

# South 'Y' Industrial Tract

## Community Plan

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March 2003





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## Amendments

ORDINANCE 06-05, CHAPTER II, LAND USE ELEMENT  
OCTOBER 25, 2006



# Chapter I

## INTRODUCTION

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### 1.1 PURPOSE

The Land Use Element of Tahoe Regional Planning Agency's (TRPA's) Goals and Policies document provides for the development of specific Community Plans for designated commercial areas. Community Plans are developed in order to be responsive to the needs and opportunities of defined areas of concentrated commercial uses, or where commercial uses should be concentrated, and guide development within its boundaries.

Consistent with the TRPA Goals and Policies document, the Industrial Tract was designated a preliminary Community Plan area. At the request of the City of South Lake Tahoe, public scoping for community planning was initiated for the Industrial Tract in March 2001. The objectives of community planning in the Industrial Tract are:

- To provide incentives needed to encourage concentration of industrial-type commercial uses and public services needed to serve the development permitted by the TRPA Regional Plan and the City of South Lake Tahoe's General Plan on the South Shore;
- To separate the (less compatible) industrial uses from the scenic corridor portions of the City of South Lake Tahoe;
- To allow only those commercial activities that are compatible with the Preferred Industrial Area classification to be developed within the Industrial Tract.

The *South Y Industrial Tract Community Plan* provides management direction for all projects proposed within its boundaries. It is an integrated land use plan addressing physical design, commercial growth, traffic circulation, the environment and restoration, and public services. A pool of 5,000 square feet of commercial floor area is reserved for allocation to certain projects within the Community Plan, as well as a pool of stream environment zone restoration credit (up to 5.46 acres).

This plan establishes goals and objectives, special policies, and programs. Elements of the plan address land use, transportation, public services, recreation and conservation. It also encourages and provides incentives for the (re)location of industrial uses to the area. Finally, the plan assigns a Preferred Industrial Area special designation to the land within the Community Plan boundary.

The South "Y" Industrial Tract Community Plan serves as the mutual plan for both Tahoe Regional Planning Agency (TRPA) and the City of South Lake Tahoe. Pursuant to Chapter 14 of the TRPA Code of Ordinances (TRPA Code), the South "Y" Industrial Tract Community Plan supercedes certain plans and regulations established by the TRPA Code when the regulations are equal or environmentally superior to the requirements of the existing Code of Ordinances. For the purposes of the City of South Lake Tahoe land use regulation, the Community Plan provides the local zoning and is incorporated into the General Plan. The TRPA will review the community plan at five-year intervals to determine conformance with approved schedules for development and

adequacy of programs, standards, mitigation, and monitoring. For additional background information refer to the Draft Community Plan document.

## **1.2 BACKGROUND AND LOCATION**

This South “Y” Industrial Tract Community Plan was prepared as a joint effort between the TRPA and the City of South Lake Tahoe (City). It was prepared pursuant to Chapter 14 of the TRPA Code of Ordinances.

The South “Y” Industrial Tract Community Plan area is located about one-mile southwest of the South Tahoe “Y,” east of Lake Tahoe Boulevard. It generally includes all properties south of D Street, between Industrial Avenue and Lake Tahoe Boulevard, including all properties accessed from Shop Street and Industrial Avenue. Uses within the area currently are entirely industrial, commercial, or public service. Commercial and industrial uses include such uses as inside and outside storage, warehouses, automobile repair and storage, a meat company, a shipping company, and the region’s only asphalt plant. Public services include the City’s fleet maintenance facility and facilities maintenance office, Caltrans yard, and Area Transit Management’s bus facility. The tract also includes undeveloped parcels in both public and private ownership. Refer to Map 1 –1 for a graphic depiction of this and other south shore community plans.

The Industrial Tract is the largest area within South Lake Tahoe that is used for industrial and general commercial uses, and it is used entirely in that manner. Even its street names – “Shop Street” and “Industrial Avenue” -- indicate that this area was envisioned at its inception as the south shore’s industrial zone at the time the area was subdivided. No residential or tourist accommodation uses are interspersed within the zone; however, residential subdivisions are located on two sides of the district.

The area is bordered on the south by National Forest System lands popular for motorized recreational uses, including the “Sand Pit” off-highway vehicle area. Across D Street to the north sits the Tahoe Valley Mobile Home Park. The Mobile Home Park borders the D Street portion of the Industrial Tract, which has two potentially buildable, undeveloped parcels facing the mobile home park. In addition, the South “Y” Industrial Tract Community Plan includes an undeveloped, forested stream environment zone to the east that screens the “Barton Tract” residential area from the view of the industrial activities, but does not fully buffer some residences from the sounds generated by the activities. To the west is Lake Tahoe Boulevard, which has four lanes separating the tract from the high school entrance and general forest lands managed by the Forest Service.

Aerial photography demonstrates that the entire Industrial Tract area was graded in the late-1950’s or early-1960’s when the subdivision was installed. The site is relatively flat and forms the upper portion of the Tahoe Valley drainage basin. Vegetation consists of pine trees (Jeffrey and lodgepole), white fir, willows, native grasses, wildflowers, as well as scattered landscape plantings on developed properties.

The stream environment zone found on some of the undeveloped properties is in some cases disturbed, either by the past grading that occurred when the tract was constructed or as a result of more recent unpermitted parking and driving. Several improved properties have legally existing, nonconforming levels of land coverage – in some cases, up to 100% -- and no on-site best management practices to infiltrate runoff.



Public roadways within the tract have rolled curb and gutters and include a storm drainage system. Until the fall of 2001, Industrial Avenue extended through a series of publicly owned parcels located between Tahoe Asphalt and “D” Street. Runoff water from Industrial Tract was conveyed to the Tahoe Valley Erosion Control Project for treatment. However, the City of South Lake Tahoe has since implemented a restoration project that has eliminated that section of Industrial Avenue and increased water quality treatment capacity within the South “Y” Industrial Tract Community Plan area. Now much of the area’s runoff is treated without being conveyed outside of the community plan area.

### **1.3. SOUTH “Y” INDUSTRIAL TRACT COMMUNITY PLAN GOALS**

A fundamental cornerstone of this community plan is that industrial uses are consistent with existing developments in, and appropriate for, this area. Consequently, this Community Plan possesses the Special Designation of a Preferred Industrial Area.

#### **INDUSTRIAL DEVELOPMENT GOAL:**

***Provide a concentrated area for industrial uses within South Lake Tahoe that includes appropriate infrastructure to support existing and new uses. Ensure that new, remodeled, and rehabilitated developments are designed and implemented in a way that is compatible with neighboring uses.***

South Lake Tahoe’s special nature as a beautiful and environmentally sensitive area makes it easy to forget that the City supports a full service community. Asphalt plants, auto and machinery repair, corporation yards, etc., are all uses that have a place in a community that demands a full compliment of goods and services, regardless how scenic the community may be. Consequently, siting such uses in an area that is environmentally and visually appropriate, as well as consistent with other land uses, is the best way to provide for community needs.

#### **PREFERRED INDUSTRIAL AREA GOAL:**

***Consider the Industrial Tract as the priority area for relocating nonconforming industrial uses from elsewhere in the South Lake Tahoe vicinity through designation of the Industrial Tract as a Preferred Industrial Area. Correct past deficiencies in land use through enhancement of the 2001 stream environment zone restoration project and by providing incentives for private environmental improvements.***

A Special Policy of Plan Area Statement #113 encouraged the relocation of industrial uses located in the Highway 50/89 corridor or in predominately residential plan areas to this tract. However, little relocation has occurred during the life of the PAS. Consequently, it appears that stronger incentives for relocation must be offered for plan direction to be effective. The community planning process provides a mechanism for providing additional incentives when compared to areas outside of the community plan. Relocation of industrial uses would benefit the character of other parts of the City.

