADS, GABIONS AND OTHER VERTICAL REVETMENTS SHALL NOT BE PERMITTED UNLESS, IN ADDITION TO THE FINDINGS REQUIRED UNDER SUBSECTION 54.13.A, TRPA FINDS THAT:*
 - (a) *A SLOPING PERMEABLE REVETMENT IS NOT FEASIBLE; AND*
 - (b) *THE ALTERNATIVE STRUCTURE WILL NOT CAUSE SIGNIFICANT EROSION OR MODIFICATION OF THE FORESHORE.*
- (2) *WHERE A SHORELINE PROTECTIVE STRUCTURE IS NECESSARY, IT SHALL BE OF SUFFICIENT STRENGTH AND DEPTH TO PREVENT MOVEMENT OF BACKFILL MATERIALS INTO LAKE WATERS; AND*
- (3) *SHORELINE PROTECTIVE STRUCTURES SHALL BE CONSTRUCTED OF NATURAL MATERIALS TO BLEND WITH THE SURROUNDING BACKSHORE OR, IF MAN-MADE MATERIALS ARE NECESSARY, WILL BE OF EARTHTONE COLORS.*

Guidelines

- A. **Use Sloping Rock Revetments Whenever Possible:** Please see TRPA's Handbook of Best Management Practices for construction and installation specifications. The use of bulkheads as shoreline protective structures is generally not recommended, except in specific situations (e.g., marinas, areas with little or no slope). Rock revetments can take on the appearance of a natural shoreline while walls, bulkheads, and other structural solutions contrast with the natural character of the shoreline.
- B. **Create Slopes Which Are Similar to Adjacent and Nearby Natural Slopes:** Slopes created by structures or sloping rock revetments should mimic the form of nearby stable nat-

ural slopes (those which are not being undermined or undercut) in order to create a more natural appearing shoreline.

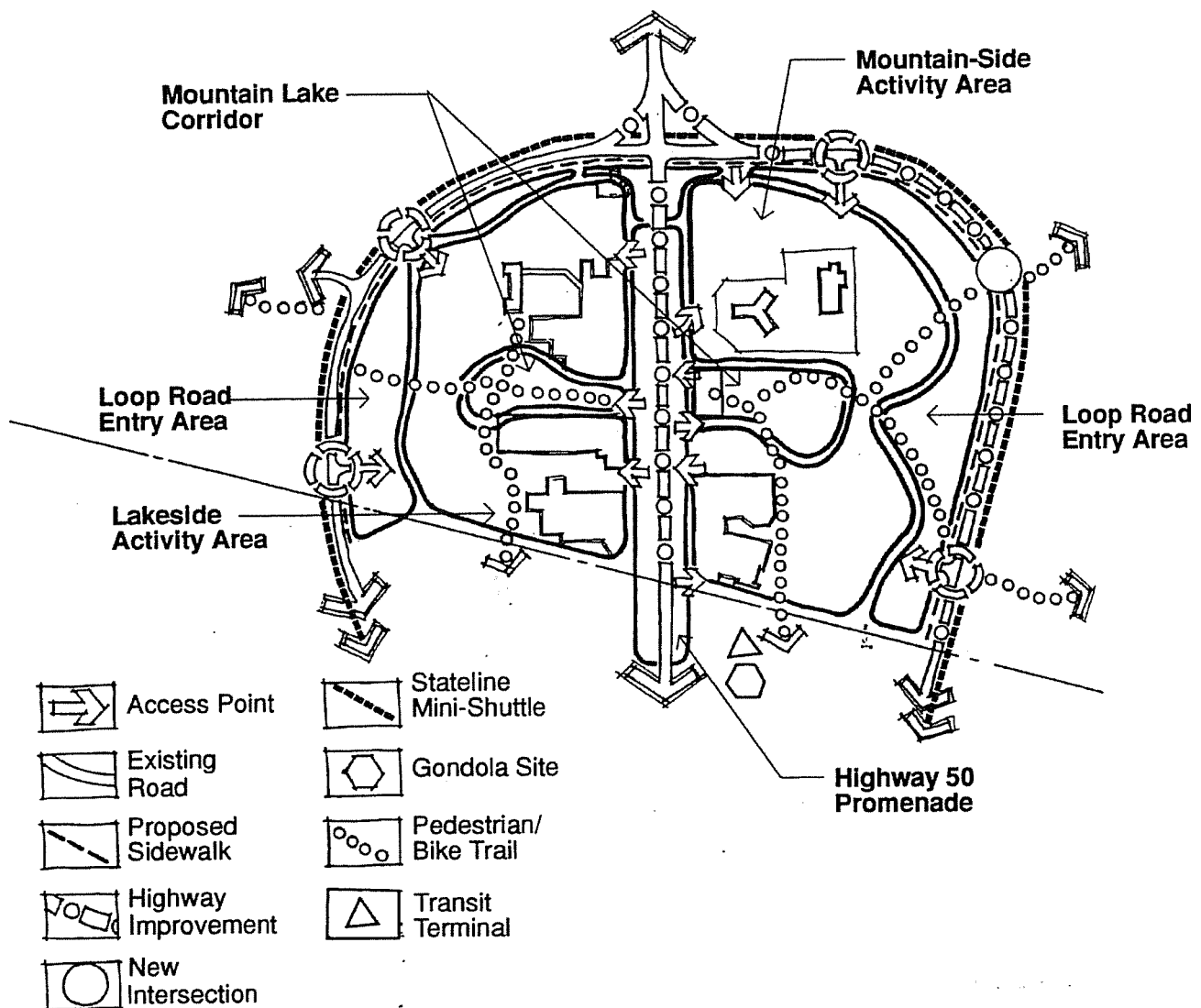
- C. **Use Vegetation To Soften The Visual Impact of a Rock Revetment:** Where possible, add landscape or revegetation plantings along the top and the sides of a shoreline protective structure to soften the visual impact and help blend it into the surrounding landscape.
- D. **Use Colors Which Blend With The Surrounding Natural Backshore Landscape:** This is particularly important when designing structural (man-made) protective structures. When used, walls and other structures should be constructed of natural materials whenever possible, or should be colored (tinted concrete, masonry) to closely match the surrounding natural landscape.
- E. **Design Shoreline Protective Structures to Have the Least Possible Impact on Surrounding Shoreline Properties:** When designing your shoreline protective structure you should take into account its effects on surrounding shorezone lands. Do not create structures which will cause significant erosion or modifications to the foreshore. The overall goal should be to protect your shoreline property while not destroying or substantially impacting your neighbor's.

CHAPTER EIGHTEEN

STATELINE COMMUNITY PLAN

This chapter presents design standards and guidelines specific to the casino core area of the Stateline Community Plan. See Chapter I of the Stateline Community Plan for a planning overview.

The Stateline Community Plan is divided into two primary districts the Highway 50 Promenade and the Mountain Lake Park. The Mountain Lake Park includes three sub-areas: The Mountain Lake Park Corridor, The Mountain Lake Park Activity Areas and the Entry Areas. The goals, design and implementation principles, standards and guidelines in this Chapter are initially presented for the whole casino core, followed by policies specific to each of these districts.



Stateline Design Framework

HIGHWAY 50 PROMENADE

The goal of the community plan is to establish an attractive outdoor area along Highway 50 for strolling, street events and to encourage use and enjoyment of the outdoors in the casino area. The promenade envisioned to accomplish this goal should link the casino core with South Lake Tahoe, and its design should emphasize pedestrian comfort and safety.

Design and implementation principles to realize the goal include building improvements along public and private property within the Promenade area, coordinated to create an integrated, cohesive whole, while still encouraging individual sections of the street to express the character and image of individual casinos. A series of plazas should be established where the Mountain Lake Park crosses Highway 50.

Improvements should be designed to mesh with existing and planned uses in South Lake Tahoe to create a unified destination straddling the state line. Such improvement programs should be phased to match the timing of proposed improvements on the Loop Road and Highway 50. Should the proposed Highway 50 lane reduction prove permanent, the area created should be used to expand sidewalks and provide landscaping, seating and other pedestrian amenities.

MOUNTAIN LAKE PARK

The goal of the community plan is to establish a pedestrian oriented park and activity area throughout the casino core and crossing Highway 50 (the "Mountain Lake Park"). The Mountain Lake Park should blend natural and man-made elements to create a strong opportunity to experience the Lake Tahoe natural environment; to improve environmental quality within the casino core; and to provide space for new recreation, entertainment and commercial activities.

The plan calls for specific design and implementation principles, such as providing for an integrated resort environment designed so pedestrians can walk safely, comfortably and enjoyably throughout the entire area. Improvements to the core should focus around the theme of juxtaposition between Lake Tahoe's natural environment and the more active, "urban" qualities of the casino/hotels.

Desired results can be created by extensive use of elements that characterize the local environment, such as large boulders, water, and native vegetation such as conifers and aspens; by creating a range of comfortable, attractive outdoor spaces for walking, dining, window shopping and otherwise enjoying the out-of-doors; and by carefully siting and designing new recreation and commercial uses to complement and blend with environmental improvements.

Improvements within the Mountain Lake Park should be located where they create greatest benefits for the entire casino core and should be designed to meet existing and planned uses in South Lake Tahoe to create a unified destination. New uses should be located to create areas of concentrated activity, separated by less-developed or natural areas through which it is pleasant to walk.

The physical character of the Mountain Lake Park will be designed to create a unified experience, but, this guideline will not prevent the design of individual sections of the Mountain Lake Park to express the character and image of individual casinos.

Design standards and guidelines focus on four general goals: bringing the natural environment into the casino core; creating attractive, comfortable outdoor spaces; establishing a safe, comfortable and enjoyable-to-use circulation system for vehicles and pedestrians; and ensuring the consistent quality of physical design details.

Standards

- A. *Landscaping. Special standards govern landscaping within the casino core. In this area, pre-existing, approved landscape and coverage plans, parking requirements, and the special objectives of the Mountain Lake Park all create the need for a more flexible, holistic approach to landscaping. Consequently the area-wide standards in Chapter 8 dealing with the subjects below shall have the status of guidelines.*

5% of entire site and 15% of parking and driveway area landscaped standard (Section 8.B.)

Planting bed size standard (Section 8.D.(1))

Concrete/masonry enclosures for planting beds standard (Section 8.D.(2))

1 tree per 400 sq. ft. of planting area standard (Section 8.D.(3))

15% minimum of parking lot landscaped standard (Section 8.F.(2))

In place of the Chapter 8 standards, landscape plans and implementation schedules for the entire project area shall be required on a project-by-project basis, reflecting the strongly stated goals of the Community Plan and Guidelines to bring the elements of the natural environment to the core, as well as the constraints of the area.

- B. *Building Front Setbacks. New buildings and additions would fall under the Stateline setback requirements (see Figure 18-1 for details). Exceptions to the general setback requirement may be permitted if:*

- (1) Setbacks on Highway 50 may be reduced to 10' upon the completion of Phase II; or*
- (2) Pedestrian shelters, and other elements of primary casino pedestrian entries and the planned Highway 50 plazas may be allowed to extend to within 10' of the property line in order to establish a more attractive, comfortable and animated pedestrian environment; or*
- (3) Entry structures (e.g., towers or covered walkways shall be permitted to extend to within 10' of property lines at the northern entry area of the casino core (near the Loop Road junction) in order to help define and announce the northern boundary of the casino core; and*
- (4) The findings of section 30.5.D of the TRPA Code are made for the scenic corridor.*

C. *Frontage Improvements.* Projects subject to the requirements of this Chapter shall be conditioned to meet the following standards where applicable. For purposes of this Chapter, the frontage is the area between the curbline and the required setback. Specifications for the improvements shall be established by Douglas County Public Works or approved improvement plans consistent with this Chapter.

(1) Highway 50 Promenade: Projects fronting U.S. Highway 50 shall provide the following improvements or commit to a schedule to implement the improvements on the frontage consistent with Appendix B:

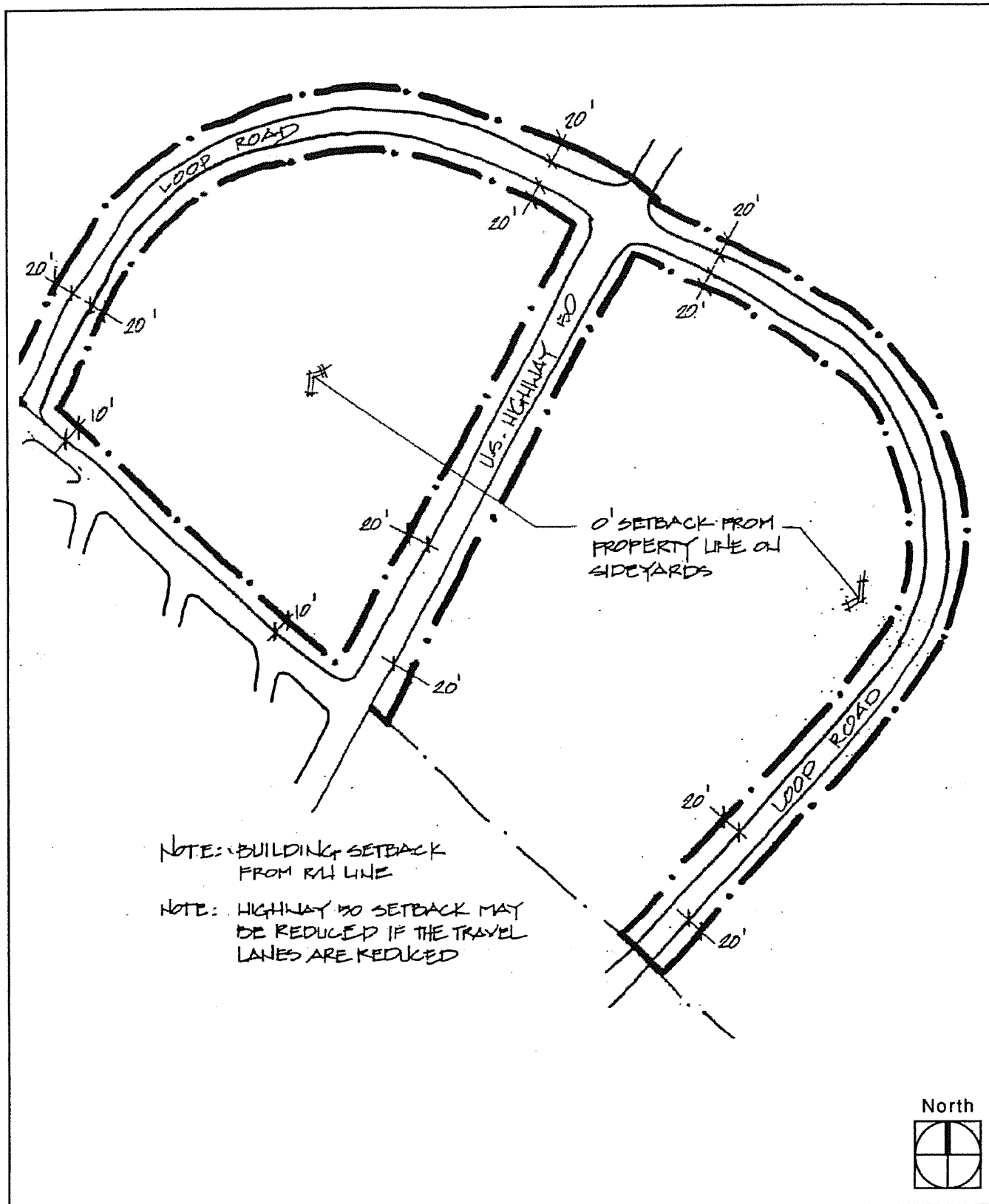
- (a) Ten feet minimum wide sidewalks measured from the curbline or as specified in Appendix B.
- (b) Six inch vertical concrete curbs or as specified by NDOT
- (c) Street trees planted 50 feet on center or pockets of shrubs planted 25 feet on center or a combination, or as specified in Appendix B.
- (d) Pedestrian street lights 12' high, 50 feet on center, or low level lights 25 feet on center, or as specified in Appendix B.
- (e) Building setbacks a minimum of 20' from the property line or as set forth in Section 18.C. above.

(2) Entry Areas: Projects fronting U.S. Highway 50 in the Entry Area or the Loop Road shall provide the following improvements or commit to a schedule to implement the improvements on the frontage. Projects fronting U.S. Highway 50 in the Entry Area shall be consistent with Appendix B:

- (a) Eight feet wide sidewalks. A 3' minimum landscaped separation is required on the Loop Road.
- (b) Six inch vertical concrete curbs or as specified by NDOT
- (c) Street trees planted irregularly (maximum 50' on center) or pockets of shrubs (maximum 25' on center) or a combination.
- (d) Pedestrian street lighting (maximum 12' height) as needed.
- (e) Building setbacks a minimum of 20' from the property line.
- (f) Vehicle barrier as needed.

(3) Stateline Avenue: Projects fronting Stateline Avenue shall provide the following improvements on the frontage:

- (a) Six feet wide minimum concrete sidewalks measured from the curbline.
- (b) Pedestrian street lights 12' high 50 feet on center or low level lights 25 feet on center.
- (c) Building setbacks a minimum 10' from the property line.
- (d) 6" rolled concrete curbs or as specified by Douglas County or the City of South Lake Tahoe.
- (e) Street trees planted 50 feet on center or pockets of shrubs planted 25 feet on center or a combination, both subject to an approved landscape plan.