By their nature, industrial uses typically require large amounts of impervious land coverage. In the broader South Lake Tahoe vicinity, industrial uses often predate local zoning regulations and many have seen other types of development move in around them. These now “nonconforming uses,” if relocated elsewhere, would provide an opportunity for uses more in character with the current uses of the area to locate where

the land has a high land capability, or for site restoration to occur on low capability lands in order to provide ecological, threshold-related benefits. Through the Community Plan, incentives will be available to these owners to relocate to the Industrial Tract. It may be possible that high property values along the highway corridor and existing old infrastructure, when coupled with such incentives, could provide a compelling opportunity to the property owner for relocation to a new building and location.

The Industrial Tract also afforded unique opportunities for watershed restoration. Until fall, 2001, a city street divided an unofficial “greenbelt” along the eastern boundary of the plan area. Removal of this portion of Industrial Avenue through implementation of Environmental Improvement Project #13 provided for improved and more natural watershed conditions, as well as water quality treatment opportunities for the area, potential wildlife habitat and recreational benefits. In addition, Preferred Industrial Area designation requires area-wide best management practices, already installed, that focus on public right-of-ways and include runoff and infiltration in the industrial plan area. While retrofit of individual private parcels are the responsibility of the private property owner and will be addressed by 2006 through the Region’s BMP retrofit program, the South “Y” Industrial Tract Community Plan offers water quality treatment opportunities that could benefit both the private property owners and the newly restored stream environment zone. These opportunities provide an incentive for the installation of private BMPs sooner than 2006.

#### **1.4 VISION FOR THE FUTURE**

This Community Plan guides the enhancement of the Industrial Tract as the only designated Preferred Industrial Area for Lake Tahoe’s south shore. It will serve this purpose throughout the life of the current TRPA Regional Plan and City of South Lake Tahoe General Plan and beyond. Through a series of programs and policies found in the plan elements, the community plan provides a strategy to achieve its Goals and Objectives. The policies and programs of the plan are designed to be flexible enough to incorporate the changes that will evolve through plan implementation.

Refer to Map 1 – 2 for the graphically depicted Land Use Concept Plan, at the end of this chapter.

***Vision for Land Use: Concentrate industrial uses within the Industrial Tract while providing for water quality treatment and while ensuring that any potential adverse effects of the industrial activities (e.g., scenic, noise) are minimized along the edges of the tract.***

Upgrade the area to support industrial uses through the enhancement of the physical infrastructure, such as providing for area-wide water quality treatment designed to support industrial uses in a manner that best protects Lake Tahoe’s fragile environment. The Industrial Tract is a working district, which includes uses that are not typically compatible with most residential and retail commercial areas. Within the tract, the industrial uses will dominate the views as they do at this time. However, methods should be employed that prevent the industrial image from projecting outside of the boundary of the community plan area. Specifically, visual screening of various types – from vegetation to actual barriers -- can buffer nearby residential areas from views of the industrial uses and while providing noise reduction benefits. This approach is intended

to maximize the opportunities for industrial uses to dominate in one part of the city, freeing other areas for more compatible uses.

**Vision for Conservation: *Concentrate industrial uses within the Industrial Tract in a manner that is harmonious with the human and natural environment.***

*Energy Conservation:* Encourage energy conservation; maximize energy efficiency and the utilization of renewable energy resources, keeping aesthetics in mind, in order to reduce dependence on nonrenewable resources for satisfying energy needs.

*Land Coverage:* Maximize land coverage restoration opportunities on undeveloped public lands, within the Industrial Tract to benefit stream environment zone function.

*Noise:* Maintain compliance with the existing CNEL standards for the Industrial Tract, as new projects are developed within the tract.

*Scenic:* Simplify and upgrade the character and quality of the Industrial Tract. Provide for appropriate screening along D Street and Lake Tahoe Boulevard while allowing an internal area that functions as the South Lake Tahoe community's core for industrial uses and complies with community design standards appropriate for an industrial area.

*Stream Environment Zones:* Maintain and monitor the Industrial Tract SEZ Restoration Project in order to ensure that project benefits to the environment continue over the long-term.

*Water Quality:* Use the Industrial Tract SEZ Restoration Project to provide for water quality treatment for the tract, instead of requiring conveyance of stormwater run off to the Tahoe Valley treatment facility. Protect the project area from accidental hazardous spills. Incorporate appropriate source water protection considerations into the project review procedures where needed.

**Vision for Transportation: *Provide for the movement of commercial and private vehicles accessing the goods and services offered by the businesses of the Industrial Tract consistent with the classifications of the City street system. Provide for pedestrian and bicycle access adjacent to the Industrial Tract between the residential area and the high school.***

The Industrial Tract is commercial/industrial nature. The City of South Lake Tahoe City Code includes direction that provides deference within this area to the needs of the large trucks and other vehicles that patronize or are necessary to the function of the industrial businesses within the tract. (For more information, refer to Chapter 3, Transportation). The City must provide a safe and efficient transportation system for the users of the Industrial Tract, as well as area neighbors and others passing through. To achieve this objective, pedestrian improvements along D Street are needed and industrial traffic shall be oriented into the tract whenever possible. Because of current on-street parking issues related to parking demand for industrial-type businesses, there is a need to assure that new developments, additions, and major remodels, as well as commercial changes in operation, meet the true parking needs of the proposed project.

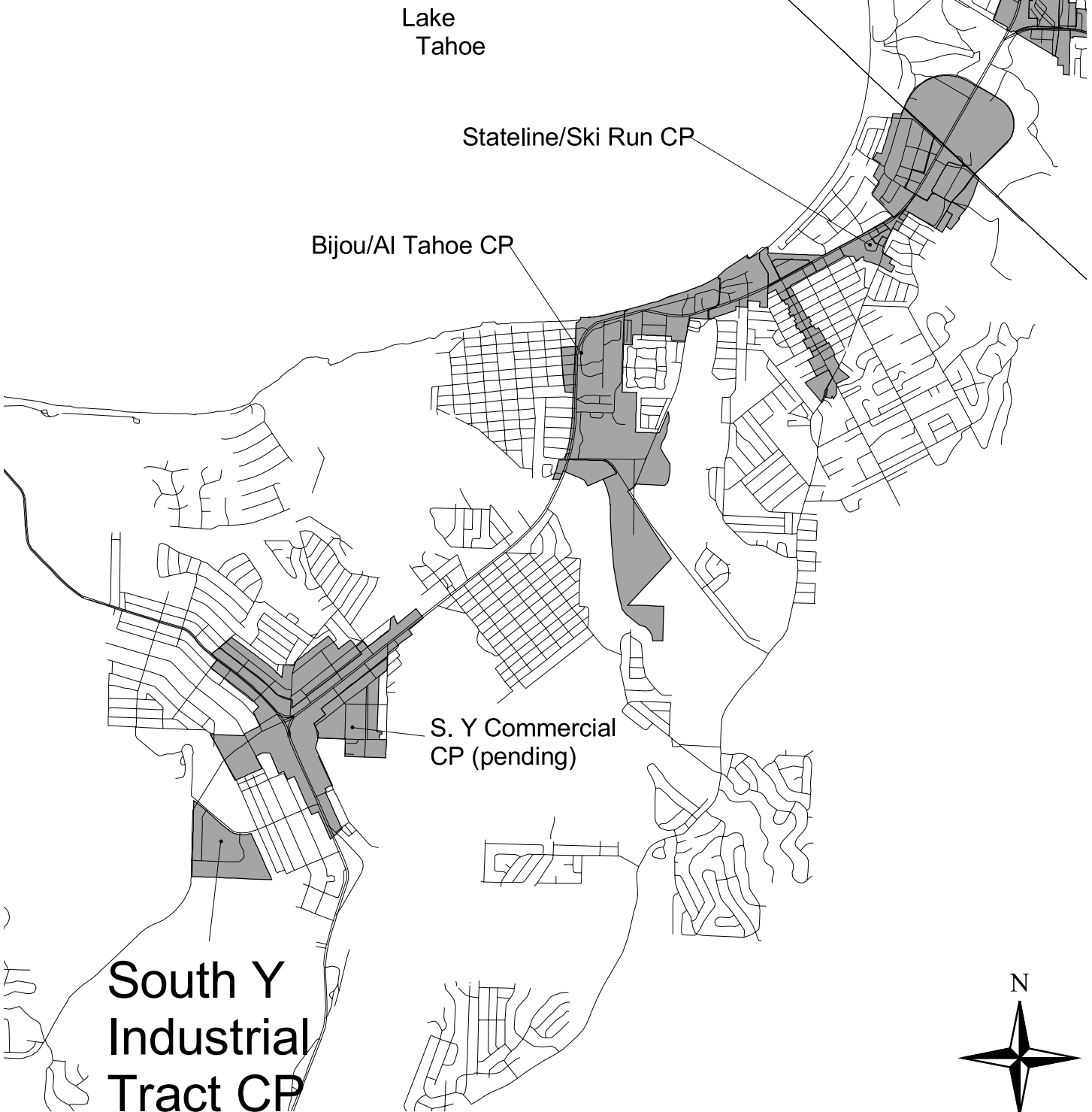
**Vision for Recreation: Publicly owned open space within the Industrial tract will benefit nearby residential uses by providing visual screening and a noise reducing buffer to the industrial area.**

Providing for public recreation use is not one of the key objectives of this community plan. Nearby National Forest System lands and the high school offer various recreational opportunities, both developed and undeveloped. Encouraging neighbors to recreate within an industrial zone could create problems, including land use conflicts. The restored portions of the Industrial Tract provide open space that buffers the adjacent Julie Lane neighborhood from the effects of industrial activities.

**Vision for Public Service: The Industrial Tract shall provide the base from which many government Public Works services support our community. Public services within the tract shall serve the industrial area in such a way that it is able to function year round.**

Public service uses, such as industrial-type government offices (e.g., public works), materials storage, vehicle storage, repair shops, etc., are appropriately located within this tract.

Community Plan Areas



South Y Industrial Tract Community Plan

Location Map

Map 1 - 1





# Chapter II

## LAND USE ELEMENT

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This Land Use Element is a supplement to the Land Use elements of the City's General Plan and the TRPA Goals and Policies Plan. Consistent with these plans and the TRPA Regional Plan, this Element sets forth the land use regulations for the Community Plan and replaces Plan Area Statement (113, Industrial Tract).

### 2.1 INDUSTRIAL TRACT COMMUNITY PLAN LAND USE REGULATIONS

This plan shall guide concentrated development for industrial uses in Industrial Tract area. Chapter 14 of the TRPA Code of Ordinances indicates what provisions of the TRPA Regional Plan are applicable and which can be replaced through Community Plans with equal or superior standards. The detailed checklist of applicable standards in *Appendix A* is provided to assist in the review of projects within the Industrial Tract Community Plan area.

### 2.2 INDUSTRIAL TRACT COMMUNITY PLAN AREA STATEMENT

#### **PLAN DESIGNATION:**

|                           |                             |
|---------------------------|-----------------------------|
| Land Use Classification - | COMMERCIAL/PUBLIC SERVICE   |
| Management Strategy -     | DEVELOPMENT WITH MITIGATION |
| Special Designation -     | TDR RECEIVING AREA FOR:     |

1. Existing Development

PREFERRED INDUSTRIAL AREA

#### **DESCRIPTION:**

**Location:** This area is located one-mile southwest of the South Tahoe "Y" within the City of South Lake Tahoe, see Map 2 –1.

**Theme:** Industrial, storage, and services.

**Existing Uses:** Land ownership is a mix of public and private. Uses within the tract are industrial, commercial, or public service, or else the lands are undeveloped. Commercial and industrial uses include materials storage, storage units, warehouses, automobile repair and storage, a glass company, a propane company and compressed natural gas fueling facility, a meat company, an asphalt plant, and a shipping company. Public services include the City's fleet maintenance/bus maintenance facilities, as well as Caltrans' yards. There are no residential or tourist accommodation uses interspersed within the community plan zone.

**Existing Environment:** This area is relatively flat and forms the upper portion of the Tahoe Valley drainage basin. Existing, grandfathered impervious coverage supporting commercial operations typically exceed Bailey System coverage limitations; others occasionally create soft coverage on undeveloped parcels through improper parking

activities. Native vegetation consists of Lodgepole and Jeffrey pine trees, white fir, willows, and grasses. Scattered landscape plantings occur on developed parcels.

**PLANNING STATEMENT:** This area should serve as the Preferred Industrial Area for the south shore.

**PLANNING CONSIDERATIONS:**

1. Areas within the tract have a high water table and are subject to localized, short-term flooding.
2. Certain improved properties have orders from the Lahontan Regional Water Quality Control Board to implement waste discharge requirements.
3. Some undeveloped parcels and undeveloped portions of built parcels are being used by motor vehicles for vehicle access, parking, and snow storage, causing vegetative and other disturbance and soil compaction. These patterns of industrial behaviors should provide guidance for future project conditions of approval.
4. Stream environment zone restoration that occurred in 2001 as part of the Industrial Tract SEZ Restoration Project will provide a bank of restoration credit for use, under special conditions, as man-modified offset for the tract, as well as serve as a treatment area for area runoff.
5. Some industrial uses in the area are "underparked," resulting in offsite parking and parking along the streets. The parking of commercial vehicles hinders snow removal and street sweeping along D Street.
6. Infill of industrial uses along D Street could impact the Tahoe Verde Mobile Home Park without implementation of setbacks and other design measures, such as noise barriers.
7. Not all industrial properties adjacent to Lake Tahoe Boulevard are screened from view.
8. The Source Water Protection Zones for two water wells are located within the Industrial Tract. Some permissible uses and current activities are considered possible contaminating activities pursuant to Chapter 83 of the TRPA Code.

**MAXIMUM DENSITIES:** Pursuant to TRPA Code Chapter 21, DENSITY, the maximum densities for commercial, public service, and resource management uses are determined by the site development standards found in Chapters 20 through 30 of the TRPA Code of Ordinances. New approvals combining these non-residential and non-transient uses consistent with Chapter 21 of the TRPA Code shall occur only when in conformance with the permissible use matrix and other requirements of this Community Plan.

**ADDITIONAL DEVELOPED OUTDOOR RECREATION:** No targets for additional developed outdoor recreation facilities are proposed, requiring no additional capacity, measured in "persons at one time," or "PAOT:"

Summer Day Uses - 0 PAOT      Winter Day Use - 0 PAOT Overnight Uses - 0 PAOT



**COMMERCIAL FLOOR AREA ALLOCATION:** Pursuant to the TRPA Code (Chapter 33), the maximum amount of<sup>§</sup> commercial floor area that shall be allocated for additional development in the Community Plan Area is 5,000 square feet. Pursuant to Subparagraph 33.3.B (5), Preferred Industrial Area designation, of the TRPA Code of Ordinances, commercial square footage allocated or transferred to all projects in the area shall be doubled.

**MAXIMUM COMMUNITY NOISE EQUIVALENT LEVEL:** The maximum community noise equivalent level for this Community Plan area is 65 CNEL.