Lake Tahoe - Douglas County Community Plan

STATELINE SETBACKS

N.T.S



Figure 18-1

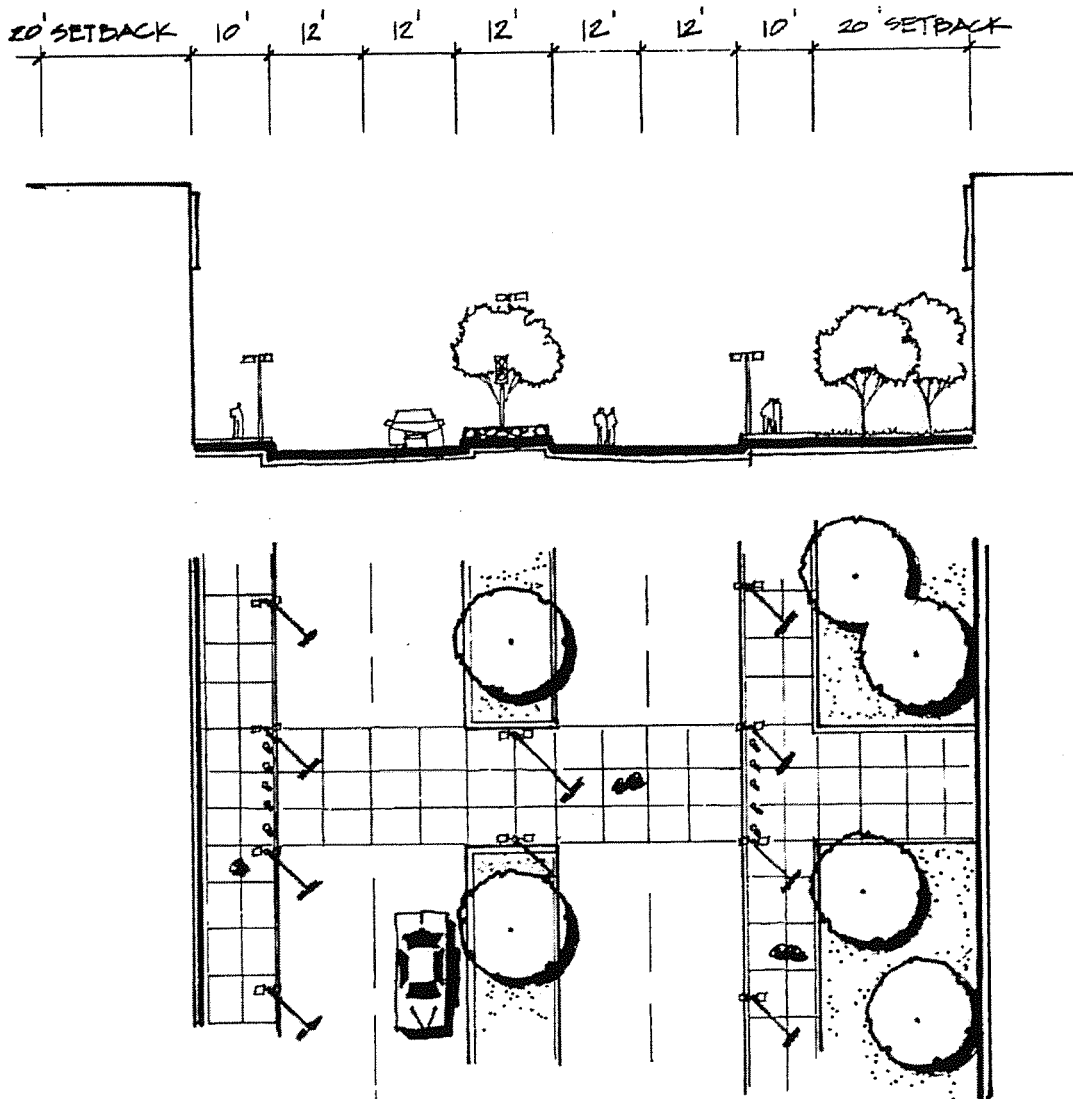
Guidelines

- A. Right-of-way/Frontage Improvements: The following typical cross sections display the design guidelines which are to be applied to the Stateline Community Plan.

- (1) **Highway 50 Promenaded.** Consistent with Appendix B, projects in/or fronting Highway 50 should include these basic elements:

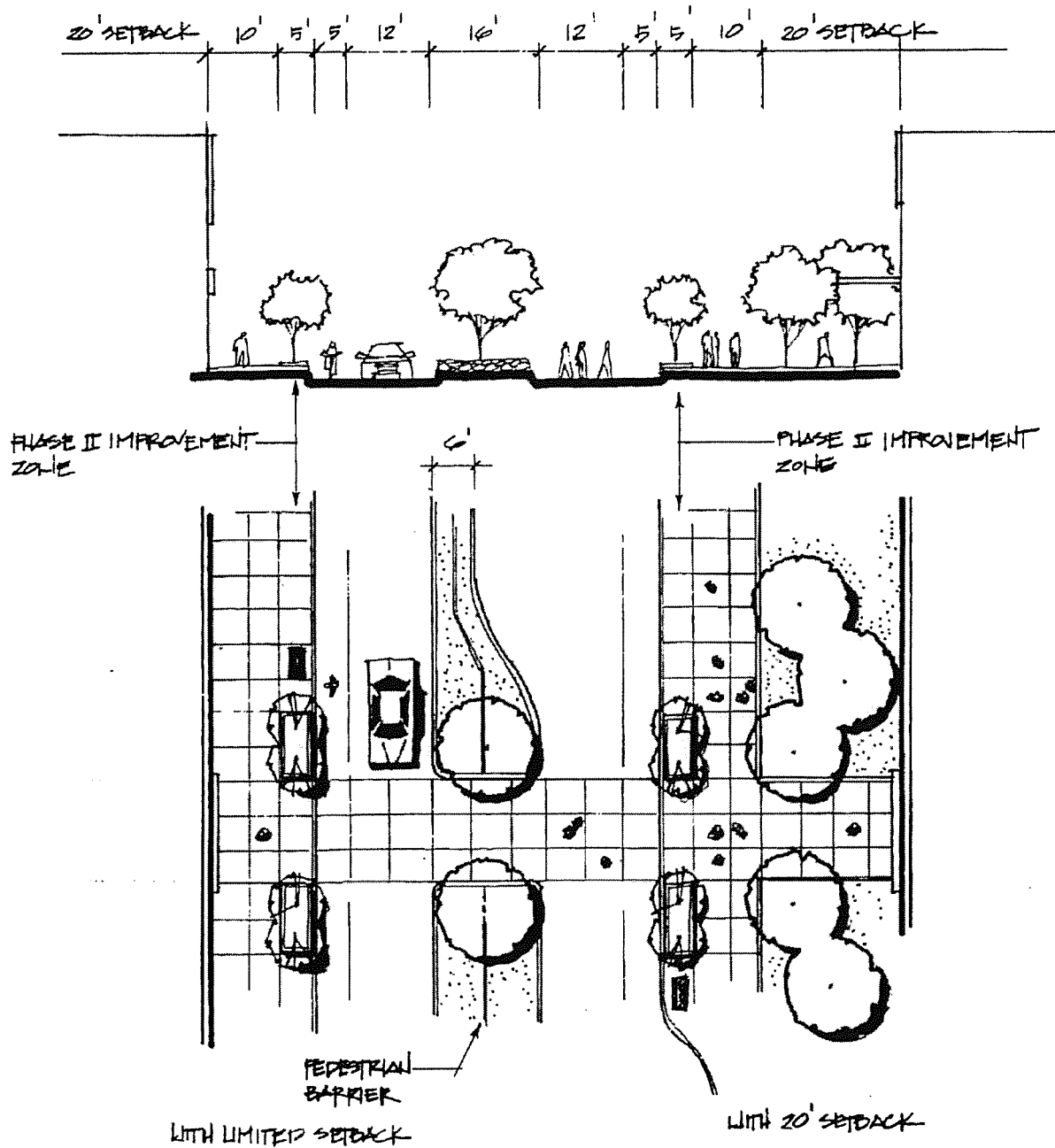
Phase I (1993-1997)

Four travel lanes, 80' right-of-way, 20' building and parking setbacks from the property line for new development, 10' minimum sidewalks, (if possible) landscaped median (subject to stacking and NDOT/snow removal needs), pedestrian crossings, street lighting and landscaping.



Phase II (1997-2007)

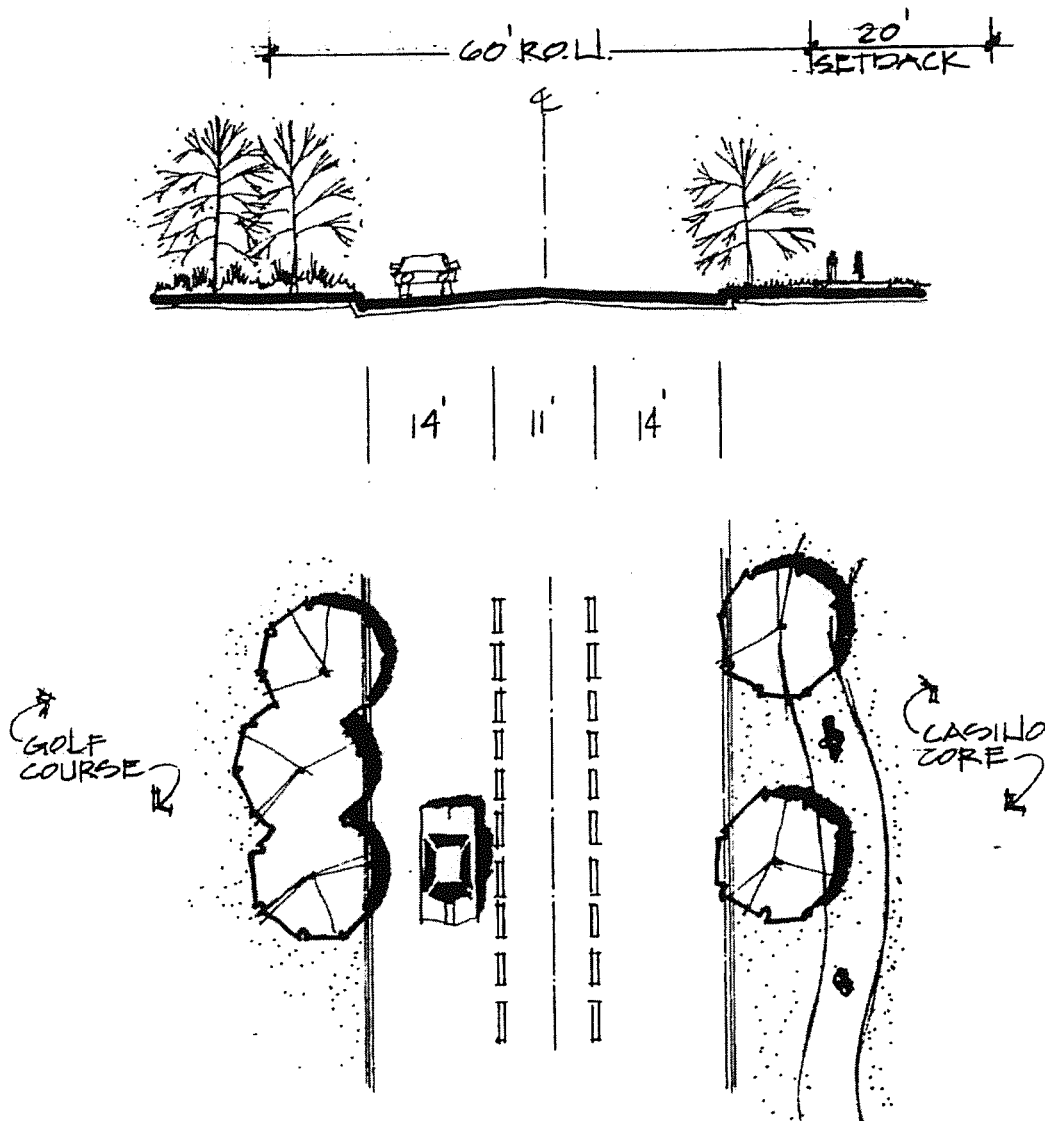
The Phase I improvements except with two travel lanes, 80' right-of-way, bikelanes, 10' setback, 15' minimum sidewalks with a 5' furniture zone and reserved transit right-of-way.



- (2) **Loop Road/Lake Parkway.** Projects in/or fronting the loop road in the entry areas should include these basic elements.

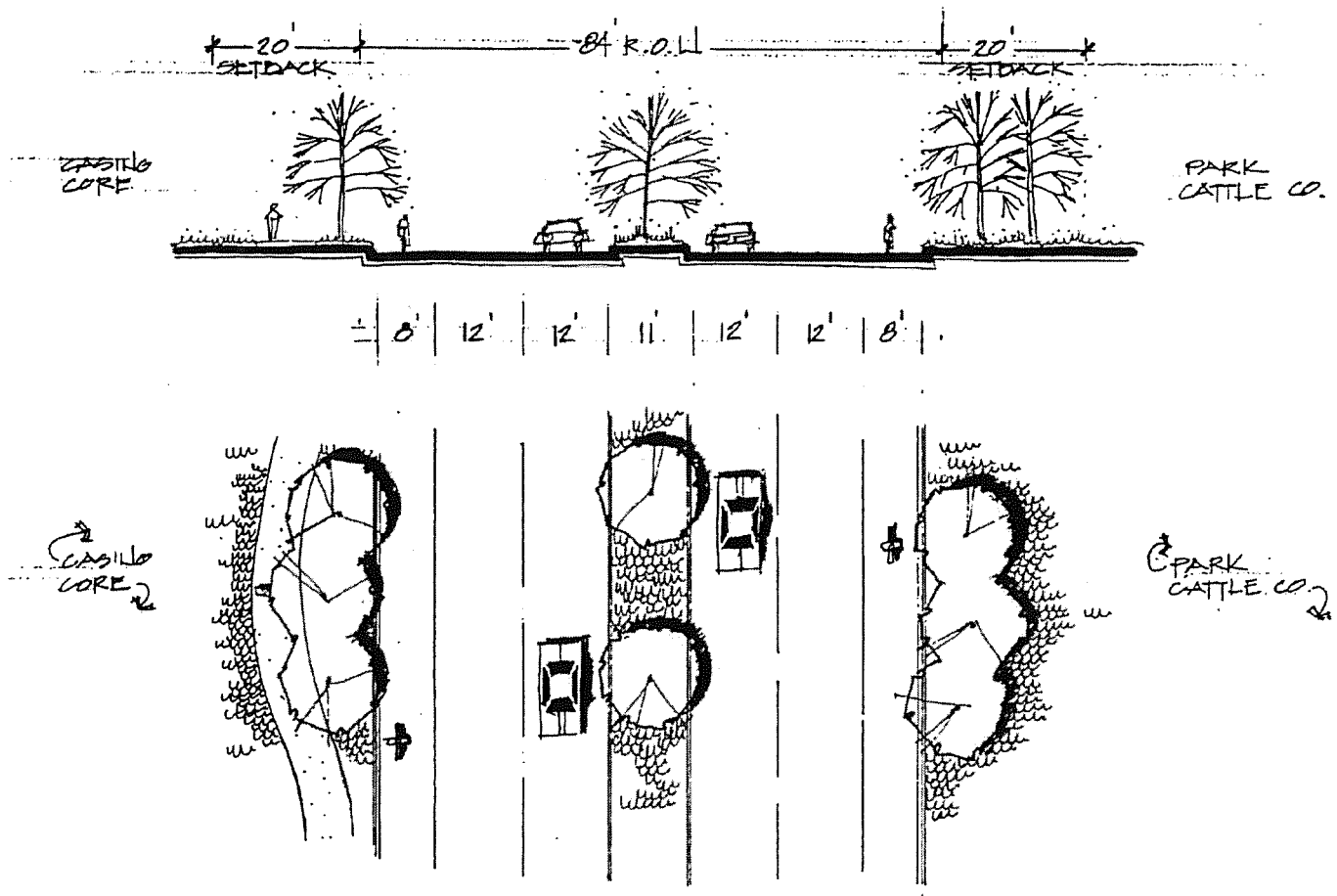
Lakeside Loop Road

Three lanes, 60' right-of-way, no parking in right-of-way, 20' building and parking setbacks, 8' recreational trail on inside of loop road, barriers, lighting and landscaping.



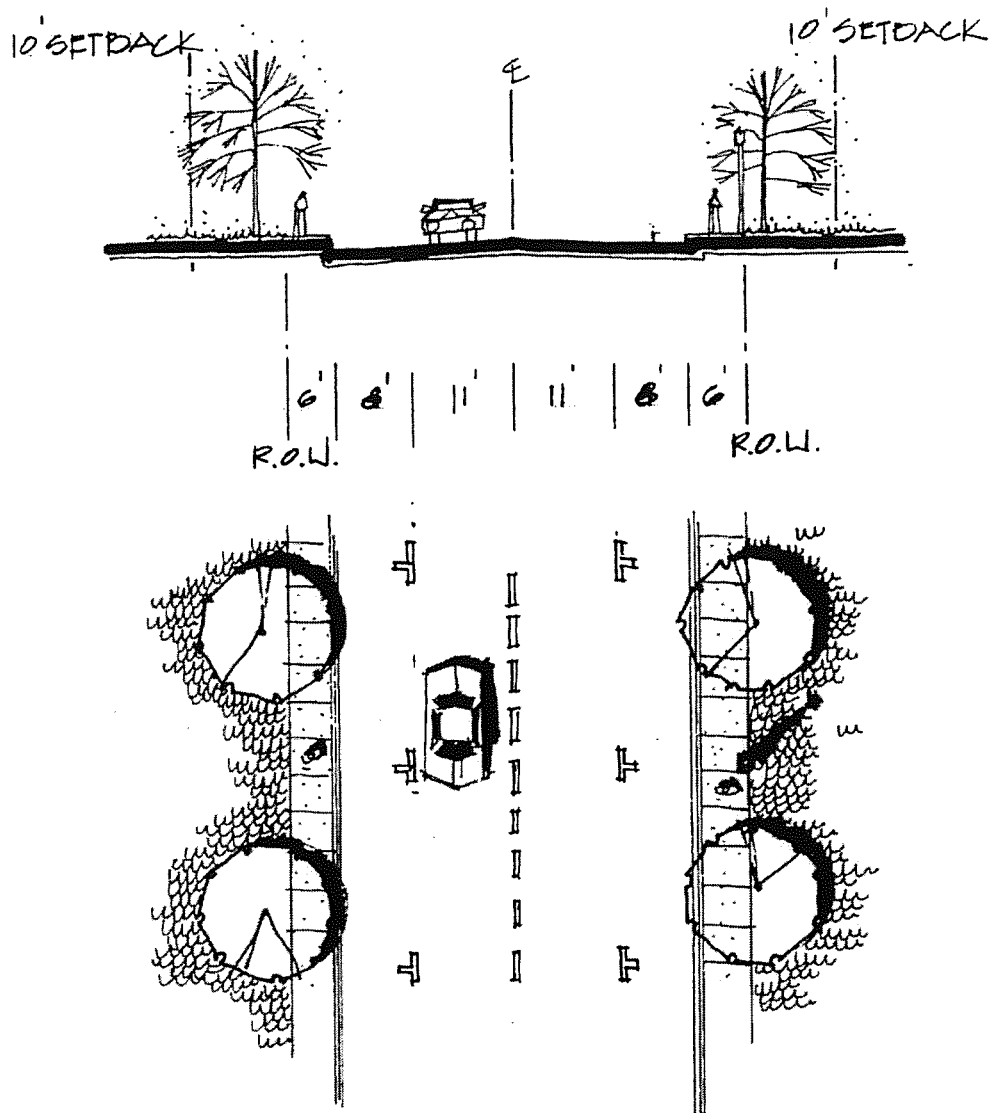
Mountain Side Loop Road

Four lanes, 84' minimum right-of-way, no parking in right-of-way, 20' building and parking setbacks, 8' recreation trail on the inside of the loop road, pedestrian crossings, landscaped median, lighting and landscaping.



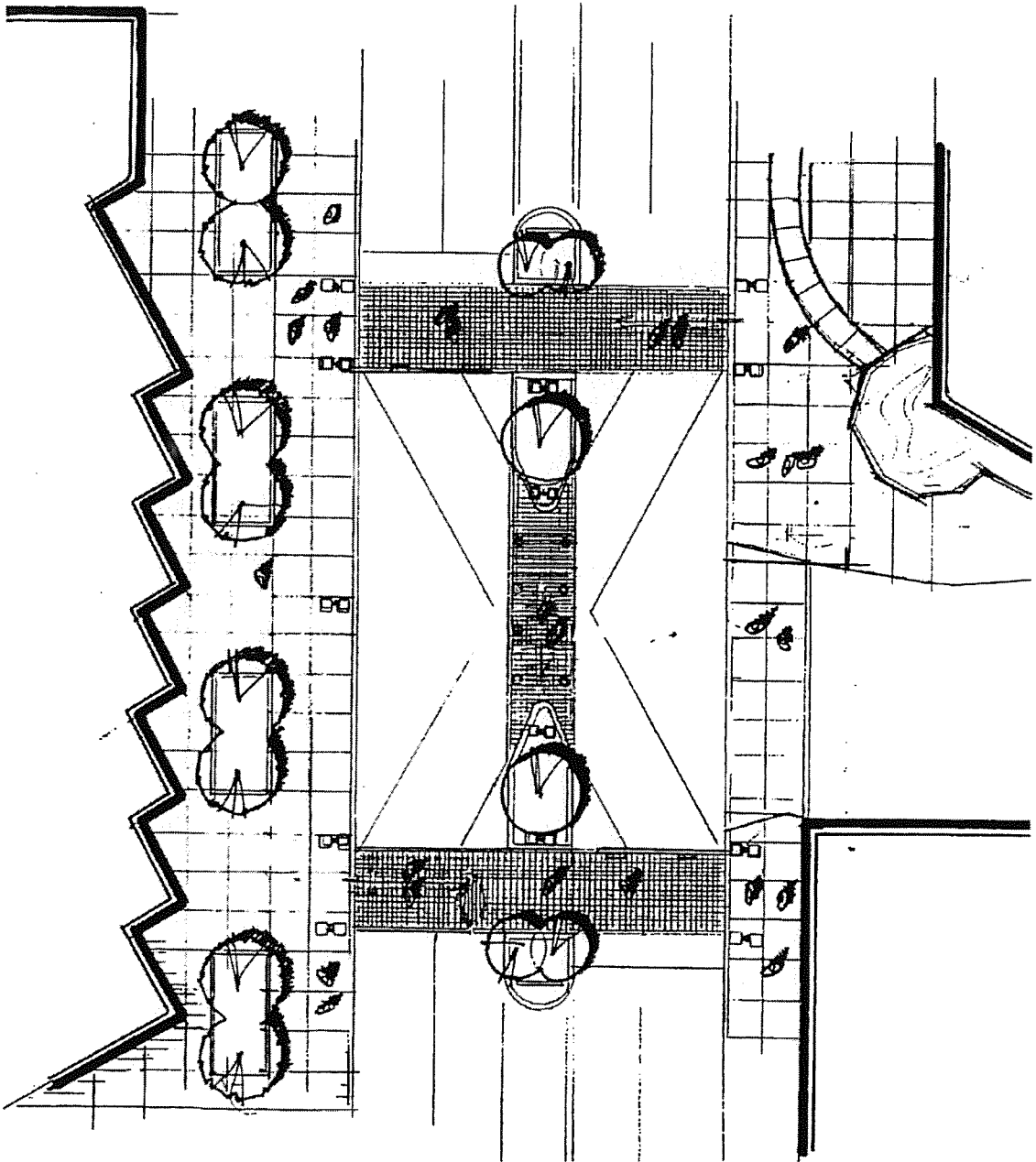
- (3) **Stateline Avenue Typical Cross Section.** Projects in/or fronting Stateline Avenue should include these basic elements:

Two travel lanes, 50' right-of-way, 10' setbacks, 6' sidewalks, parallel parking, lighting and landscaping.



- (4) Stateline Pedestrian Crossing. The central pedestrian crossing should set the example for the Stateline Highway 50 improvements.

Median, pedestrian lighting, landscaping, special surface materials and special signals.



B. Casino Core - General

- (1) Primary Vegetation. Emphasize use of native plant materials: Ponderosa and Jeffrey pine, red and white fir, aspen, willows, alders, manzanita, sage and local grasses (see Chapter 8 for details). Vegetation showing attractive seasonal change (such as aspens or mountain ash) is encouraged.
- (2) Accent Vegetation. Use abundant flowering plants, in particular commercially available native wild flowers, as strong accents in primary activity areas, entry areas and other focal points (see Chapter 8 for details). Both primary and accent vegetation should be planted in a sufficiently dense and massive manner to create a strong visual impact against the backdrop of the large casino hotels and parking facilities.
- (3) Boulders. Large boulders and rock outcroppings are one of the most memorable visual landmarks of the Tahoe area. Similar features, including quite large individual boulders and collections of boulders, should be used throughout the casino core. Care should be taken to "plant" stones in configurations like those found in nature. (Exceptions to this natural style may be made for deliberate effect within the Highway 50 promenade). Wherever possible, local native granite should be used. Use of artificial stone is permitted if it matches the look and feel of local stone. Larger boulders should be placed to reduce potential liability problems.
- (4) Water Features. To echo the presence of Lake Tahoe, water and the evidence of water is encouraged throughout the core. Water features can include "linear fountains/artificial streams (similar to the existing feature under the Harvey's porte cochere), traditional fountains, simulated natural water features (such as ponds with boulders and falling water), ponds and lakes (for swimming or as visual amenities), drinking fountains and wetlands. Portions of the stormwater runoff system in the core (such as storage/infiltration ponds) might be made more visible and aesthetically pleasing. Wherever possible, water features should be designed to allow human contact and play.
- (5) Building Style. To help express the sense of the natural environment in the core, most new structures should be of modest scale, use materials with a "natural character" such as wood, stone or textured concrete and be built in a mountain/rustic architectural style. Exceptions to this rule may be made for structures such as performing arts buildings that require different forms, and for a limited number of structures deliberately designed for contrast and featuring glass, metal or other "high tech" finishes.
- (6) Protection and Enhancement of Views. Identify and enhance key views of mountain ridgelines, the golf course and other attractive natural features. In particular, improve and protect views outward from Highway 50 along the Mountain Lake Corridor.

- (7) Create Attractive, Comfortable Outdoor Spaces. Make the casino core a pleasant place to be year-round and also during both day and night. Create an environment that invites and rewards walking and provides animated, comfortable, visible outdoor activity areas.
- (8) Create Defined Outdoor Spaces. Outdoor spaces should provide a sense of definition and enclosure. Outdoor spaces should not be amorphous, “leftover” spaces. Spatial definition can be achieved using buildings, vegetation, and landscape features such as walls, bollards or boulders. Changes in paving materials should be used to define space and add character to expanses of hardscape in parking lots or plazas. Definition is important both horizontally, as when a cluster of buildings helps define the limits of a square, and also vertically, as when a building cornice or arcade provides a sense of enclosure from above.
- (9) Activate Outdoor Spaces. Carefully concentrate active uses such as shopping, dining or gaming around the edges of squares and other outdoor gathering spaces. The portions of buildings facing onto squares or pedestrian pathways must have articulated entries, attractive windows and signs, and other features that give life to the adjoining space.
- (10) Create Comfortable Outdoor Spaces.
 - (a) Create “sun pockets”, evocative of the Eldon Beck quote: “Sun is magic in mountain communities.” A plaza will be alive even on cold winter days if it is protected from the wind and designed to let in the winter sun. Outdoor spaces, big and small, should be oriented to be open to the winter sun and sheltered on the north and at least one other side. Buildings and tree location, height and massing should be controlled to preserve sun. For example, buildings on the south side of the Mountain Lake Corridor should be generally lower and less massive than those on the north side.
 - (b) Provide abundant seating through expansion of both formal and informal outdoor seating. Formal seating includes traditional benches and chairs; informal seating includes a wide array of low walls, stairs, building edges, boulders, and other features that suffice as a seat. To be most useful, seating should be located at the edge of active areas and should be sheltered from the elements. A seat in the sun with a view is a great pleasure.
 - (c) The Mountain Lake Park and Highway 50 Promenade should incorporate elements that protect pedestrians from inclement weather. Such improvements could include arcades and overhangs along buildings, awnings, free-standing overhead shelters in open areas, outdoor heaters and covered walkways. Use of glass or other transparent/translucent materials is encouraged on larger covered walkways to maintain a sense of contact with the out-of-doors and allow penetration of warmth and light from the sun.

- (d) Streetscape materials for railings, seating and other street elements that pedestrians may directly touch should be those, such as wood, that are comfortable in cold weather.
- (11) Establish a Variety of Outdoor Spaces. Provide a variety of defined, attractive outdoor spaces including those listed below. Such spaces should range in character from large, busy and formal to small and quiet.
- (a) Central squares at the crossing of Highway 50 and Mountain/Lake Activity Areas, including a primary square at Bill's/Caesar's/Horizon and other squares at the state line, the northern entries of Harrah's and Harvey's, and the northern entries to Horizon/Caesar's.
 - (b) Secondary squares on both sides of Mountain Lake Park.
 - (c) Various smaller spaces, including building entries, spaces connecting primary and secondary plazas, informal gathering spots within natural "parks" at outside edges of Mountain Lake Corridor.
- (12) Establish a Safe, Comfortable and Enjoyable-to-use Circulation System for Pedestrians and Vehicles.
- (a) Staging. To minimize pedestrian fatigue and boredom, establish visual/activity "punctuation points" at least every 300-400 feet along pedestrian routes. Such points encourage walking and reward people for exploring on foot and help people move through areas where they otherwise might not be inclined to go. These punctuation points can be composed of natural elements such as a clear transition from one type of planting to another (e.g., from narrow, enclosed conifers to open flowers), particularly striking emplacements of boulders, water features, or special planting areas. Alternatively, or in addition to such features, punctuation points can be man-made elements such as clusters of active uses, a plaza, tower, interpretations of natural features, or other landmarks.
 - (b) Pedestrian Connections/Linkage to Activities Outside the Casino Core. In addition to the Highway 50 Promenade, pedestrian pathways should be built to provide a variety of pleasant, attractive routes through and then beyond the casino core. Wandering is a key part of the pleasure of resort communities. New access ways promoting exploration by foot should be developed to link additional sides of the casino/hotels. Likewise paths should be constructed to offer pleasant pedestrian links into South Lake Tahoe from behind the casino/hotels.

C. Casino Core - Highway 50 Promenade

- (1) Juxtaposition of Natural and Man-made Elements. The Highway 50 Promenade should feature a deliberate, artful juxtaposition of natural and man-made forms and materials. Express the combination at a number of design levels, from the overall framework to the form of the elements to detailed design and use of materials. Unlike the Activity Areas, where the goal is creation of a strong experience of Lake Tahoe's natural environment, the goal along Highway 50 is deliberate contrast:

- Texture: high tech vs. natural; smooth vs. textural
- Color: colorful/glossy vs. subdued/natural
- Form: angular/geometric vs. natural/sinuous
- Structure: regular sidewalk grid vs. deconstruction with natural elements

Design elements should include actual trees, rocks and water and also features which echo or suggest natural elements, for example, glass block to suggest ice, concrete imprinted with patterns from leaves and pine cones, or a pattern of paving, low walls or abstract sculpture inspired by elements found in nature.

- (2) Landscaped Areas. Planting along the street should occur in regularly spaced planters to establish a more formal pattern and rhythm than will occur in the Mountain Lake Park. The current plan (which may change) calls for regularly sized planters at regular intervals in the street, but with each planter including varied species.
- (3) Landscape Style. Plantings in this more urbanized portion of the core should be designed to not excessively obscure buildings and signs. At most, new planting should create filtered views of building facades, taking care to frame views of primary pedestrian building entries. New planting that may occur in the former traffic lanes on Highway 50 should harmonize with existing planting (e.g., new aspens to work with existing pines along the front of Horizon). Where casinos present blank walls to the sidewalk (i.e., there are no windows or doors), planters are encouraged along the building wall.
- (4) Casino Entries. Improve the articulation of entries to the Casinos. Create more defined, attractive transition areas between indoors and outdoors. Specific elements of such entries include platforms reached by stairs midway between the elevation of the entry door and the sidewalk, overhead enclosures, special paving, signage, lighting and planting materials.
- (5) Casino Exteriors. The casino buildings and the activity within should help activate Highway 50 Promenade. This can be done through improved entries and windows, improved lighting and signage, and by bringing non-gaming uses to the exterior of the buildings, e.g., a restaurant or sports bar.
- (6) Street Treatment. Provide consistent, high quality street improvements as illustrated below. Where buildings are set back from property lines, encourage contin-

uation of street and sidewalk treatment - special paving, landscaping, lighting, etc., onto private property.

- (7) Existing Parking Structures. Within the limits of structures housing gaming rules and the availability of commercial development rights, consider locating new pedestrian oriented services (e.g., transit) or retail shops within the existing Harvey's and Harrah's garages. Such uses would help add interest and life to the street.
- (8) Pedestrian Safety/Traffic Reduction. Consider permanent reduction of traffic lanes on Highway 50 from the existing five to three lanes. Slow the speed of traffic through the core to increase pedestrian safety and reduce traffic noise. Add well defined crosswalks at areas of concentrated pedestrian activities, including primary casino access drives. Consider emphasizing these crosswalks with use of special paving. In general, strive for a more equal footing with the automobile than exists today.
- (9) Add Pedestrian Amenities. If permanent lane reduction occurs, use the space created to establish a more comfortable, attractive pedestrian environment. Activities and uses that could occur within the expanded sidewalk include shelters, landscaping, water features, vendors, seating, theme lighting, attractive signage, art and transit facilities.