The following performance standards for the stationary or industrial noise sources or projects shall be used to evaluate specific project impacts. Impacts will be measured at the property line of a noise-sensitive receiving use.

| Noise Level<br><u>Descriptor</u> | Daytime<br><u>(7am-7pm)</u> | Evening/Nighttime<br><u>(7pm-7am)</u> |
|----------------------------------|-----------------------------|---------------------------------------|
| Hourly Leq, dB                   | 55                          | 45                                    |
| Maximum level, dB                | 75 (single event)           | 65                                    |

Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

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<sup>§</sup> Amended 10/25/06

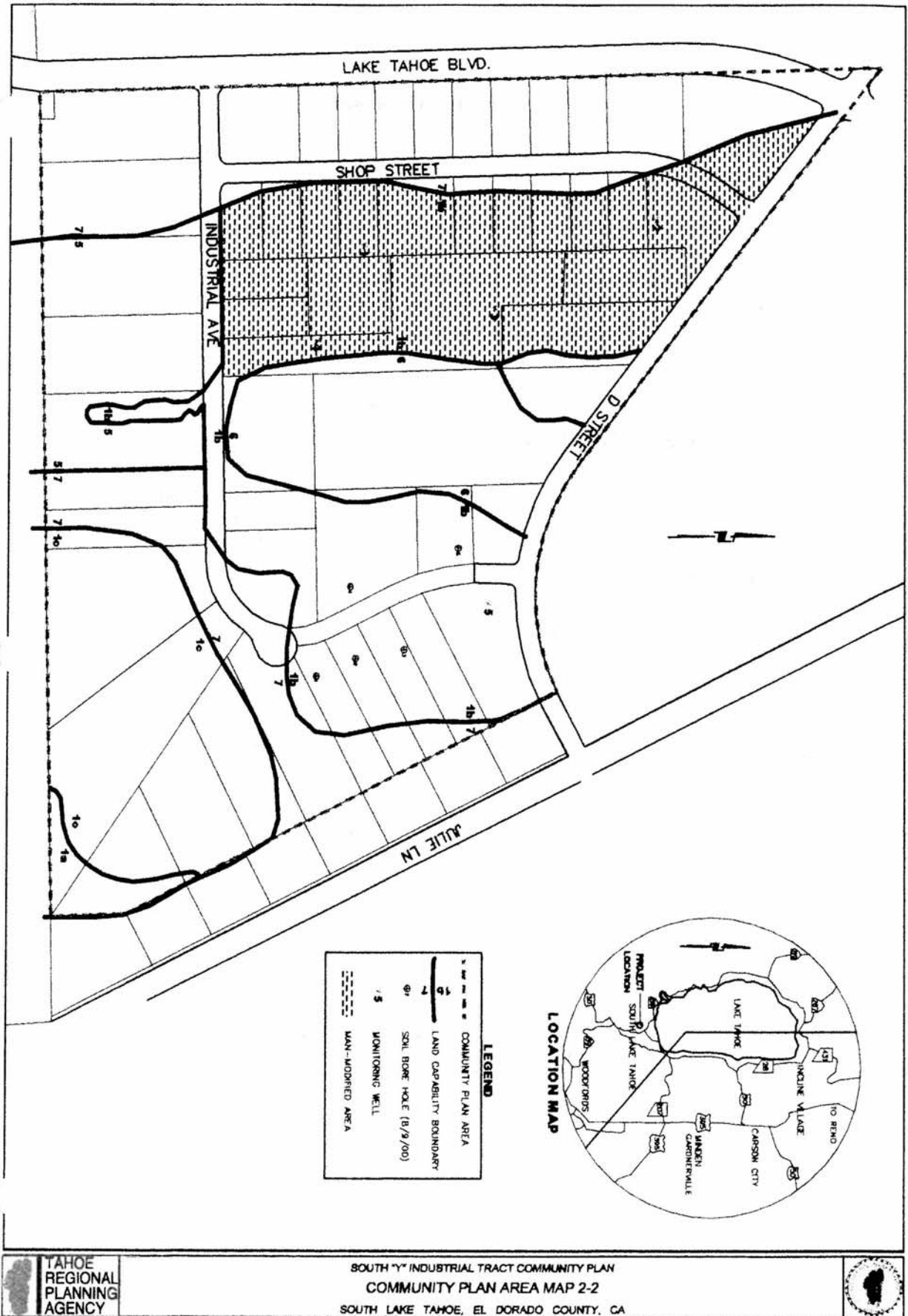


 **Community Plan Boundary**



**South Y Industrial Tract Community Plan  
Community Plan Area  
Map 2 - 1**





## 2.3 GOALS, OBJECTIVES AND POLICIES:

In addition to the goals of the City's General Plan and the TRPA Compact and Regional Plan, the following goals, related specific objectives and special policies are adopted for the Industrial Tract Community Plan. The objectives are also implemented in the Community Plan elements by specific and enforceable policies.

### **(1) INDUSTRIAL DEVELOPMENT GOAL:**

**Provide a concentrated area for industrial uses within South Lake Tahoe that includes appropriate infrastructure to support existing and new uses. Ensure that new, remodeled, and rehabilitated developments are designed and implemented in a way that is compatible with neighboring uses.**

#### **Objective 1:**

*Encourage concentration of industrial uses on the South Shore while being a good neighbor to nearby residential uses.*

**Policy A:** Create a working district where industrial uses can dominate. Retain and, where possible, enhance existing buffers (streets, fences, open space) between the district and residential areas. Provide screening for views of industrial uses from residential uses and Lake Tahoe Boulevard.

**Policy B:** Use native, drought resistant landscaping within the Community Plan area. Ensure that landscaped areas and open space are protected from encroachment of industrial uses, snow removal and storage, parking, and other uses that could create soft coverage. Require the installation of bollards, fences, boulders, or other barriers during design review of new construction, major remodel, and addition projects.

**Policy C:** Review projects for conformance with the Citywide Standards and Guidelines, (Chapter 5 of the City Code). All new construction, major remodels, and building additions shall submit a technically adequate, project-specific parking analysis as part of the project application, consistent with the Citywide Standards and Guidelines..

The project-specific parking analysis shall be consistent with the requirements found in the Citywide Standards and Guidelines. In some cases, the analysis may describe parking needs in nontraditional ways, such as larger parking spaces to support the semi trucks that patronize a certain business or other outside equipment or other storage needs that might use the parking area. Modification to the parking demand ratios shall be consistent with Section 3.B of the Citywide Standards and Guidelines, Parking, Driveway Loading Space Standards, (Section 5-46.B of the City Code).

Should the project-specific parking analysis result in a parking demand ratio less than those prescribed by the Citywide Standards and Guidelines, approval of the reduced parking ratios would require obtaining a City of South Lake Tahoe use permit. In approving a project where a reduction to the parking demand ratios is proposed, require the applicant's site plan to include a parking and snow storage design that meets the parking ratios, indicating which of these parking spaces will not initially be constructed, as part of the project approval. The approved project design shall ensure that enough land coverage (including the potential for transferred land coverage) is available on-site in the event that the additional designed parking is needed in the future.

At the City's option, the City of South Lake Tahoe may condition the project that, if City staff determines the site to be underparked at any time in the future, the second phase of the parking be installed. Provide the property owner with three warning letters, no closer than two weeks apart, if City staff determines a parking problem exists in order to provide an opportunity to improve the parking situation. If the parking situation is not resolved or a schedule to resolve the parking situation has not been agreed to, schedule a hearing before the Zoning Administrator to consider the situation and to take action regarding whether to require implementation of the permit condition to implement the full parking plan.

**Policy D:** For properties *located along D Street only*, the following requirements for screening shall apply:

(1) New construction, major remodels, and any building addition, as well as any new open storage, shall screen the nearby residential areas and Lake Tahoe Boulevard from view, noise, and dust, (if the environmental documents for these developments indicate that the use will have adverse effects related to view, noise and dust, then they shall define the appropriate level of screening).