D. Casino Core - Mountain/Lake Park

- (1) Linkage to Landscaped Areas Outside the Casino Core. Landscape design in the Mountain/ Lake Park should be designed to create the sense that the natural environment is sweeping through and crossing Highway 50. Landscaping should strive to extend the species and patterns of vegetation currently and/or previously found at the edge of the casino core.
- (2) Landscaped Areas. Planted areas should be sized sufficiently to create a sense that the natural landscape extended into the casino core, relying less on small, more obviously manufactured planters.
- (3) Landscape Style. Planting should emphasize a natural, informal style. Use different size specimens of the same species, cluster plantings in informal, natural patterns. Maintenance should allow thickets and leaf/needle accumulation. A degree of clutter suggests a pleasant hint of wildness.
- (4) Emphasize Topography. The casino core drops over 60 feet from the mountain-side Loop Road to the lake-side Loop. The Mountain Lake Park should make this change in elevation apparent, through use of stairs, waterfalls, retaining walls, and other features that articulate changing elevations. (Primary pedestrian routes should provide wheel chair access where feasible.)

- (5) Scale and Form of New Buildings. Most new buildings should be of modest sizes (approximately 2000-4000 sq. ft.), or, if larger, should be articulated so as to appear of modest-sized, separate structures. New buildings should provide a distinct, pleasant contrast to the scale of casino/hotels. The character, human scale, and unity within diversity found along traditional American main streets should provide the design model for new construction in the core. In such settings, most buildings are small, and while individual structures offer great variety of detail, they blend into a unified whole. Buildings should emphasize vertical lines and forms. Exceptions may be made for structures such as performing arts facilities that require larger forms.
- (6) Building Design. Certain styles of architecture, for example steeply roofed, wooden structures with steps to porches and balconies, both evoke and fit well into mountain environments. Such styles should be used in the new buildings constructed in the Mountain Lake Park. Examples of appropriate wood details include exposed trusses, diagonal braces, heavy timber exposed sections, round section timbers, exposed galvanized bolts, and connections. Because relatively few new buildings are expected as part of planned casino core improvements, an overall unity of design is necessary for these new structures to not be visually overwhelmed by the much larger casino/hotel structures.
- (7) Building Materials. Wood, stone/brick, concrete and stucco are recommended exterior materials for new buildings. Reflective glass is discouraged on ground floors.
- (8) Front/Back of Buildings: Service Areas. Screening of service areas should be achieved through placement of new buildings, landscaping and pathways associated with the Mountain Lake Park. It is much preferred to design pedestrian and vehicular circulation to avoid such areas, or to shield them behind new structures, than to locate service areas adjacent to activity areas and attempt to hide them behind walls.
- (9) Visitor Arrival Experience. The visual character of parking lots, parking garages and entry drives should be improved. For most visitors, these areas are the first features seen in the casino core, and landscaping, walkways and other improvements should be made to ensure these areas are attractive.
- (a) At the time new parking and/or new buildings are planned, the intended pedestrian circulation routes from parking to likely destinations should be reviewed to ensure they are safe and attractive.
 - (b) New structures visible from parking areas (e.g., buildings planned in the mountain/lake corridor) should be designed to be attractive as seen from parking areas. Service areas should be screened and visitors should not have the strong sense they are seeing the unadorned backside of the building.
 - (c) Where practical, increase planting in surface parking areas.

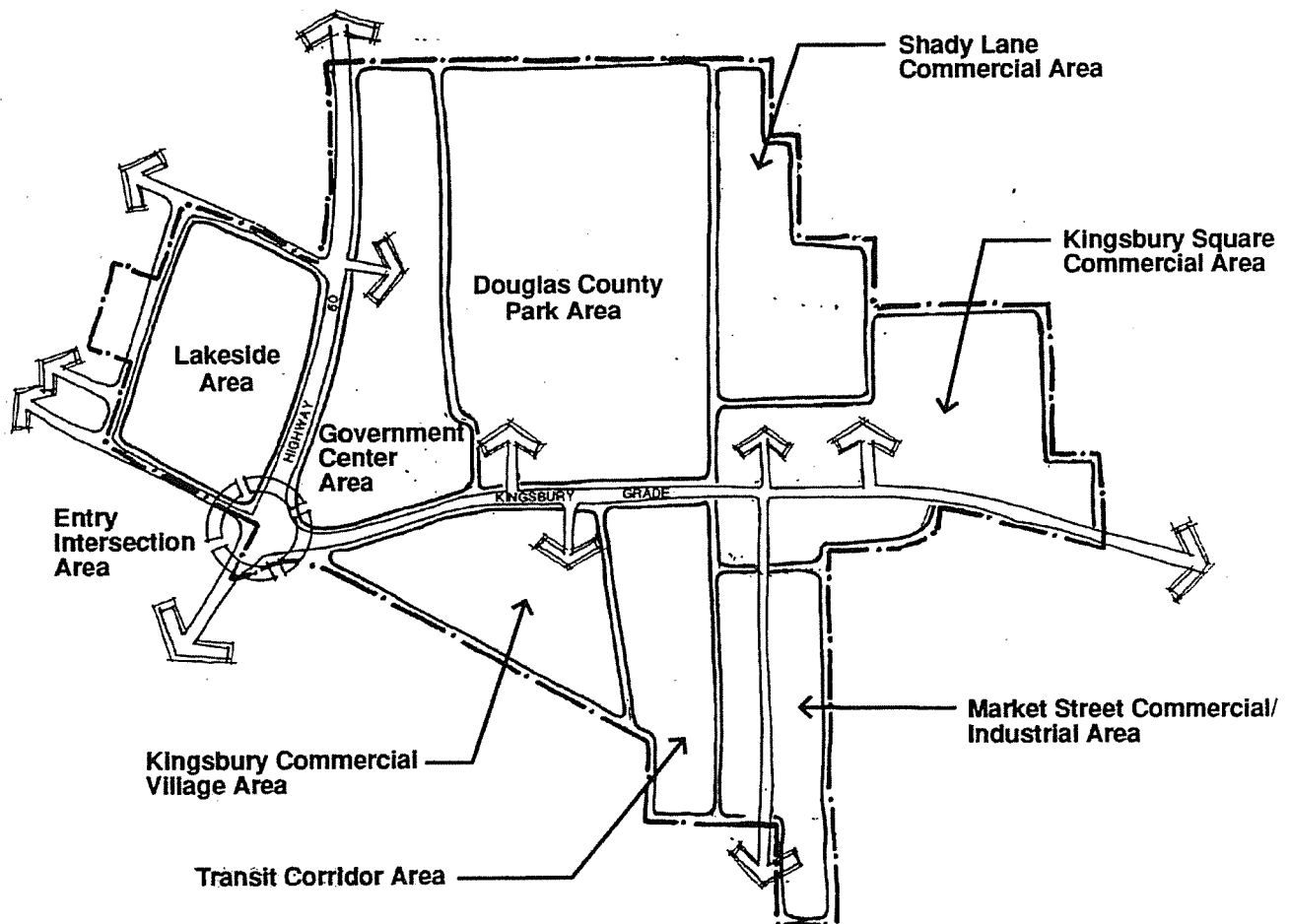
CHAPTER NINETEEN

KINGSBURY COMMUNITY PLAN

This chapter presents design standards and guidelines specific to the Kingsbury Community Plan Area. It is based on a set of goals and design and implementation principles taken from Chapter I of the Kingsbury Community Plan.

The overall design concept for Kingsbury is based on clustering commercial development into distinct areas within the overall community plan area. See Chapter I of the Kingsbury Community Plan for a detailed description of the urban design concept. The Kingsbury Community Plan is divided into six primary areas:

1. Lakeside/Government Center Area;
2. Kingsbury Commercial Village Area;
3. Kingsbury Square Commercial Area;
4. Shady Lane/Market Street Commercial Area; and
5. Douglas County Park Area.



Kingsbury Design Framework

Standards

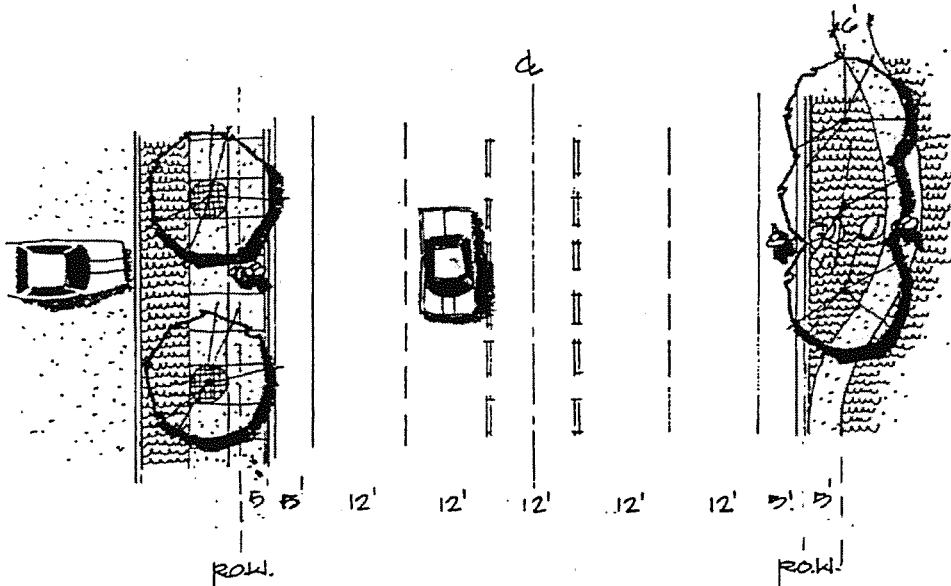
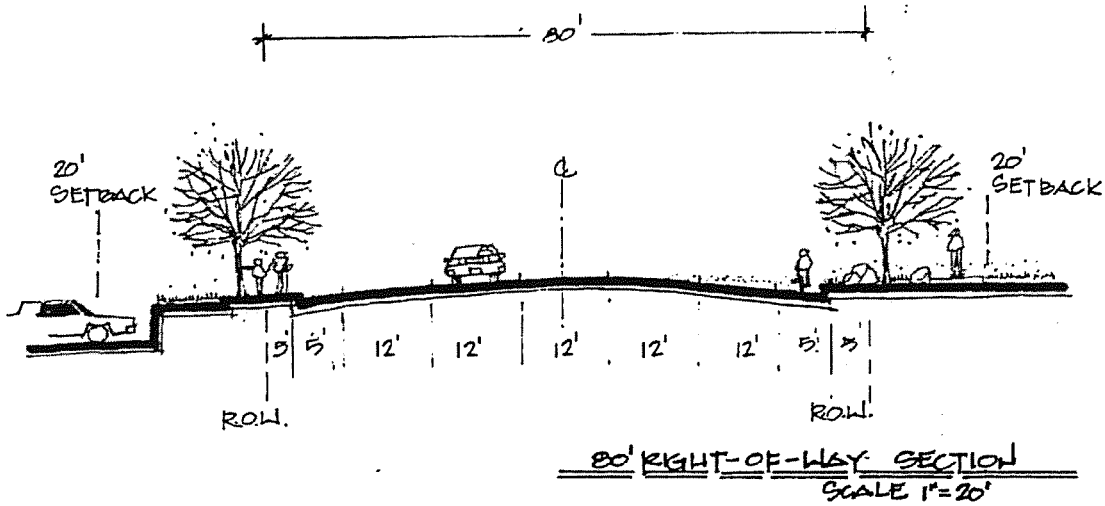
- A. *Projects subject to the requirements of this chapter shall be conditioned to meet the following standards where applicable.*
1. *In conformance with the applicable standards of this Chapter, projects fronting U.S Highway 50 and Kingsbury Grade shall provide the following improvements on the frontage:*
 - (a) *4' to 10' wide sidewalks measured from the curb line.*
 - (b) *Six inch vertical concrete curbs or as specified by NDOT.*
 - (c) *Street trees planted 50 feet on center or pockets of shrubs planted 25 feet on center or a combination of both subject to an approved landscape plan.*
 - (d) *Pedestrian street lights 12' high 50 feet on center or low level lights 25 feet on center.*
 - (e) *Building setbacks a minimum 20' from the property line.*
 2. *In conformance with the applicable standards of this Chapter, projects fronting other public right-of-ways within the district shall provide the following improvements on the frontage:*
 - (a) *4' wide minimum concrete sidewalks measured from the curb line.*
 - (b). *Pedestrian street lights 12' high 50 feet on center or low level lights 25 feet on center.*
 - (c) *Building setbacks a minimum 10' from the property line.*
 - (d). *Six inch rolled concrete curbs or as specified by Douglas County.*
 - (e). *Street trees planted 50 feet on center or pockets of shrubs planted 25 feet on center or a combination of both subject to an approved landscape plan.*

Guidelines

A. The following typical cross sections display the design guidelines which are to be applied to the Kingsbury Community Plan.

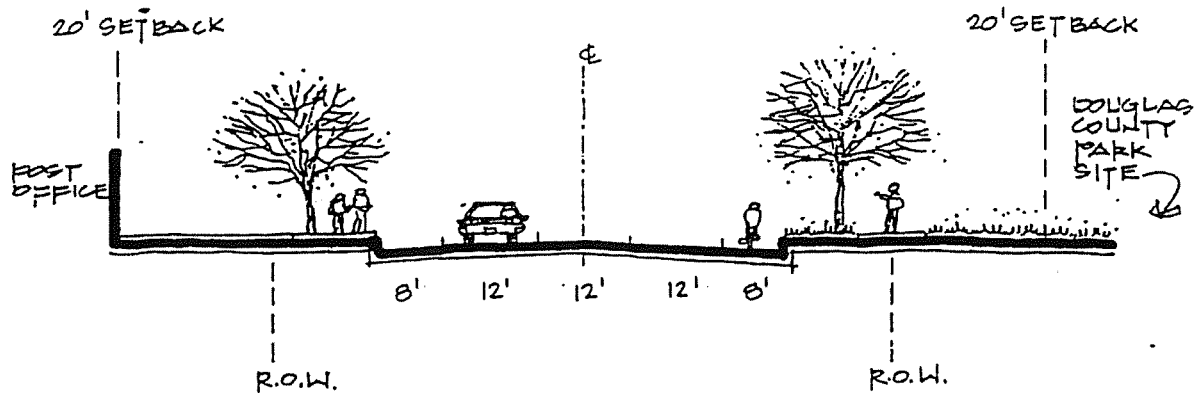
- (1) **Lakeside Commercial Area.** Projects in/or fronting Highway 50 should include these basic elements:

Four lanes, 80 right-of-way with 20' building and parking setbacks from the property line, bike lanes, 4' to 10' sidewalks, street lighting, and landscaping.

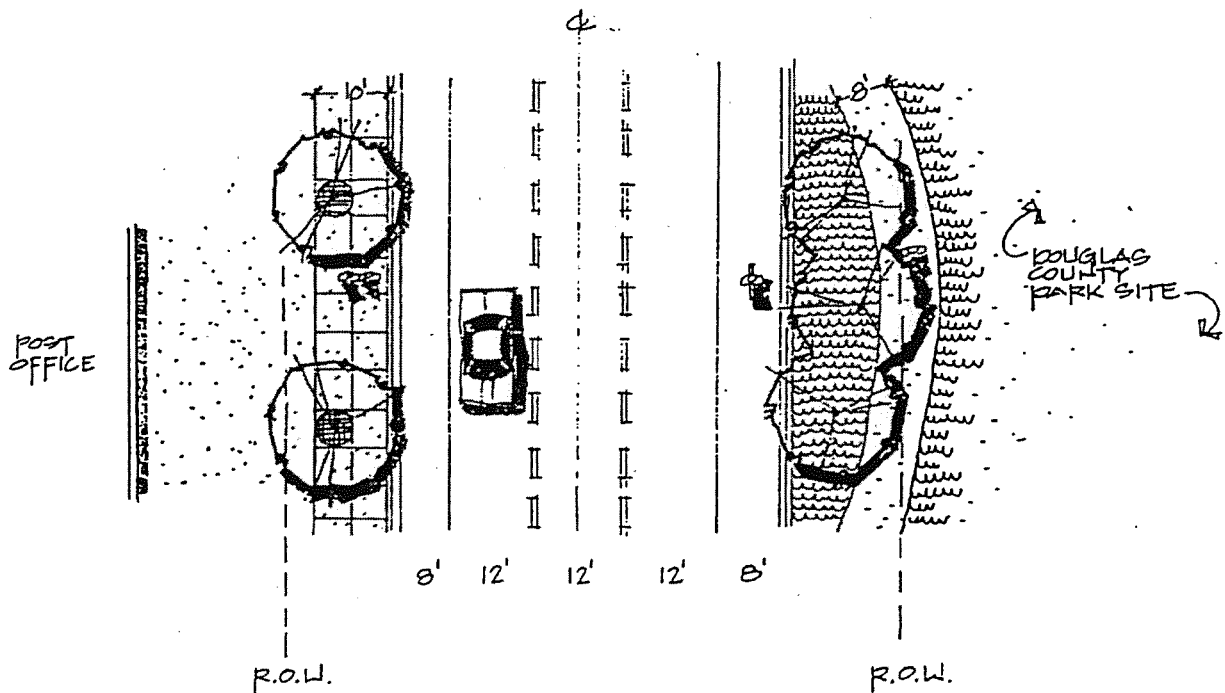


- (2) **Kingsbury Grade.** Projects in/or fronting Kingsbury Grade should include these basic elements:

Three lanes, 80' right-of-way with 20' building and parking setbacks, 6' sidewalk, bike lanes, lighting, and landscaping.