(2) For undeveloped properties, installation of a landscaped strip at least twenty feet wide shall be required, incorporating a sidewalk in the public right of way. This landscaped strip should consider incorporation of a vegetated berm, and shall include either a solid wood fence or masonry wall in order to accomplish this visual screening.

The heights and dimensions of the berm and fence/wall shall *effectively* screen the proposed industrial uses. These requirements shall be waived if land is classified as stream environment zone (when SEZ-appropriate landscaping shall be required) or if another environmental constraint should discourage or prohibit fill. The parking and building, if not visually part of the industrial use, need not be fully screened. For example, a 20-foot vegetated/bermed setback area may include trees and a fence to only partially buffer the building and parking area for a construction firm, and place a masonry wall behind these developments to fully screen the yard storing materials/heavy equipment from view, noise and dust.

**Policy E:** All parcels fronting Lake Tahoe Boulevard shall be required to screen all development, including the retrofit of existing developed properties (whether or not a new project or change in use is proposed) by October 15, 2010. Screening shall be accomplished by means of an eight-foot solid wood fence along the entire length of the property unless there is legal access to Lake Tahoe Blvd., consistent with *Appendix E* of this community plan.

**Policy F:** Within the twenty-foot front yard setback within this Community Plan area only, fence standards shall provide for up to five-foot fences.

This standard is included to provide additional security and screening of industrial uses and it may occur between 10-20 feet from the street fronting property line. The land area between the front property line and the fence shall be landscaped with native vegetation, including shrubs and trees planted outside of the "clear zone," and shall provide physical barriers to prevent parking in landscaped/open space areas. The fence shall otherwise

conform to the construction standards required by the Citywide Standards and Guidelines (Chapter 5 of the City Code).

The landscape plan shall be reviewed and approved by the City Planning Division. In addition, a “hold harmless agreement” with the City is required, and the property’s street address shall be posted on the fence.

**Policy G:** Installation and/or placement of industrial-style storage containers for on-site storage shall apply for and obtain all necessary permits. When used in association with commercial buildings and uses, these containers shall have commercial floor area. Storage containers shall be placed only on TRPA-verified existing land coverage or create new land coverage after permitting consistent with the land coverage constraints of the property. Installation of containers in existing parking lots shall not reduce the amount of parking spaces available below that which is required to support the uses on the property (as evidenced either by the project approval or Citywide Standards and Guidelines parking ratios for the use mix). No storage containers shall encroach into a setback area. Any storage container visible from D Street or Lake Tahoe Boulevard shall comply with design review requirements related to prefabricated or factory built buildings or structures. Other containers need not comply with the Citywide Standards and Guidelines. Installation of a container is considered an “addition” as related to the other requirements of this Community Plan (such as installation of Best Management Practices, etc.)

## **(2) PREFERRED INDUSTRIAL AREA GOAL:**

**The Industrial Tract is the priority area for relocating nonconforming industrial uses from elsewhere in the South Lake Tahoe vicinity through designation of the Industrial Tract as a Preferred Industrial Area.**

### **OBJECTIVE 1:**

*Concentrate industrial development to create a unique area within the city where industrial uses dominate and where BMPs are in place area-wide to support such uses.*

**Policy A:** Pursuant to Chapter 33 of the TRPA Code, commercial floor area allocated or transferred to a project within this Preferred Industrial Area shall be doubled. Transfers of commercial floor area out of the preferred industrial area shall be reduced by 50% unless the floor area was acquired through a TRPA-approved transfer on a 1:1 ratio. Any transfers and relocations of commercial floor area within the preferred industrial area shall be at a 1:1 ratio.

**Policy B:** The City shall recommend the distribution of the 5,000 square feet of 1987 – 96 commercial floor area that is available to eligible projects within the Industrial Tract Community Plan Area. Commercial floor area shall be issued by TRPA upon project approval pursuant to Chapter 33 of the TRPA Code; however, TRPA shall only consider for approval those projects with an allocation, recommended by the City. After the City has made the recommendation, the CFA shall be permitted within two years, after which time the CFA returns to the pool. The City shall recommend distribution of CFA to eligible projects on a “first come, first served” basis. Note: The allocation is only available for added CFA; substitution of the allocation of floor area for existing CFA (such that the existing CFA is banked for transfer) is not allowed.

**Policy C:** The allocation of CFA shall be made available in increments of up to 1,000 square feet per receiving parcel that are three acres or less in size. If the parcel is larger than three acres in size, the allocation shall be made available in increments of up to 2,000 square feet per receiving parcel. If the project relocates a use consistent with Goal 2, Objective 3 of this Community Plan, up to an additional 250 square feet of commercial floor area shall be allocated. The 250 square feet shall then be doubled, consistent with the tract's Preferred Industrial Area designation.

To be eligible for receiving a portion of this commercial floor area allocation, besides the proposed use being permissible, the project and associated mitigation shall contribute to the achievement of Community Plan Goals and Objectives as follows:

- (1) Developed Parcels: The parcel proposed for development shall:
  - (a) have the land coverage to support the proposed development (including transferred land coverage);
  - (b) complete installation of Best Management Practices for entire parcel consistent with Policy F of this objective;
  - (c) meet Citywide parking/snow storage requirements on the permitted parcel for all uses;
  - (d) provide for and protect landscaped areas;
  - (e) retrofit all signs to be in compliance with Citywide Standards and Guidelines (City Code Chapter 25); and, if applicable, and
  - (f) provide screening consistent with the policies found in Goal 1, Objective 1, Policy D or E.

Not all existing developed parcels will meet the criteria to be eligible for the use of the Policies relating to the Preferred Industrial Area goal. If the parcel meets the above requirements, then CFA is available for a \$15.00 per square foot contribution to a fund for the following Community Plan benefiting improvements:

- 1) sidewalk improvements along both sides of D Street (Julie Lane to Lake Tahoe Boulevard), typically five feet in width on the Community Plan side of D Street and typically four feet in width on the Tahoe Verde side of D Street with provisions to protect most mature native trees); and
- 2) monitoring/maintenance of the Industrial Tract SEZ Restoration Project.

For properties adjacent to D Street, in lieu of contributing to the fund, the dollar value of the improvements can be constructed as part of the permitted project.

- (2) Undeveloped Parcels: Either the dollar value of the sidewalk improvements shall be constructed as part of any project adjacent to D Street, or the dollar amount contributed to a City fund that shall ultimately construct the sidewalk improvements and conduct the monitoring or maintenance activities. All projects shall meet current development standards and which contribute \$15.00 per square foot of allocated CFA to a fund for the following Community Plan-benefiting improvements:

- 1) sidewalk improvements along both sides of D Street (Julie Lane to Lake Tahoe Boulevard); and
- 2) monitoring/maintenance of the Industrial Tract Stream Environment Zone Restoration Project.

**Policy D:** The City of South Lake Tahoe shall support Sierra-Tahoe Ready Mix in obtaining “Special Project” status for all needed commercial floor area pursuant to Chapter 33 of the TRPA Code of Ordinances. This support shall be contingent on the plant relocating to the Industrial Tract. Relocating the cement plant will implement Environmental Improvement Project #540, *Sierra-Tahoe Ready Mix Plant Relocation Project*.

**Policy E:** The City of South Lake Tahoe shall maintain the area-wide best management practices in place on public right-of-ways and the *Industrial Tract Stream Environment Zone Restoration Project* in order to preserve the Community Plan’s Preferred Industrial Area designation.