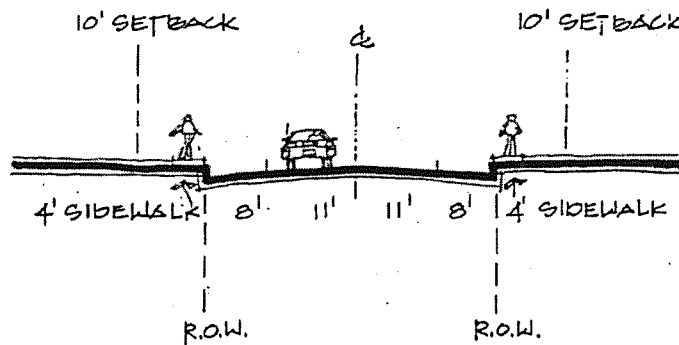


80' RIGHT-OF-WAY SECTION
SCALE 1"=20'

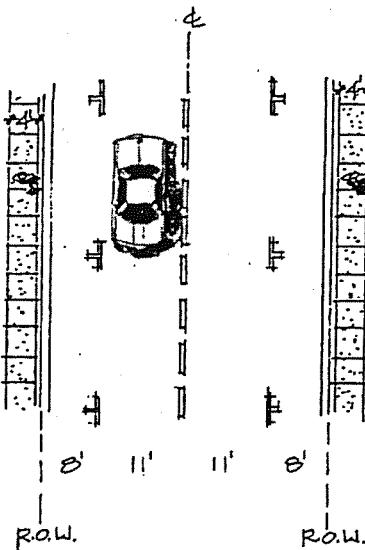


- (3) **Side Streets.** Projects fronting other streets should include these basic elements:

Two lanes, 40' right-of-way with 10' setbacks, 6' sidewalks, parallel parking, lighting, and landscaping.



40' RIGHT-OF-WAY SECTION
SCALE 1"=20'

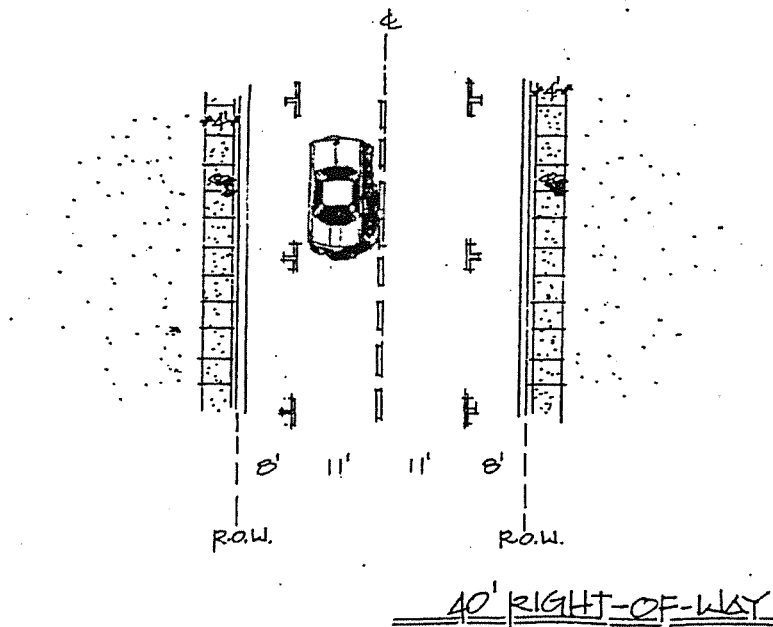


40' RIGHT-OF-WAY PLAN
SCALE 1"=20'

- B. **Signage.** Graphic simplicity and compatibility with building architecture are the basic principles of designing an effective and attractive system of signage.

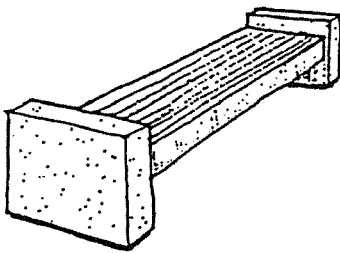


- C. **Parking Lots.** Shared use community parking lots are preferably located within 300 feet of the businesses served. Screened parking lots located in the rear are preferred.
- D. **Transit Stops.** A transit bus stop should be located on U.S. Highway 50 and Kingsbury Grade serving each area. Each stop will provide shelters consistent with the surrounding design theme and shall provide sufficient width of sidewalk (20'-25') to accommodate riders.
- E. **Parking on Shady Lane.** There should be parallel parking in the right-of-way.

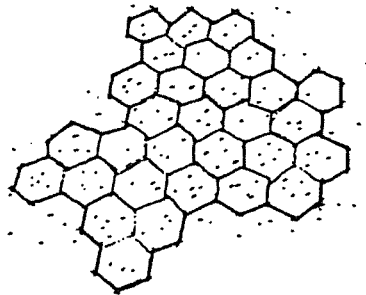


- F. **Store Fronts.** The basic retail units (approx. 25' to 50' in width) should be side to side with service delivery and parking in the rear. Buildings fronting public areas have a variety of integrated facades.

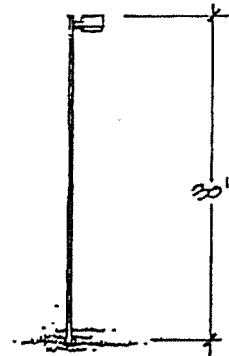
- G. **Street Improvements.** The street amenities established by the Douglas County Administrative Center shall be placed through out the district to provide unity. Douglas County shall establish the curb line and flow lines for all frontages consistent with the cross sections.



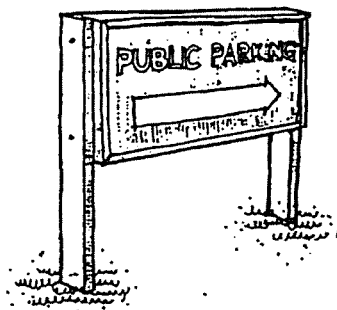
Bench



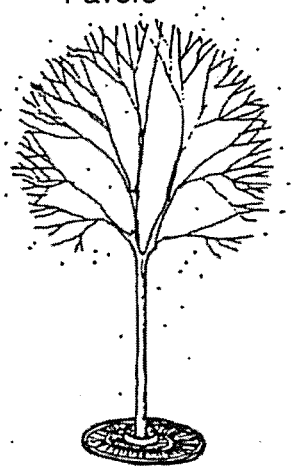
Pavers



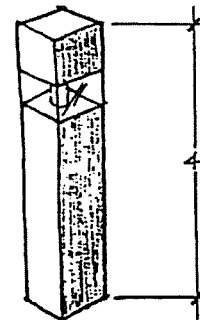
High-Level Light
Parking Lot



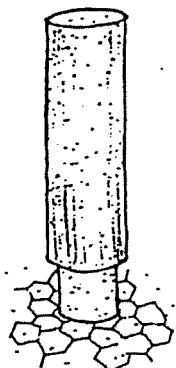
Directional Sign



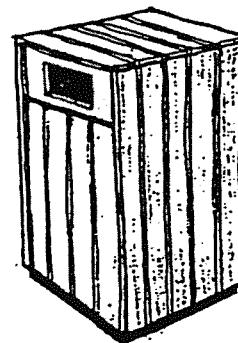
Tree Grate



Low-Level Light



Bollard

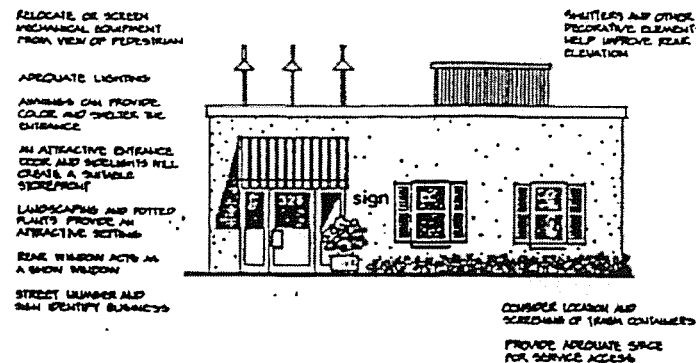


Trash Receptacle

0.97

- H. **Rear Frontage.** Side and rear frontages should provide for attractive facades.

REAR ELEVATION



- I. **Trees.** When planted, trees should be 6 to 12 feet tall. Tree wells can be covered with iron gratings or planted with annuals for color. Trees should be varied in type and spacing to enhance and complement the facade, awnings and shape of building, and also complement each other in color and shape. Spacing should be 50' on center starting at the east corner on east/west streets and starting at the north corner on the north/south streets. The recommended trees are those listed below or similar trees.

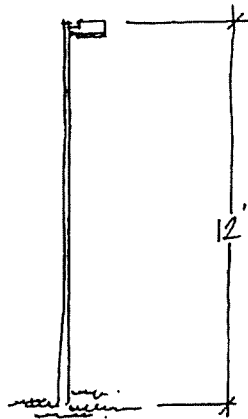
- (1) **Mountain Ash:** Fast growing up to 20-25' then slower growth to forty feet. Drought tolerant, columnar bright yellow Fall foliage. Best for 2-story buildings and can be planted close to street.
- (2) **Scarlet Maple, Norway Maple, and Japanese Maple:** Choose smaller species. Wide spreading shade trees, need some water to get established. Fairly fast growing to 20-30'. Foliage red in Fall. Good for wider sidewalk and bench areas.
- (3) **Flowering Plum:** Moderate growth to 25-35'. Pin flowers in the Spring. Maroon foliage. Need water to become established. Fairly wide branching crown. Good against brick, and be used in narrow sidewalks.
- (4) **Hawthorne:** Moderate growth to 20-30'. White to pink flowers in the Spring, small red berries in the Summer, red and yellow Fall foliage. Spreading crown, very drought tolerant, soft texture, good against wood or brick or to soften stucco and concrete. Can grow in narrow sidewalks.

- J. **Sidewalks.** In the Commercial Area, the sidewalk should cover the area between the curb and the building set back line. The width may vary from a minimum of 4' to a maximum of 15'.

In the entry areas to the community plan and other areas the width should be from 4' to 8' and should be placed in the area between the curbline and the 20' setback line. The sidewalk may wander or be straight if setbacks limit the wander.

Surface of the sidewalks in all areas shall use brick colored pavers in a brick or hexagon pattern contained in a concrete frame. Curb and gutter will be ramped at cross walks for handicap access.

- K. **Street Lighting.** At intersections and when required by traffic safety street lighting shall meet the standards of NDOT or Douglas County. In other areas the street lights 12' high shall be spaced 50' on center along the curb. The recommended style of the lights are shown below.



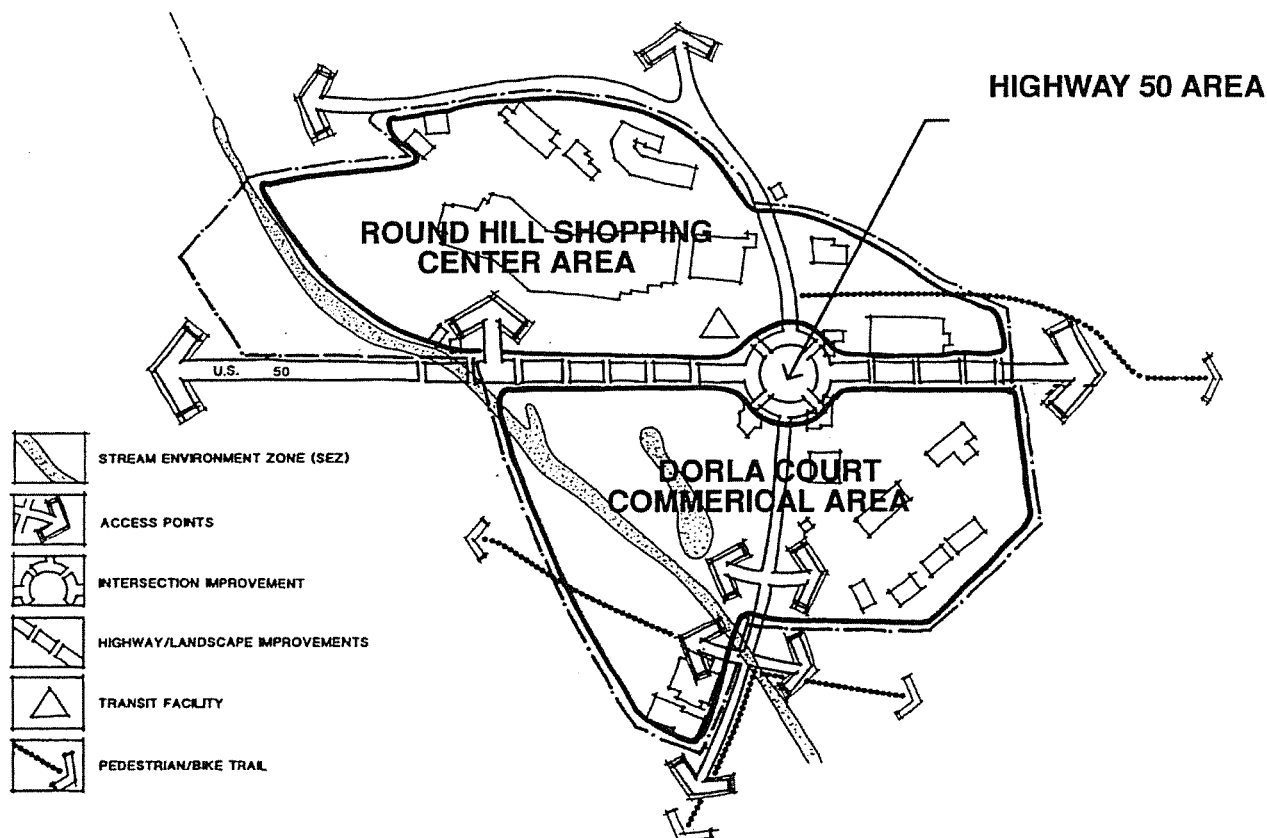
CHAPTER TWENTY

ROUND HILL COMMUNITY PLAN

This chapter presents design standards and guidelines specific to the Round Hill Community Plan Area. It is based on a set of goals and design and implementation principles taken from Chapter I of the Round Hill Community Plan.

The overall design concept for Round Hill is based on clustering commercial development into distinct areas within the overall community plan area. See Chapter I of the Round Hill Community Plan for a detailed description of the urban design concept. The Round Hill Community Plan is divided into three primary areas:

1. Round Hill Shopping Center Area;
2. Dorla Court Area;
3. U.S. Highway 50 Area.



Round Hill Design Framework

Standards

A. *Projects subject to the requirements of this Chapter shall be conditioned to meet the following standards where applicable.*

(1) *In conformance with the applicable standards of this Chapter, projects fronting U.S Highway 50 shall provide the following improvements on the frontage:*

- (a) *4' to 6' wide concrete sidewalks as indicated on the Improvement Plan.*
- (b) *Six inch vertical concrete curbs or as specified by NDOT.*
- (c) *Trees, pockets of shrubs, and ground cover planted in the designated areas subject to an approved landscape plan.*
- (d) *Pedestrian street lights 12' high or low level lights as required in pedestrian areas.*
- (e) *Landscaped building and parking setback of a minimum 20' from the property line fronting U.S. Highway 50.*

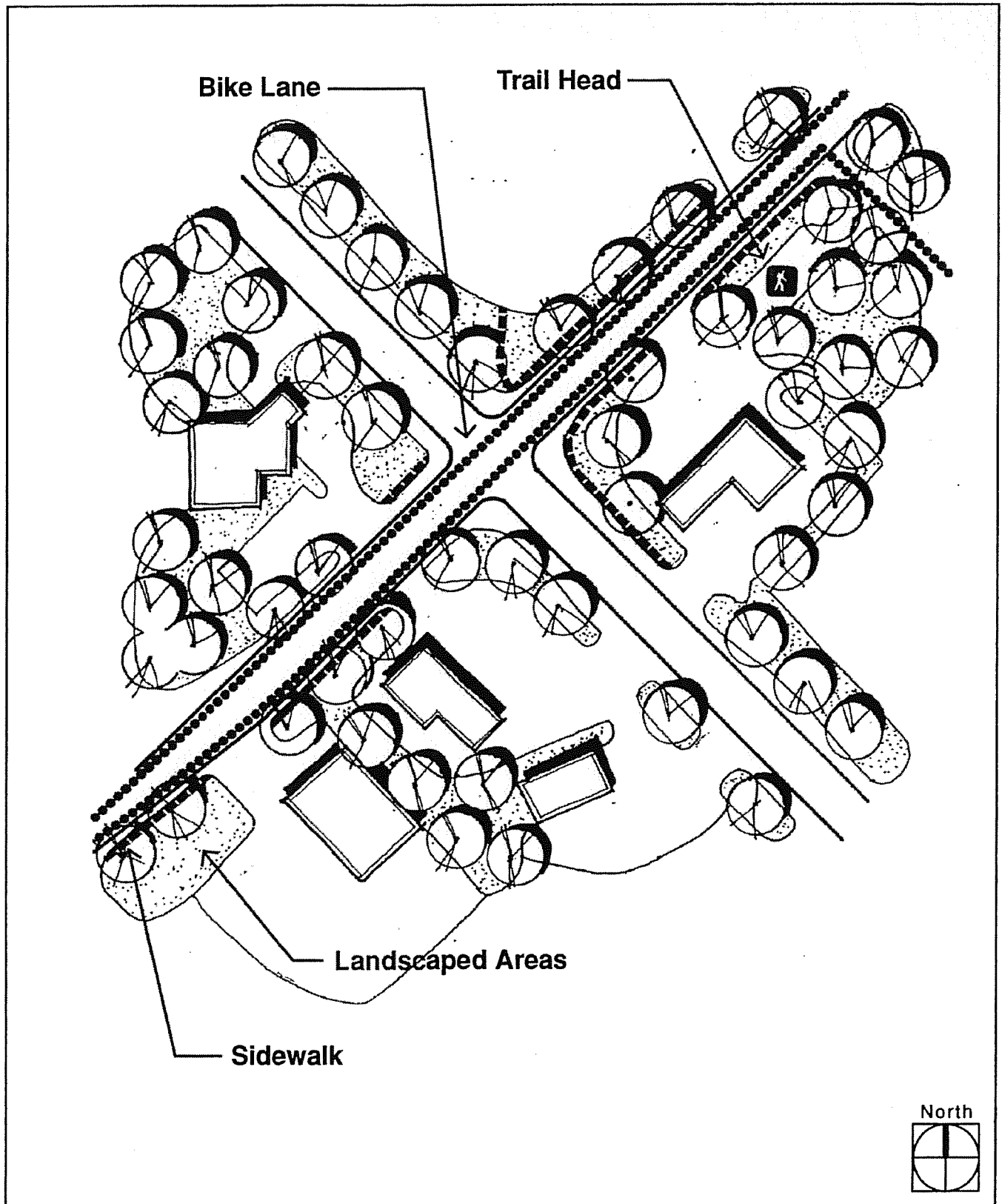
(2) *In conformance with the applicable standards of this Chapter, projects fronting other public right-of-ways within the district shall provide the following improvements on the frontage:*

- (a) *Four feet wide minimum concrete sidewalks as indicated on the Improvement Plan.*
- (b) *Pedestrian street lights 12' high 50 feet on center or low level lights 25 feet center.*
- (c) *Building setbacks a minimum 10' from the property line.*
- (d) *Six inch rolled concrete curbs or as specified by Douglas County.*
- (d) *Sidewalk street trees planted 50 feet on center or pockets of shrubs planted 25 feet on center or a combination of both subject to an approved landscape plan.*

(3) *The building setback requirements from property lines (see Figure 20-1 and 20-2) for the Round Hill Community Plan are as indicated on the Improvement Plan or as follows:*

- (a) *Front - as specified on the Improvement Plan, or if not specified 20'.*

- (b) *Side - as specified on the Improvement Plan or if not specified, 10' for properties adjoining noncommercial uses and 0' for those adjoining commercial properties.*
- (c) *Rear - as specified on the Improvement Plan, or if not specified, 20'.*



Lake Tahoe - Douglas County Community Plan
ELKS POINT ROAD IMPROVEMENTS

N.T.S



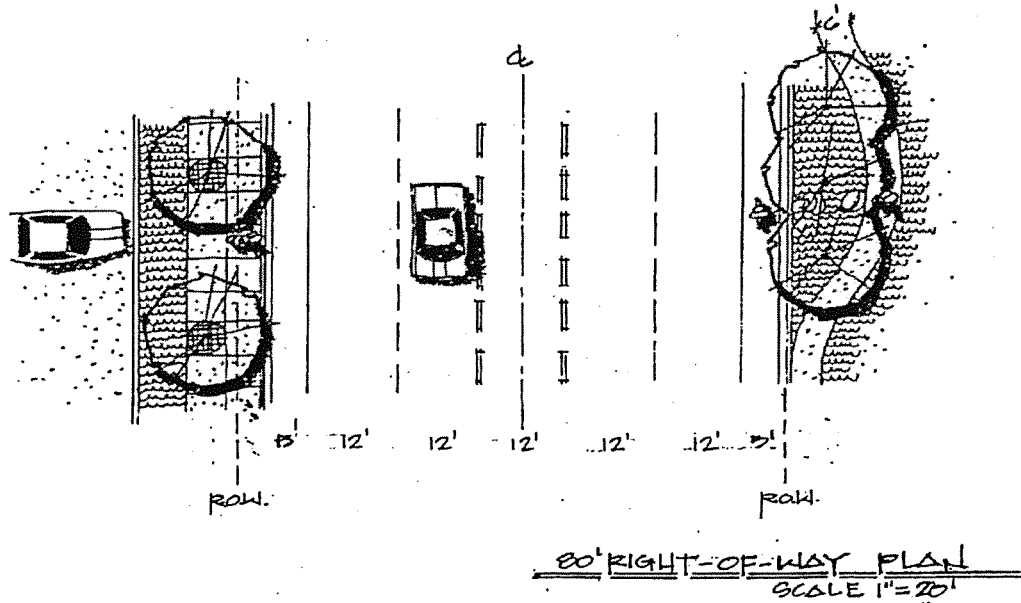
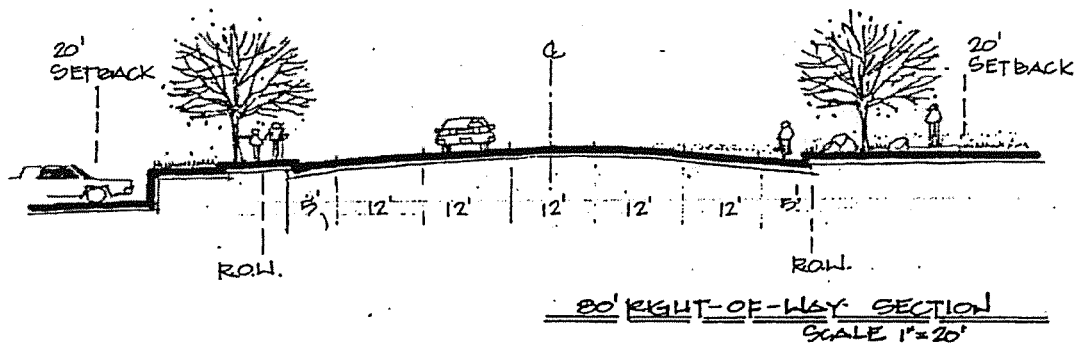
Figure 20-2

Guidelines

- A. The following typical cross sections display the design standards which are to be applied to the Round Hill Community Plan.

- (1) **Round Hill Area.** Projects in/or fronting Highway 50 should include the basic elements:

Four lanes plus a center turn lane/median, 5' bike lanes, 80' right-of-way with 20' building and parking setbacks from the property line, bike lanes, 6' sidewalks, street lighting, and landscaping.



PARKING DEMAND TABLE

The following represents a minimum parking demand or requirements for projects. The maximum limit is established by multiplying the minimum number requirement by 1.1.

I. RESIDENTIAL

Employee Housing

Use Multiple family Dwelling Rate

Mobile Home

2 spaces / unit; and
1 space / 6 units (guest parking)

Multiple Family Dwelling

1 space / 2 beds; and
1/2 space per bedroom

Multi-Person Dwelling

1 space / 2 beds; and
1 space / live-in employee; and
1 space / 10 beds (guest parking)

Nursing and Personal Care

1 space / 3 beds; and
1 space / employee

Residential Care

1 space / 4 beds; and
1 space / live-in employee; and
1 space / 2 other employee; and
1 space / 5 beds (guest parking)

Single Family Dwelling

Single family house - 2
other, e.g., condos, vacation rentals, guest houses, secondary residences, etc. - (Use Multiple Family Dwelling rate)

Summer Home

Use Single Family House Rate)

II. TOURIST ACCOMMODATION

Bed and Breakfast Facilities

Use Hotel / Motel Rate

Hotel, Motel, and other Transient Dwelling Units

1 space / full-time administrative employee; and
1 space / 2 other full-time employees; and

1 space / 3 part-time employees; and
1 space / guest room or unit; and
1 space / 250 s.f. meeting/display area; and
1 space / 400 s.f. commercial-retail area

Time Sharing (Hotel / Motel Design)
Use Hotel / Motel Rate

Time Sharing (Residential Design)
Use Hotel / Motel Rate

III. COMMERCIAL

A. Retail

Auto, Mobile Home and Vehicle Dealers
1 space / employee; and
1 space / 500 s.f. gross sales area

Building Materials and Hardware
1 space / 300 s.f. GFA; and
1 space / 200 s.f. gross site area

Eating and Drinking Places
1 space / 100 s.f. GFA; or
1 space / 4 customers or seats

Food and Beverage Retail Sales
1 space / 150 s.f. GFA

Furniture, Home Furnishings and Equipment
Furniture 1 space / 500 s.f. non-storage area and
1 space / 1,000 s.f. storage area
Other 1 space / 300 s.f. GFA

General Merchandise Stores
Convenience Store 1 space / 150 s.f. GFA
Other 1 space / 300 s.f. GFA

Mail Order and Vending
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Nursery
1 space / full-time employee; and
1 space / 300 s.f. GFA

Outdoor Retail Sales
1 space / employee; and

1 space / 500 s.f. gross sales area

Service Station

1 space / 300 s.f. retail / office area; and
3 spaces / service bay

B. Entertainment

Amusements and Recreation Services

Arcade	1 space / 150 s.f. GFA
Bowling	5 space / lane
Health Spa/ Gym	1 space / 300 s.f. GFA
Ice/ Roller Rink	1 space / full-time employee; and 1 space / 200 s.f. GFA
Tennis (indoor)	
Racquetball, etc.	1 space / employee; and 3 spaces/ court
Theater	1 space / employee; and 1 space / 3 seats
Other	1 space / 35 s.f. GFA]

Gaming-Nonrestricted Only

1 space / 1.5 full-time employees; nad
1 space / 3 part-time employees; and
1 space / 250 s.f. casino floor area

Privately Owned Assembly and Entertainment

Auditorium	1 space / full-time employee; and 1 space / 150 s.f. GFA; or 1 space / 3 seats
Cabaret	1 space / 2 employees; and 1 space / 4 seats
Convention	1 space / full-time employee; and 1 space / 400 s.f. GFA

Outdoor Amusements

Miniature Golf	3 spaces / hole; and 1 space / 250 s.f. commerical area
Other	Case-by-case

C. Services

Animal Husbandry Services

1 space / 250 s.f. GFA outside of kennel

Auto Repair and Service

1 space / 300 s.f. retail / office area; and
3 spaces / service bay

Broadcasting Studios

1 space / 300 s.f. GFA

Business Support Services

1 space / 300 s.f. GFA

Contract Construction Services

1 space / 1,500 s.f. GFA storage; and

1 space / 300 s.f. GFA office

Financial Services

1 space / 200 s.f. GFA

Health Care Services

1 space / 150 s.f. GFA; and

1 space / 2 employee

Laundries and Dry Cleaning Plant

1 space / 500 s.f. non-storage area; and

1 space / 1,000 s.f. storage area

Personal Services

Laundromat 1 space / 150 s.f. GFA

Other 1 space / 250 s.f. GFA

Professional Offices

1 space / 250 s.f. GFA

Repair Services

1 space / 500 s.f. non-storage area; and

1 space / 1,000 s.f. storage area

Sales Lots

1 space / employee; and

1 space / 500 s.f. gross sale area

Schools - Business and Vocations

1 space / 75 s.f. GFA; and

1 space / employee

Schools - Preschool

1 space / employee; and

1 space / 5 students

Secondary Storage

1 space / 1,000 s.f. storage area

D. Light Industrial

Batch Plants

1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Food and Kindred Products

1 space / 500 s.f. non-storage; and
1 space / 1,000 s.f. storage area

Fuel and Ice Dealers

1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Industrial Services

1 space / 350 s.f. GFA

Printing and Publishing

1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Recycling and Scrap

1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Small Scale Manufacturing

1 space / 400 s.f. GFA

E. Wholesale / Storage

Storage Yards

1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Vehicle and Freight Terminals

1 space / employee; and
1 space / bay

Vehicle Storage and Parking

1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Warehousing

Mini-warehouse	1 space / 5 rental units; and 1 space / employee
Other	1 space / 1,000 s.f. GFA

IV. PUBLIC SERVICE

A. General

Churches

1 space / 3 seats

Collection Stations

1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Cultural Facilities

1 space / full-time employee; and
1 space / 250 s.f. GFA

Day Care Centers

1 space / employee; and
1 space / 5 students

Government Offices

1 space / 250 s.f. GFA

Hospitals

1 space / 2 employees; and
1 space / 2 beds; and
1 space / 300 s.f. emergency room area

Local Assembly and Entertainment

(Use Privately Owned Assembly and Entertainment Rate)

Local Public Health and Safety Facilities

1 space / employee; and
1 space / 1,000 s.f.

Power Generating

1 space / full-time employee

Publicly Owned Assembly and Entertainment

(Use Privately Owned Assembly and Entertainment Rate)

Public Utility Center

3 spaces / 2,500 s.f. of facility area

Regional Public Health and Safety Facilities

1 space / employee; and
1 space / 1,000 s.f.

School - Colleges

- 1 space / employee; and
- 1 space / 2 full-time students; and
- 1 space / 4 seats in auditorium, stadium, or gymnasium; and
- 1 space / 100 s.f. non-classroom meeting area

Schools - Kindergarten through Secondary

- Elementary
 - 1 space / employee; and
 - 1 space / 50 s.f. non-classroom area
- High School
 - 1 space / employee; and
 - 1 space / 3 students; and
 - 1 space / 4 seats auditorium, etc.; and
 - 1 space / 100 s.f. non-classroom meeting area

V. RECREATION

A. Urban Recreation

Recreation Centers

- 1 space / full-time employee; and
- 1 space / 500 s.f. GFA

Participating Sports Facilities

- Swimming
 - 1 space / full-time employee; and
 - 1 space / 3 part-time employee; and
 - 1 space / 75 s.f. pool area
- Tennis
 - 1 space / 3 courts
- Other
 - Case-by-case

Sports Assembly

- 1 space / 3 seats

B. Developed Outdoor Recreation

Developed Campgrounds

- 1 space / full-time employee; and
- 1 space / 3 part-time employees; and
- 1 space / campsite or cabin; and
- 1 space / 10 campsites or cabins (guest parking)

Golf Course

- Driving Range
 - 1 space / full-time employee; and
 - 1 space / tee
- Executive (par 3)
 - 1 space / full-time employee; and
 - 40 spaces / 9 holes
- Other
 - 1 space / full-time employee; and
 - 1 space / 3 part-time employees; and
 - 10 spaces / hole

Group Facilities

1 space / 1,000 s.f. park area

Marinas

1 space / full-time employee; and

1 space / 3 moorings or slips

Recreational Vehicle Park

1 space / full-time employee; and

1 space / 3 part-time employees; and

1 space / RV site; and

1 space / 10 RV sites (guest parking)

VI. ALL OTHER USES

All Other Uses

Case-by-case

Notes:

1. Where used above, "Employee" refers to the number of employees for the largest shift.
2. GFA - Gross Floor Area

ATTACHMENT B

U.S. 50 Scenic Improvement Package

STATELINE CASINO CORE HIGHWAY 50 SCENIC IMPROVEMENT PACKAGE

The following is a list of improvements needed to improve the TRPA scenic threshold rating for Unit 32 to 16 by the year 2007. The basis for this analysis is contained in the Final Environmental Impact Statement Evaluating Three Community Plans in Douglas County, Nevada (September, 1993). TRPA may approve revisions to the list for substitutions of equal or superior improvements at anytime. TRPA shall review this list and schedule at each of its five year threshold evaluation and make necessary adjustments to assure threshold attainment.

I. SIGN REDUCTION

All signs shall become provisionally conforming by January 1, 2003. Exhibit 1 indicates major sign changes that were considered in the evaluation. Upon review of any sign project relying on the provisions of 12.L, a schedule for compliance for the entire project area shall be submitted consistent with this paragraph.

II. SCENIC IMPROVEMENTS

A. Phase I Improvements

The following is a list of improvements that the Douglas County Community Plan EIS indicated are required to be completed by January 1, 1997, to meet the interim scenic target score of 12.5. Exhibit 2 represents the major improvements that were considered in the evaluation.