## SUMMARY TABLE

### CFA ALLOCATION - 5,000 Square Feet

- ✓The City shall recommend allocations on a “first come, first served” basis
- ✓Projects requiring the man-modified amendment shall have the man-modified determination completed prior to applying for CFA
- ✓CFA shall be doubled due to Preferred Industrial Area designation
- ✓CFA allocation is only available for additional commercial floor area; substitution of the allocation of commercial floor area for existing floor area is not allowed.

|   |   |   |
|---|---|---|
| Projects on parcels <3 acres                            | May apply for up to <b>1,000 SF</b> bonus CFA<br><i>PER PARCEL/<br/>PROJECT</i>       | developed parcel or undeveloped parcel; developed parcels shall have land coverage/parking to support the additional development  |
| Projects on parcels 3+ acres                            | May apply for up to <b>2,000 SF</b> bonus CFA<br><i>PER PARCEL/<br/>PROJECT</i>       | developed parcel or undeveloped parcel; developed parcels shall have land coverage/parking to support the additional development  |
| If relocating use consistent with Goal 2, Objective 3   | May apply for up to an additional <b>250 SF</b> CFA<br><i>PER PARCEL/<br/>PROJECT</i> | <u><i>Developed Parcels:</i></u><br>*shall have the land coverage to support the proposed development;<br>*shall complete installation of BMPs for entire parcel;<br>*shall meet Citywide Standards and Guidelines for parking requirements outside of the street right-of-way for all uses;<br>*shall provide for and protect landscaped areas;<br>*shall retrofit all signs to be in compliance with the Citywide Standards and Guidelines;<br>*if applicable, shall provide screening consistent with the policies found in Goal 1, Objective 1 of this CP |
| If relocating a use consistent with Goal 2, Objective 3 | May apply for up to an additional <b>250 SF</b> CFA<br><i>PER PARCEL/<br/>PROJECT</i> | <u><i>Undeveloped Parcels:</i></u><br>*new projects (which will meet current development standards)<br>*new projects that contribute \$15.00 per square foot to listed Community Plan-benefiting improvements described in Goal 2, Objective 1, Policy B (2).   |

NOTE: This is a summary table of Goal 2, Objective 1, Policy B. If there is a conflict in the language, the Policy B language shall apply.

**Policy F:** Requirements for installation of Best Management Practices (BMPs) for individual private, commercial parcels are addressed by the TRPA's BMP retrofit program. The entire Community Plan area is located within BMP Priority Area #2, which requires implementation of best management practices on all existing developed properties by 2006.

As part of any major remodel or addition project (TRPA permit) for existing developed properties prior to 2006, retrofit of the parcel with best management practices shall be required at the time of permit acknowledgement.

**Policy G:** Owners of properties that gravity drain to the *Industrial Tract Stream Environment Zone Restoration Project* may choose to discharge their run-off to the restoration project for complete treatment under certain circumstances. Under this option, their run-off would be treated offsite rather than infiltrated on site as is typically required by regional regulations. City-owned properties may participate in the program automatically. The steps listed below shall determine whether the City will accept their runoff for treatment:

1. The property owner would contact the City of South Lake Tahoe Public Works Department and submit a plan for water quality testing of their runoff (what, where, how, initial testing, long-term testing). The cost of testing will vary and will be borne solely by the property owner. City staff would determine whether the water quality of the runoff is acceptable for contribution to the restoration project.
2. If the City agrees to accept the water to the project for treatment, the property owner shall:
  - (A) install an on-site sand/oil separator (oil/water separator), and any other initial treatment required by the City as indicated by sample results, for the parcel to provide for initial water quality treatment; and
  - (B) work with TRPA and/or Lahontan to ensure that the agencies concur that BMPs will be certified as complete in the agency data bases; and
  - (C) propose a spill prevention control and countermeasure plan that meets the approval of the City Public Works Department, Lahontan, and El Dorado County Environmental Management in order to prevent the potential discharge of petroleum products (and other industry chemicals) into the storm drain system in violation of Chapter 5.2 of the *Water Quality Control Plan for the Lahontan Region* (Basin Plan).
3. The property owner shall agree to deed restrict the property (with the City as a party to the restriction), to provide for long-term water quality monitoring and cleaning out of the sand/oil separator when required for appropriate function. In addition, the property owner shall pay an annual fee to the City to cover the cost of a yearly inspection of the initial treatment mechanism, clean out when required, and long-term monitoring as agreed to in the monitoring plan (described in item 1, above). Fee shall be paid one year in advance and the City shall deduct only the actual costs from the account. If it is found that the initial treatment device is not functioning, the City shall inform the property owner and allow one week for it to be cleaned out. If this cleanout does not occur, the City shall have it cleaned and the property owner shall pay a fee of double the market rate for the cleaning. If not paid, the fee shall be collected through a collection agency.

**Policy H:** Chapter 20 of the TRPA Code of Ordinances provides standards regarding transferred land coverage. Through adoption of this Community Plan, properties within the Industrial Tract are eligible for a land coverage incentive that was not previously available.

For commercial facilities within any Community Plan area, for parcels upon which there is no development legally existing as of July 1987, maximum land coverage is **70%** of the project area, which area is located within land capability districts 4-7. For parcels upon which there legally exists development as of July 1987, the maximum land coverage is **50%** of the project area, which is located within land capability districts 4-7.

Any transferred land coverage shall be obtained by the property owner pursuant to the transferred land coverage ratios found in Chapter 20 of the TRPA Code. All transfers of land coverage shall be from within the Upper Truckee Hydrologic Area.

**OBJECTIVE 2:**

*Provide a determination of man-modified eligibility for affected parcels within the Industrial Tract.*

**Policy A:** The following properties (APNs) have been determined to qualify for a man-modified amendment pursuant to Chapter 20 of the TRPA Code:  
32-312-01; 32-313-03, 14, 15, 16, 17, 20, 21, 22, 23, 27, 28, 32, 35, 38, 42, 43.

The TRPA Regional Plan and the Lahontan Basin Plan require amendments before any change could be effected.

With the adoption of this Community Plan, the land capability districts have been amended to reflect the man-modified areas (refer to map 2 – 2). Properties within the man-modified area shall take the following action, and/or meet the following criteria prior to applying for the appropriate development permits.

- 1) If the project proponent meets the criteria found in Goal 2, Objective 3, Policy C (the following section), they shall qualify for the Man-modified mitigation offset incentive provided by the City of South Lake Tahoe.
- 2) If the project proponent does not meet the criteria found in Goal 2, Objective 3, Policy C (the following section), they shall provide the required amount of SEZ offsite restoration. Mitigation to offset the losses caused by modification of the land and pertinent land capability district, shall be as follows:
  - a. Onsite and offsite mitigation; and
  - b. Pursuant to a maintenance program, including schedule of maintenance, proposed by the owner and approved by TRPA; and
  - c. Collection of a security, if deemed necessary by TRPA, to guarantee mitigation.

It should be noted that the requirements for individuals not meeting the City's man-modified offset incentive criteria, are the same as the requirements placed upon the City to establish their pool of SEZ restoration credit. The City, so individuals can take advantage of the incentive, has addressed those requirements.

**OBJECTIVE 3:**

*Provide incentives to encourage relocation of commercial/ industrial uses that would benefit the community through their relocation to the Industrial Tract.*

**Policy A:** Encourage the relocation to the Industrial Tract of private businesses that meet one of the following indicators of incompatibility with land uses within its El Dorado County vicinity. The following indicators shall be used to determine incompatibility:

1. *The use to be relocated is located on a property that contains at least 50% verified stream environment zone, either functioning or land that could be restored as stream environment zone, or;*
2. *The use to be relocated is visible from a scenic highway corridor, or;*
3. *The use is a nonconforming use in another Community Plan Area or Plan Area Statement.*

A list of private businesses within the City of South Lake Tahoe that have been determined eligible for this incentive is found in *Appendix D* of this Community Plan. If requested, the City of South Lake Tahoe would evaluate other businesses proposed for relocation using Community Plan incentives based upon the above criteria.

**Policy B<sup>§</sup>:** Special incentives, as described in Policy C below, shall be made available to encourage the location to the Industrial Tract of industrial-type public service uses that are identified in *Chapter 6, Public Services Element* of this Community Plan or for commercial uses that primarily engage in the sale of alternative fuels.

**Policy C:** Special incentives shall be made available to certain relocated uses. The restoration credit incentive shall only apply when the specific circumstances described below are in place.

An incompatible land use that is relocated to a parcel within the Community Plan Area that is determined to be man-modified (see Goal 2, Objective 3, Policy A), shall need stream environment zone restoration credit offset. The restoration offset shall be provided to the property owner, by the City of South Lake Tahoe, under the conditions listed below. If the conditions below cannot be met, it shall be the responsibility of the project proponent to provide the necessary SEZ restoration offset.

The following criteria shall be met in order for a property to receive the man-modified mitigation offset incentive provided by the City:

1. There shall be an interested property owner within the Industrial Tract. That owner shall team with an existing business within El Dorado County that would be better located in the preferred industrial area; and
2. The use to be located in the Industrial Tract shall be permissible within the Industrial Tract Community Plan; and

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<sup>§</sup> Amended 03/23/2008 via TRPA Ordinance 2008-02

3. The existing use to be relocated shall be legally existing; and
4. The existing use to be relocated shall meet one of the criteria below:

*A. If the use to be relocated is located on a property that contains at least 50% verified stream environment zone, unless otherwise targeted by a public agency for acquisition, either functioning or land that could be restored as stream environment zone, then, within one year following physical relocation of the industrial use, all applicable permits shall be obtained for the restoration of the stream environment zone portion of the property and its permanent protection from encroachment from development. Should restoration not occur, a lien shall be placed on the property for double the full market value of the CFA or stream environment zone restoration offset, whichever was used; or*

*B. If the use to be relocated is located within or visible from a scenic highway corridor, then, within one year following the physical relocation of the industrial use, improvements shall be removed and the site restored to natural conditions. Alternatively, the permittee shall demonstrate diligent pursuit (in the opinion of the Planning Division of City of South Lake Tahoe) to place a new use on the site that conforms to all current regulations, including design standards and parking ratios; or*

*C. If the use is a nonconforming use in another Community Plan Area or Plan Area Statement, then, within one year following the relocation of the industrial use, improvements shall be removed and the site restored to natural conditions. Alternatively, the permittee shall demonstrate diligent pursuit (in the opinion of the Planning Division of the City of South Lake Tahoe) on placing a new use on the site that conforms to all current regulations, including design standards and parking ratios.*

None of the following nonconforming elements of the old use shall be considered “grandfathered:” type of use, structure, and access drives, setbacks, parking, or signs. Legally existing land overcoverage may be banked for transfer or used on site as part of updated development plans.

The City of South Lake Tahoe, in cooperation with the California Tahoe Conservancy, has up to **5.46 acres** of potential restoration credit (subject to successful hydrologic conversion to SEZ) to make available under this incentive. This restoration credit is the result of implementation of the Industrial Tract Stream Environment Zone Restoration project that was implemented in fall of 2001.

**Policy D:** For projects relocating permissible uses under the terms described under Objective 3, the **City of South Lake Tahoe** will expedite the review and approval process. In addition, financial incentives may be offered on a case-by-case basis after financial impacts to the City are assessed against project benefits to the community in order to reduce the initial cost of project processing and to free up funds to pay for the development of new improvements. NOTE: Project proponents are still required to obtain all other necessary permits, including from TRPA.

The following incentives are offered by the City of South Lake Tahoe only.

Project Facilitator. A city planner will be assigned to projects qualifying for incentives to serve as the applicant's primary contact person. This staff member will serve as liaison with other permitting agencies and will facilitate the review and permitting process; and

Reduced Fees. Eligible projects proposed that would qualify for this incentive would be entitled to request that their project be eligible to receive a 50% reduction in City planning, environmental processing, and building permit fees. In addition, they can request that their business license fees be waived for the first two years in the new location. The request must be made to their project facilitator, who would work with City staff to determine whether fees should be waived after considering the financial impacts to the City against the project's benefits to the community; and

Fee Deferral. A three-year payment schedule for City fees may be agreed upon when requested by a project proponent eligible for incentives. Fees could be deferred subject to recordation of a lien to ensure that all fees would be paid within three years or prior to sale or transfer of the property or business, whichever comes first.

**OBJECTIVE 4:**

*Ensure consistency of temporary activities occurring within the Industrial Tract Community Plan with the Preferred Industrial Area designation of the area.*

**Policy A:** No recreation, residential, or tourist accommodation, temporary activities, exempt or nonexempt, shall be conducted within the Industrial Tract Community Plan area. No commercial or public service temporary activities shall be conducted within the Community Plan area if it would fall into a use category that is prohibited within the Community Plan's use matrix. Only temporary events, activities, and uses that are accessory to uses permissible in this community plan shall be allowed. NOTE: Auctions associated with storage facilities are considered accessory to the storage use and are not considered temporary activities. Conversely, bringing materials to the area expressly for sale at an auction not associated with a permissible primary use shall not be allowed.

**2.4 LAND USE PROVISIONS:**

**PERMISSIBLE USES:** Pursuant to the TRPA Code of Ordinances, Chapters 4 and 7 (Temporary Activities) and Chapter 18 (Permissible Uses), the primary uses listed in the following USE MATRIX shall be permitted within the Community Plan Area. The list indicates if the use is allowed (A), or whether it shall be considered under the provisions for a special use (S). Legally 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.

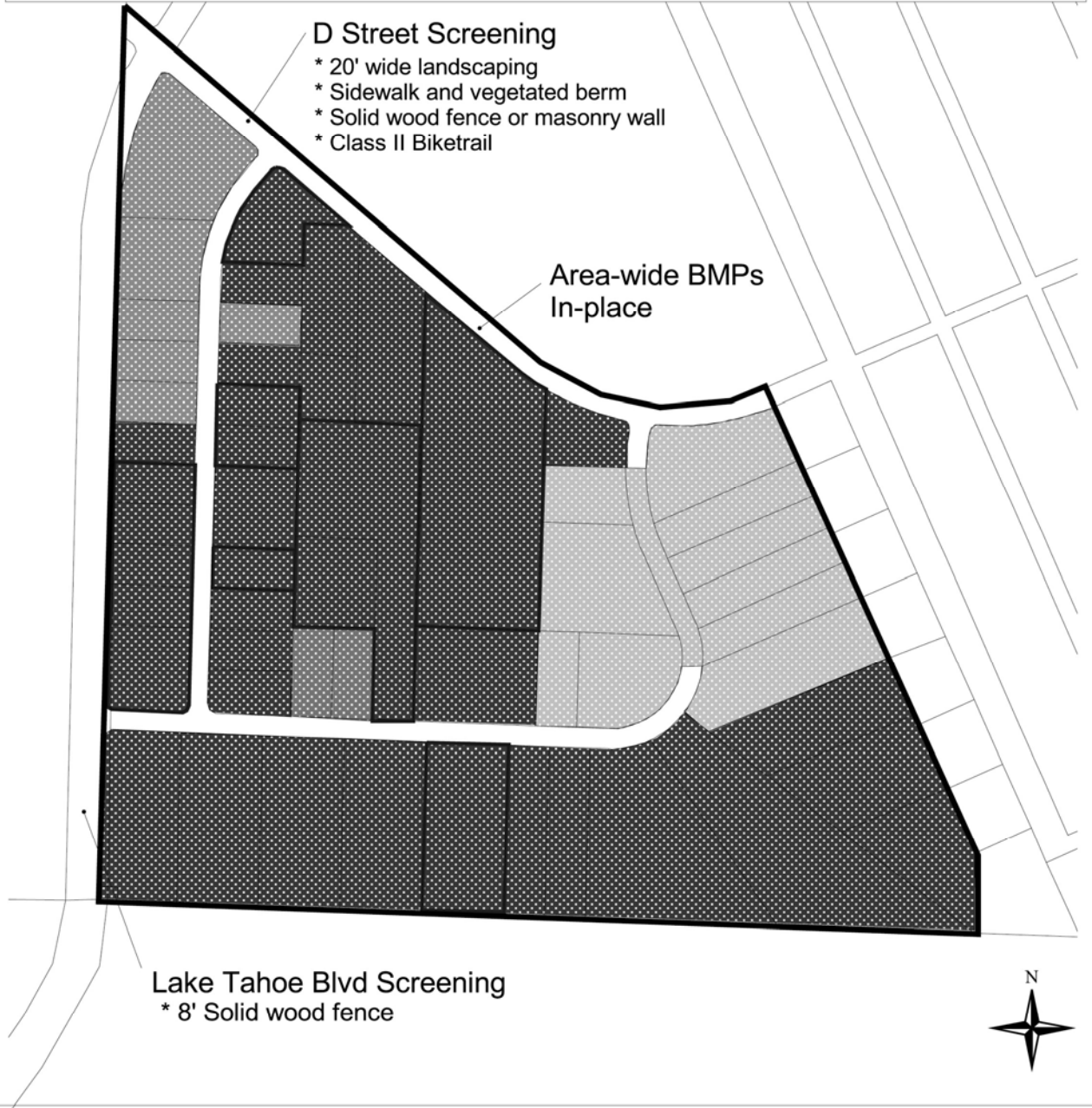
The definition of terms used in the section on Permissible Uses is found in the TRPA Code of Ordinances in Chapter 18. Other useful definitions are found in Chapter 2.