1. Improvements Within the Right-of-Way
 - a. Expand and improve Bill/Caesars/Horizons Crosswalk
 - 100' + wide
 - Landscaped median
 - Demonstration lighting, pavement, and landscaping for future Highway 50 improvements
 - Improved signals
 - b. Replace/improve street lighting in Stateline
 - c. Landscape median between Horizon and Caesars in the entry area
 - d. Improve/relocate sidewalk fencing in Stateline
 - e. Sidewalks, lighting, and landscaping in Kingsbury
 - f. Underground utilities
2. Caesars
 - a. Improve entry/add water feature - completed 1993
 - b. Intensify planting to screen parking
 - c. Replace existing fencing along entry drive - completed 1993
 - d. Add planting along entry drive
3. Harrahs/Bills
 - a. Simplify color scheme and building facade on Bills
 - b. Improve California entrance - completed 1992

- c. Add planting in existing planters along building
 - d. Intensify planting in front of garage
 - e. Add continuation of rock wall
 - f. Add planter boxed in front of Bills
- 4. Harveys
 - a. Modify building facade/color
 - Improve California entry to match Nevada
 - Match lower tower to upper tower
 - b. Add planters along building
 - c. Put in landscaping at Nevada-side entry
 - d. Improve Nevada-side entry - completed 1993
 - e. Widen primary sidewalk in front of garage
 - f. Add planting in front of garage
- 5. Horizon
 - a. Modify building exterior according to approved plans
 - b. Modify both SE and NE porte cochere
 - c. Create a pedestrian plaza in SE porte cochere area
 - d. Replace asphalt drive with landscaping and sidewalk - completed 1993
 - e. Improve mid-building entry - completed 1993
 - f. Add landscaping in front and side of garage
- 6. Bank
 - a. Darken building
 - b. Lower and darken fencing
 - c. Add landscaping and parking screening
- 7. Lakeside
 - a. Sidewalks and landscaping
- 8. Nugget
 - a. Landscape front
 - b. Reduce driveways

B. Phase II Improvements

The following is a list of improvements that the Douglas County Community Plan EIS indicated are required to be completed by January 1, 2003, to meet the scenic target score of 14.

- 1. Improvements Within the Right-of-Way
 - a. Completion of the Loop Road Improvements
 - Narrowing of Highway 50 to two travel lanes in Stateline
 - Major frontage landscaping including trees in former travel lanes in Stateline

- Substantial landscaped medians in Stateline
 - Pedestrian plaza areas in Stateline
 - b. Kingsbury intersection and Kahle intersection improvements
 - 2. Edgewood
 - a. Move fence back 20 feet, add landscaping, provide separation of road from sidewalk, match street lights to core
- C. Phase III Improvements
- The following is a list of improvements that the Douglas County Community Plan EIS indicated are required to be completed by January 1, 2007, to meet the scenic target score of 16. Exhibit 3 represents the major improvements that were considered in the evaluation.
- 1. Improvements Within the Right-of-Way
 - a. Completion of the Old Highway 50 Improvements
 - Completion of all sidewalks, landscaping, and lighting
 - Major frontage landscaping established as per the simulation
 - Substantial landscaped medians in Stateline
 - Pedestrian plaza areas in Stateline
 - b. Full median with turn lanes
 - 2. Caesars
 - a. Move freestanding sign 250 feet toward the state line
 - 3. Lakeside
 - a. Move freestanding sign under or next to the porte cochere
 - 4. Harrahs
 - a. Improve Nevada side entry/reverse flow of traffic
 - b. Reduce exit lanes from three to two
 - c. Shift sidewalk to location in front of garage/add covered walkway
 - d. Improve Bills California-side entry

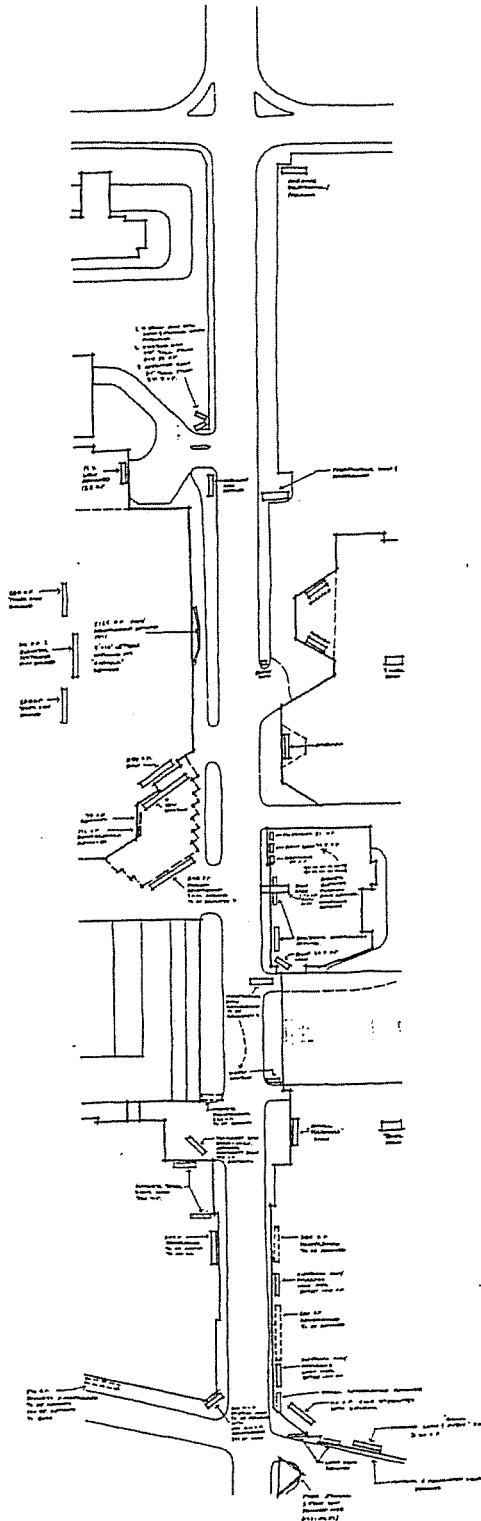
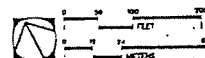


EXHIBIT 1

Scale 1:1000



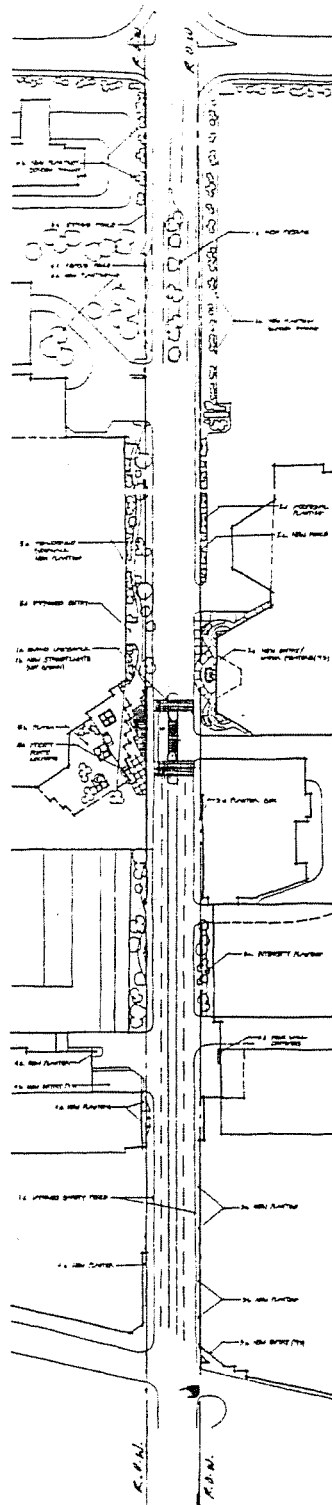
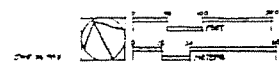


EXHIBIT 2



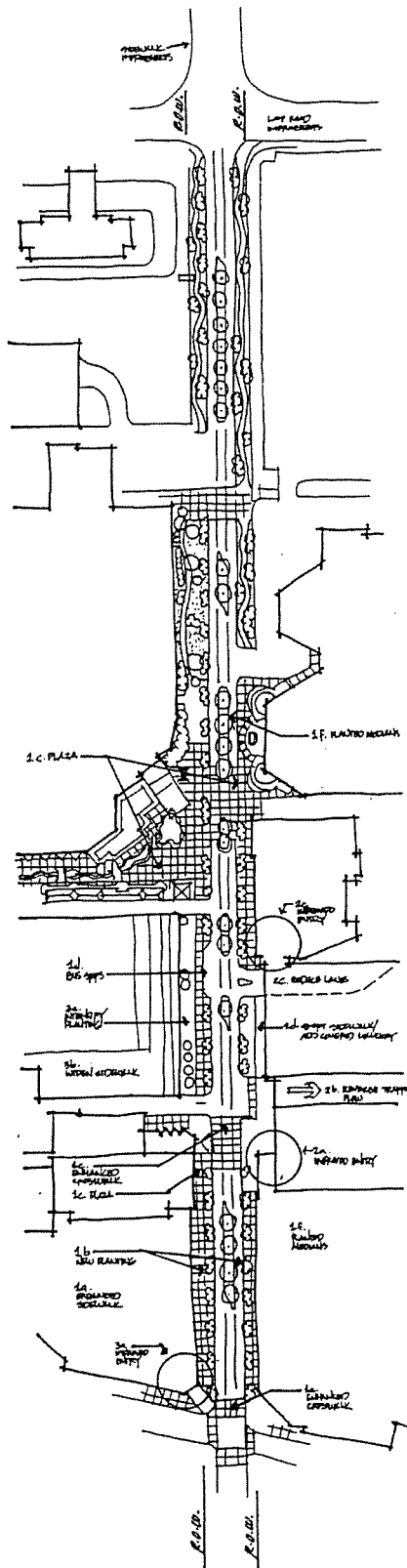


EXHIBIT 3



APPENDIX C

Gaming Regulations

Commercial
buildings,
1978.

construction of no more than one-third the amount of that square footage may be issued by each such city or county.

The legislatures find the respective square footages of commercial buildings authorized within the region during calendar year 1978 to be as follows:

1. City of South Lake Tahoe and El Dorado County (combined)	64,324
2. Placer County	23,000
3. Carson City	0
4. Douglas County	57,354
5. Washoe County	50,600

(5) No structure may be erected to house gaming under a nonrestricted license.

(6) No facility for the treatment of sewage may be constructed or enlarged except:

(A) To comply, as ordered by the appropriate State agency for the control of water pollution, with existing limitations of effluent under the Clean Water Act, 33 U.S.C. §1251 et seq., and the applicable State law for control of water pollution;

(B) To accommodate development which is not prohibited or limited by this subdivision; or

(C) In the case of Douglas County Sewer District #1, to modify or otherwise alter sewage treatment facilities existing on the effective date of the amendments to this compact so that such facilities will be able to treat the total volume of effluent for which they were originally designed, which is 3.0 million gallons per day. Such modification or alteration is not a "project"; is not subject to the requirements of article VII; and does not require a permit from the agency. Before commencing such modification or alteration, however, the district shall submit to the agency its report identifying any significant soil erosion problems which may be caused by such modifications or alterations and the measures which the district proposes to take to mitigate or avoid such problems.

Highway
construction.

The moratorium imposed by this subdivision does not apply to work done pursuant to a right vested before the effective date of the amendments to this compact. Notwithstanding the expiration date of the moratorium imposed by this subdivision, no new highway may be built or existing highway widened to accommodate additional continuous lanes for automobiles until the regional transportation plan is revised and adopted.

Parking garage,
construction.

The moratorium imposed by this subdivision does not apply to the construction of any parking garage which has been approved by the agency prior to May 4, 1979, whether that approval was affirmative or by default. The provisions of this paragraph are not an expression of legislative intent that any such parking garage, the approval of which is the subject of litigation which was pending on the effective date of the amendments to this compact, should or should not be constructed. The provisions of this paragraph are intended solely to permit construction of such a parking garage if a judgment sustaining the agency's approval to construct that parking garage has become final and no appeal is pending or may lawfully be taken to a higher court.

Litigation.

(d) Subject to the final order of any court of competent jurisdiction entered in litigation contesting the validity of an approval by the Tahoe Regional Planning Agency, whether that approval was affirmative or by default, if that litigation was pending on May 4, 1979, the

agency and the States of California and Nevada shall recognize as a permitted and conforming use:

(1) Every structure housing gaming under a nonrestricted license which existed as a licensed gaming establishment on May 4, 1979, or whose construction was approved by the Tahoe Regional Planning Agency affirmatively or deemed approved before that date. The construction or use of any structure to house gaming under a nonrestricted license, not so existing or approved, or the enlargement in cubic volume of any such existing or approved structure is prohibited.

(2) Every other nonrestricted gaming establishment whose use was seasonal and whose license was issued before May 4, 1979, for the same season and for the number and type of games and slot machines on which taxes or fees were paid in the calendar year 1978.

(3) Gaming conducted pursuant to a restricted gaming license issued before May 4, 1979, to the extent permitted by that license on that date.

The area within any structure housing gaming under a nonrestricted license which may be open to public use (as distinct from that devoted to the private use of guests and exclusive of any parking area) is limited to the area existing or approved for public use on May 4, 1979. Within these limits, any external modification of the structure which requires a permit from a local government also requires approval from the agency. The agency shall not permit restaurants, convention facilities, showrooms or other public areas to be constructed elsewhere in the region outside the structure in order to replace areas existing or approved for public use on May 4, 1979.

(e) Any structure housing licensed gaming may be rebuilt or replaced to a size not to exceed the cubic volume, height and land coverage existing or approved on May 4, 1979, without the review or approval of the agency or any planning or regulatory authority of the State of Nevada whose review or approval would be required for a new structure.

(f) The following provisions apply to any internal or external modification, remodeling, change in use, or repair of a structure housing gaming under a nonrestricted license which is not prohibited by article VI(d):

(1) The agency's review of an external modification of the structure which requires a permit from a local government is limited to determining whether the external modification will do any of the following:

- (A) Enlarge the cubic volume of the structure;
- (B) Increase the total square footage of area open to one approved for public use on May 4, 1979;
- (C) Convert an area devoted to the private use of guests to an area open to public use;
- (D) Increase the public area open to public use which is used for gaming beyond the limits contained in paragraph (3); and
- (E) Conflict with or be subject to the provisions of any of the agency's ordinances that are generally applicable throughout the region.

The agency shall make this determination within 60 days after the proposal is delivered to the agency in compliance with the agency's rules or regulations governing such delivery unless the applicant has agreed to an extension of this time limit. If an external modification is determined to have any of the effects

Structure
housing
gaming,
modification.

enumerated in subparagraphs (A) through (C), it is prohibited. If an external modification is determined to have any of the effects enumerated in subparagraph (D) or (E), it is subject to the applicable provisions of this compact. If an external modification is determined to have no such effect, it is not subject to the provisions of this compact.

(2) Except as provided in paragraph (3), internal modification, remodeling, change in use or repair of a structure housing gaming under a nonrestricted license is not a project and does not require the review or approval of the agency.

(3) Internal modification, remodeling, change in use or repair of areas open to public use within a structure housing gaming under a nonrestricted license which alone or in combination with any other such modification, remodeling, change in use or repair will increase the total portion of those areas which is actually used for gaming by more than the product of the total base area, as defined below, in square feet existing on or approved before August 4, 1980, multiplied by 15 percent constitutes a project and is subject to all of the provisions of this compact relating to projects. For purposes of this paragraph and the determination required by article VI(g), base area means all of the area within a structure housing gaming under a nonrestricted license which may be open to public use, whether or not gaming is actually conducted or carried on in that area, except retail stores, convention centers and meeting rooms, administrative offices, kitchens, maintenance and storage areas, rest rooms, engineering and mechanical rooms, accounting rooms and counting rooms.

Base area.

Enforcement provisions.

(g) In order to administer and enforce the provisions of paragraphs (d), (e) and (f), the State of Nevada, through its appropriate planning or regulatory agency, shall require the owner or licensee of a structure housing gaming under a nonrestricted license to provide:

(1) Documents containing sufficient information for the Nevada agency to establish the following relative to the structure:

(A) The location of its external walls;

(B) Its total cubic volume;

(C) Within its external walls, the area in square feet open or approved for public use and the area in square feet devoted to or approved for the private use of guests on May 4, 1979;

(D) The amount of surface area of land under the structure; and

(E) The base area as defined in paragraph (f)(3) in square feet existing on or approved before August 4, 1980.

(2) An informational report whenever any internal modification, remodeling, change in use, or repair will increase the total portion of the areas open to public use which is used for gaming.

The Nevada agency shall transmit this information to the Tahoe Regional Planning Agency.

(h) Gaming conducted pursuant to a restricted gaming license is exempt from review by the agency if it is incidental to the primary use of the premises.

(i) The provisions of subdivisions (d) and (e) are intended only to limit gaming and related activities as conducted within a gaming establishment, or construction designed to permit the enlargement of such activities, and not to limit any other use of property zoned for commercial use or the accommodation of tourists, as approved by the agency.

APPENDIX D

Allocation Guidelines

APPENDIX D

DOUGLAS COUNTY COMMUNITY PLAN

ALLOCATION GUIDELINES

- I. **Procedure**: Distribution of commercial floor area allocations shall be as follows:
- A. **Application**: Periodically Douglas County shall provide appropriate notice as to the availability of commercial allocation. Applicants shall then submit applications to the reviewing authority. (Douglas County staff). The application shall include preliminary site plans, cost estimates relating to the criteria, description of work relating to the criteria, and elevations along with the evaluation form.
 - B. **Evaluation**: Based on the information submitted and the order of submittal, the reviewing authority shall review projects pursuant to the criteria in II below. Within the allocation limits, a preliminary allocation for the project shall be established for the proposed project. The preliminary allocation will expire pursuant to the time limit set forth in the applicable Community Plan.
 - C. **Issuance of Allocation**: Projects given a preliminary allocation shall be reviewed by TRPA and the local government. Pursuant to Chapter 33, the approval of the project by TRPA shall be considered issuance of the allocation.
 - D. **Improvement Credit**: Projects shall be scored based on improvements proposed as part of the project and those projects approved and completed by the applicant after July 1, 1987. Improvements that were used to obtain previous allocations do not qualify. If a project does not use the total allocation it has qualified for, then future projects within the project area may utilize the unused allocations if they are still available. Allocations related to unused credits are not reserved for or assigned to a project area not is it transferable.
 - E. **Guideline Amendment**: These guidelines may be revised by local government staff consistent with development allocation policy in the Community Plan if the Zoning Administrator, the Planning Commission, or the Commissioners approve the changes at a noticed hearing in the Tahoe area.
- II. **EVALUATION**: The reviewing authority shall assign preliminary allocations based on the following criteria.

- For two years from the adoption of the Community Plan, the maximum allocation per project area is:

Kingsbury	10,000 sq. ft.
Stateline	10,000 sq. ft.
Round Hill	N/A

- A preliminary allocation expires two years after it is established by reviewing authority unless renewed annually by the authority.
- The authority may proportion allocation assessments for partial achievements.
- Total allocation established may be adjusted because of unique circumstances plus or minus 10% of the score if the variance findings of Douglas County can be made and the variance is consistent with Community Plan Land Use Element.
- Evaluation criteria

Criteria based on applicant providing improvement beyond that required by current and proposed development standards.

A. Traffic/Circulation improvements beyond Community Plan requirements.

1. Eliminate driveway(s) (one driveway eliminated or use of multi-use driveway - 500 sq. ft.)
2. Community parking system (for participation in shared parking system that reduces overall parking requirement - 100 sq. ft. for each space reduced and credited to the project).
3. Transit improvements (transit stop or equivalent operational contribution to Community Plan shuttle system = 600 sq. ft. each)

B. Overall community planning improvements

1. Correct off-site problems through transfer/retirement. The match per transferred floor area is as follows:
 - 1 sq. ft. retired = 1 sq. ft. allocation; or
 - 1 sq. ft. retired in SEZ or retired nonconforming use = 2 sq. ft. allocation
2. Correct existing off-site problems listed in Chapter VII of the Community Plan (implement \$5 worth of Community Plan capital improvements = 1 sq. ft.)
3. Participation in an assessment district providing Community Plan capital improvements (amount floor area established by the district, if not established, 1 sq. ft. = \$5 of contribution to capital improvements)
4. Landscaping increase beyond Community Plan requirement on or abutting the project area (each 1% increase - 100 sq. ft.)

070A -- EDGEWOOD

PLAN DESIGNATION:

Land Use Classification	RECREATION
Management Strategy	MITIGATION
Special Designation	TDR RECEIVING AREA FOR:
	1. Existing Development (Special Area 1)

DESCRIPTION:

Location: This area includes the Edgewood Golf course area at south Stateline. The boundaries of this area are depicted on TRPA map H-16.

Existing Uses: The area contains the Edgewood Golf Course, the 4-H camp area, and some miscellaneous private uses.

Existing Environment: Approximately 60 percent of the area is classified SEZ, and 40 percent is low hazard. The shorezone is tolerance districts 1 and 7. The land coverage and disturbance are low. Habitats for *Rorippa subumbellata* are found on the beach.

PLANNING STATEMENT: This entire area should provide a range of visitor and local serving outdoor-oriented recreation opportunities, integrated with the existing and planned improvements within the casino core. In addition special areas should provide accommodations for tourists.

PLANNING CONSIDERATIONS:

1. Concerns associated with the golf course include fertilizer application in close proximity to surface water.
2. Edgewood Creek, which has been diverted, ponded, placed in culverts and generally rerouted through the golf course, receives major sediment loads and may receive major nutrient loads. The ponds function as siltation basins and have resulted in reduced sediment loads and have resulted in reduced sediment loads to Lake Tahoe.
3. The golf course provides a useful recreational service for visitors and the community.
4. Scenic Roadway Unit 32 and Scenic Shoreline Unit 30 are within this Plan Area.

SPECIAL POLICIES:

1. A fertilizer management program should be initiated at the golf course and the course redesigned to provide for natural buffers of vegetation along the creek and pond areas, wherever possible.
2. Protect the *Rorippa* populations in this beach area adjoining the mobile home park.

3. A master plan should be prepared for the 4-H Camp area to outline the long-term improvements, management, and uses of the entire facility.
4. New or additional commercial development, other than in the special areas, shall be limited to parcels with commercial development on the effective date of this plan.
5. The Edgewood Water Company and its accessory uses shall be considered an allowed use (A) pursuant to Chapter 18 and the permissible uses section of this Plan Area Statement.
6. The restaurant and bar in the Edgewood Golf Course club house shall be considered an allowed use (A) pursuant to Chapter 18 and the Permissible Uses section in this Plan Area Statement.
7. In Special Area #1 (Tourist Area) tourist accommodations and recreation uses are encouraged. Additional tourist accommodation uses shall not exceed the equivalent of 250 tourist accommodation units. The boundary for this area shall be recorded the official records of Douglas County.

Hotel/conference center development in Special Area #2 of the Edgewood plan area (PAS 070A) will be conditioned on the developer making an irrevocable commitment to improve access, capacity and/or the range and quality of lakefront experiences available to the public in the California/Nevada Stateline area. These improvements may be undertaken by the Park Cattle Company alone or be part of the broader public-private effort to improve lake access in the Stateline/South Lake Tahoe area. Provision of additional lake access shall focus on access for Stateline overnight visitors. In addition to lake access provided for the subject hotel/conference center, such access shall include the beach improvement and access policies presented in the Stateline Community Plan.

As a result of the actions by the developer, additional lakefront opportunities in the California/Nevada target area will be made available sufficient to accommodate up to a total capacity of 250 people at one time. The capacity requirement assumes the construction of a 250 unit hotel and shall be adjusted in proportion to the actual units approved. New lakefront activities provided will include some or all of the categories listed below provided that no more than half the goal may be met by areas of passive lakefront recreation.

- a.) Area(s) of Passive Lakefront recreation
- b.) New and/or improved access to existing Active Recreation lakefront parks;
- c.) Assistance in establishment of a Stateline/ South Lake Tahoe Regional Developed Recreation lakefront area.

If beach access improvements similar to those above are made within the target area by another entity or it is determined to be infeasible by TRPA, the developer can fulfill the above condition by expending and/or depositing with TRPA an amount not to exceed two percent (2%) of the construction cost of the hotel/ conference center or \$400,000 adjusted for inflation (whichever is smaller) to provide other forms of public recreation benefits. Examples of environmental or recreation improvements include trail systems, specific facilities such as an amphitheater, or restoration of disturbed land or stream zones. (If improvements have been made by the developer meeting some portion of the 250 people at one time condition, the alternative expenditure discussed in this paragraph shall be reduced accordingly. Construction costs include costs directly associated with building the hotel/ conference center, but exclude costs such as land, acquisition of development rights, project approvals and design).

8. This plan area is a recreation area which is in the influence area of the Stateline Community Plan. All projects shall be subject to the policies and standards of this plan area and, where applicable, shall be consistent with the planning direction provided in Chapter I of the Stateline Community Plan.

9. The November 17, 1993 Governing Board's motion to approve the amendments to 070A included (as a special condition of approval) the requirement that any proposed tourist accommodation project in PAS 070A must include the following four items in its presentation on the project, and must comply with the applicable limitations:
- a.) Any application for a proposed tourist accommodation project must contain information on all tourist accommodation units including:
 - 1. Identification of all tourist accommodation units that will be transferred into any proposed tourist accommodation dwelling project in 070A.
 - 2. A description and assurance of the revegetation/restoration planned for the parcels from which the tourist accommodation units are to be transferred (or the equivalent amount of revegetation/restoration elsewhere if the sending parcel(s) is within land capability district 4-7).
 - b.) Prior to approving any proposed tourist accommodation project, a Stateline areawide drainage system must have been designed, funded, independently analyzed¹ for engineering, design and environmental adequacy and approved by all permitting agencies.
 - c.) Prior to approving any proposed tourist accommodation project, the beach access in Special Policy No. 7 must have been specifically identified and assurances given that the beach access is available.
 - d.) Any application for a proposed tourist accommodation project in Special Area #1 must be accompanied by a description of the commitment of the water resources for the project (as documented by the state engineer). This is because a tourist accommodation project in Special Area #1 will involve the commitment of a significant quantity of the remaining Nevada water left for use in the Tahoe Basin.

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES and if applicable, Chapter 51 PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List: The following list of permissible uses is applicable throughout the Plan Area, except as noted for Special Area #1.

Residential	Single family dwelling (S).
Commercial	Eating and drinking places (S).
Public Service	Pipelines and power transmission (S), local public health and safety facilities (S), public utility centers (S), transmission and receiving facilities (S), transportation routes (S), transit stations and terminals (S), schools-kindergarten through secondary (S).
Recreation	Beach recreation (A), marinas (S), cross country skiing courses (S), day use areas (A), participant sports facilities (S), outdoor recreation concessions (A), group facilities (S) snowmobile courses (S), and

-
1. With the understanding that this could be required as part of the preparation of an EA or EIS on the drainage project.

golf courses (A).

Resource Management

Reforestation (A), sanitation salvage cut (A), selection cut (S), special cut (S), thinning (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (S), structural wildlife habitat management (S), fire detection and suppression (A), fuels treatment (S), insect and disease suppression (A), prescribed fire management (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), and SEZ restoration (A).

Special Area #1 (Tourist Area): The following list of permissible uses is applicable throughout Special Area #1.

Residential Single

Employee housing (S), and multiple family dwellings (S).

Tourist Accommodations

Bed and breakfast facilities (A), hotel, motel, and other transient dwelling units (A), timeshare (residential design) (S), and time sharing (hotel/motel design) (S).

Commercial

A. **Retail**

Eating and drinking places (A), food and beverage retail sales (A), and general merchandise stores (S).

B. **Entertainment**

Amusements and recreation services (S), and privately owned assembly and entertainment (S).

C. **Services**

School - pre-schools (S).

Public Service

A. **General**

Cultural facilities (S), day care centers (S), local assembly and entertainment (S), local public health and safety facilities (S), and publicly owned assemble and entertainment (S).

B. **Linear Public Facilities**

Pipelines and power transmission (S), transit stations and terminals (S), and transportation routes (S).

Recreation

Day use areas (A), recreation centers (S), participant sports facilities (S), and sport assembly (S), beach recreation (A), boat launching facilities (A), cross country skiing courses (A), developed campground (S), golf courses (A), group facilities (A), outdoor recreation concessions (A), recreational vehicle park (S), riding and hiking trails (A), and visitor information center (S).

Resource Management

Reforestation (A), sanitation salvage cut (A), selection cut (S), special cut (S), thinning (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (S), structural wildlife habitat management (S), fire detection and suppression (A), fuels treatment (S), insect and dis-

ease suppression (A), prescribed fire management (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), and SEZ restoration (A).

Shorezone: Within the specified shorezone tolerance district, the following primary uses may be permitted in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with Chapter 18. The following structures may be permitted in the shorezone as an allowed (A) or Special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

Tolerance District 1

Primary Uses	Safety and navigation facilities (A), beach recreation (S), and salvage operations (A).
Accessory Structures	Buoys (A), piers (A), fences (S), boat ramps (A), structures-shore-line protective structures (S), floating docks and platforms (A), and water intake lines (A).

Tolerance District 7

Primary Uses	Water oriented outdoor recreation concessions (A), beach recreation (A), boat launching facilities (S), tour boat operations (A), safety and navigation facilities (A), salvage operation (A), marinas (S), and water intake lines (A).
Accessory Structures	Buoys (A), piers (A), fences (S), boat ramps (A), shoreline protective structures (S), floating docks and platforms (A), and water intake lines (A).

MAXIMUM DENSITIES: Pursuant to Chapter 21 DENSITY, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive program, special use determinations, allocation limitations and general site development standards.

<u>USE</u>	<u>MAXIMUM DENSITY</u>
Residential	
Single Family Dwelling	1 unit per parcel
Tourist Accommodations	
Bed and Breakfast Facilities	10 units per acre
Hotel, Motel and other Transient Units	
with less than 10% of units with kitchens	40 units per acre
with 10% or more units with kitchens	15 units per acre
Timeshare	As per the limitations set forth in this table

Recreation

Group Facilities

25 persons per acre

RESIDENTIAL BONUS UNITS: Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Plan Area is 0 units.

MAXIMUM COMMUNITY NOISE EQUIVALENT LEVEL: The maximum community noise equivalent level for this Plan Area is 55 CNEL and 55 CNEL for the shorezone. The maximum community noise equivalent level for the Highway 50 corridor is 65 CNEL.

ADDITIONAL DEVELOPED OUTDOOR RECREATION: The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA Five-Year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time.

SUMMER DAY USES 0 PAOT WINTER DAY USES 0 PAOT OVERNIGHT USES 0 PAOT

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by Volume IV of the Water Quality Management Plan.
2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.
3. Stream zone restoration as indicated in Volume III of the Water Quality Management Plan.

080 -- KINGSBURY DRAINAGE

PLAN DESIGNATION:

Land Use Classification	CONSERVATION
Management Strategy	MITIGATION
Special Designation	NONE

DESCRIPTION:

Location: This is the backdrop country in the Kingsbury Grade area. The boundaries of this Plan Area are depicted on TRPA maps H-16, H-17, I-15, and I-16.

Existing Uses: This area includes large acre residential sites, the old Douglas County dump and maintenance yard, stables, the Park Ranch, and other miscellaneous uses.

Existing Environment: Approximately 90 percent of the area is classified as high hazard, five percent moderate, and five percent SEZ. The land coverage and disturbance is low to moderate.

PLANNING STATEMENT: This area should be rehabilitated to provide watershed restoration to enhance the area's natural features and qualities.

PLANNING CONSIDERATIONS:

1. There is extensive disturbance due to prior and existing uses and roads.
2. Off-road vehicle use is creating localized erosion problems and nuisances.
3. There is a general lack of infrastructure and services.
4. There are numerous water filings totaling 11.46 cfs on Edgewood Creek; water flows in the creek are estimated to be from 1/4 to 2 cfs.
5. Scenic Roadway Unit 44 is within this Plan Area.
6. The U.S. Forest Service permit for Heavenly Valley ski area extends into this area. Although not currently approved, a major tramway has been proposed for accessing the ski area from the casino core. The Plan Area boundary may be modified as appropriate on approval of the ski area Master Plan.
7. The Agency Wildlife Map identified a deer migration corridor into this Plan Area.

SPECIAL POLICIES:

1. This is a high priority area for land coverage reduction (i.e., roadway retirement).
2. The county dumpsite should become a public service maintenance area (Special Area #1).
3. The lower portions of this Plan Area should be considered in the Community Plans for Stateline and

Kingsbury. A developed campground next to the casino area should be considered to alleviate the recreational vehicle parking problem.

4. The area adjoining Highway 50 should be maintained as a scenic view corridor.
5. Caesars Tahoe open space (Parcel 1) recorded in Book 1078, Page 634, of the Official Records of Douglas County is located in this area and should continue to be maintained as a scenic view corridor and as a historic site. All activities taking place on the Caesars Tahoe property should be viewed in light of said open space.
6. The Edgewood Water Company shall be considered an allowed use (A) pursuant to Chapter 18 and the Permissible Uses section in this PAS.
7. Uses and structures permitted in the meadow/pasture of S.A. #2 shall not degrade the scenic character of the area.

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES and if applicable, Chapter 51 PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List: The following list of permissible uses is applicable throughout the Plan Area.

Residential	Domestic animal raising (S), single family dwelling (S), and summer homes (S).
Public Service	Cemeteries (S), pipelines and power transmission lines (S), transmission and receiving facilities (S), and transportation routes (S).
Recreation	Cross country skiing courses (S), day use area (S), developed campgrounds (S), riding and hiking trails (A), off-road vehicle courses (S), rural sports (S), group facilities (S), snowmobile courses (S), undeveloped campgrounds (S), and recreational vehicle parks (S).
Resource Management	Reforestation (A), sanitation salvage cut (A), special cut (A), thinning (A), timber stand improvement (A), tree farms (A), early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), farm/ranch accessory structures (A), grazing (A), range pasture management (A), range improvement (A), fire detection and suppression (A), fuels treatment (A), insect and disease suppression (A), prescribed fire management (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), and SEZ restoration (A).