The list of permissible uses is modified from that which was included in Plan Area Statement #113 to exclude uses that could be inconsistent with industrial activities. *Appendix B* includes a matrix that describes the changes in permissible uses between PAS 113 and the Community Plan. *Appendix C* provides a narrative that describes the rationale behind such changes.

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**USE MATRIX:** The following matrix identifies permissible area uses within the Community Plan

- |   |                                      |   |                             |
|---|--------------------------------------|---|-----------------------------|
|  | <b>Community Plan Area</b>           |  | <b>Privately Owned Land</b> |
|  | <b>Undeveloped Property (3/2003)</b> |  | <b>CTC-owned Open Space</b> |
|  | <b>SEZ Restoration Area</b>          |  | <b>CSLT Public Service</b>  |



**South Y Industrial Tract Community Plan**  
**Land Use Concept Plan**  
 Map 2 - 3

## Permissible Uses Matrix

| LIST OF USES  | Industrial CP   |
|---|-----------------|
| <b>I. RESIDENTIAL USES</b>  |                 |
| • Domestic animal raising   | No ***          |
| • Nursing and personal care   | No              |
| • Employee Housing  | No              |
| • Residential care  | No              |
| • Mobile home dwelling  | No              |
| • Single family dwelling  | No              |
| • Multiple family dwelling  | No              |
| • Summer home   | No              |
| • Multi-person dwelling   | No              |
| <b>II. TOURIST ACCOMMODATION</b>  |                 |
| • Bed and breakfast facilities  | No              |
| • Time sharing (hotel/motel design)   | No              |
| • Hotel, motel, and other transient dwelling units  | No              |
| • Time sharing (residential design)   | No              |
| <b>III. COMMERCIAL</b>  |                 |
| <b>A. RETAIL</b>  |                 |
| • Auto, mobile home and vehicle dealers   | Allowed         |
| • General merchandise stores  | No              |
| • Mail order and vending  | Allowed         |
| • Building materials and hardware   | Allowed         |
| • Nursery   | Allowed         |
| • Outdoor retail sales  | No              |
| • Eating and drinking places  | No              |
| • Service stations  | Special Use *** |
| • Food and beverage retail sales  | No              |
| • Furniture, home furnishings and equipment* <i>footnote</i> *This use category only applies if the “furniture, home furnishings and equipment” are manufactured or (re)finished on site. Other types of retail sales that fit this permissible use category are not permitted within this Community Plan area. | Special Use     |
| <b>B. ENTERTAINMENT</b>   |                 |
| • Amusements and recreation services  | No              |
| • Outdoor amusements  | No              |
| • Privately owned assembly and entertainment  | No              |

\*\*\* Indicates that this use category is identified by Section 83.2.B of the TRPA Code as a “possible contaminating activity,” triggering special requirements pursuant to Chapter 83 if located within a Source Water Protection Zone.



|   |                              |
|---|------------------------------|
| C. SERVICES   |                              |
| • Animal husbandry services   | No                           |
| • Personal services*<br>• <i>footnote</i> * After a use permit is issued or special use findings are made, change in use from one type of personal service to another must go through the special use process for a determination of the appropriate of the new use.  | Special Use                  |
| • Auto repair and service   | Allowed ***                  |
| • Professional offices*<br><i>footnote</i> *Only professional offices related to industrial uses can be considered. The type of office proposed must be consistent with the area's industrial focus and the special use permit will condition the specific type of office for the structure. This type of office cannot change without reinitiating the special use permit process. | Special Use                  |
| • Broadcasting studios  | No                           |
| • Repair services   | Allowed ***                  |
| • Business support services   | Allowed                      |
| • Sales lots  | Special Use                  |
| • Contract construction services  | Allowed                      |
| • Schools – business and vocational<br><i>footnote</i> *Only schools related to industrial-type uses can be considered (e.g., truck driving schools, etc.).   | Special                      |
| • Financial services  | Special Use                  |
| • Secondary storage   | Allowed                      |
| • Health care services  | No                           |
| • Laundries and dry cleaning plant  | Allowed ***                  |
| D. LIGHT INDUSTRIAL   |                              |
| • Batch plants  | Special Use ***              |
| • Printing and Publishing   | Allowed                      |
| • Food and Kindred products   | Allowed                      |
| • Recycling and scrap   | Special Use                  |
| • Fuel and ice dealers  | Special Use <sup>§</sup> *** |
| • Small scale manufacturing   | Allowed                      |
| • Industrial services   | Allowed                      |

\*\*\* Indicates that this use category is identified by Section 83.2.B of the TRPA Code as a “*possible contaminating activity*,” triggering special requirements pursuant to Chapter 83 if located within a Source Water Protection Zone.

<sup>§</sup> Amended 03/23/2008 via TRPA Ordinance 2008-02

|   |             |
|---|-------------|
| E. WHOLESALE/STORAGE  |             |
| • Storage yards   | Allowed *** |
| • Warehousing   | Allowed     |
| • Vehicle and freight terminals   | Allowed     |
| • Wholesale and distribution  | Allowed     |
| • Vehicle storage and parking   | Allowed *** |
|   |             |
| <b>IV. PUBLIC SERVICE</b>   |             |
| A. GENERAL  |             |
| • Airfields, landing strips and heliports   | No ***      |
| • Local public health and safety facilities   | Allowed *** |
| • Membership organizations  | No          |
| • Cemeteries  | No          |
| • Power generating  | No          |
| • Churches  | No          |
| • Collections station   | Allowed *** |
| • Cultural Facilities   | No          |
| • Public utility centers  | Allowed *** |
| • Publicly owned assembly and entertainment   | No          |
| • Day care centers/pre-schools  | No          |
| • Regional public health and safety facilities  | Allowed     |
| • Government offices*<br><i>footnote *Only government offices related to industrial-type uses can be considered (e.g., public works, etc.). The type of office proposed must be consistent with the area's industrial focus and the special use permit will condition the specific type of office for the structure. This type of office cannot change without reinitiating the special use permit process.</i> | Special Use |
| • Hospitals   | No ***      |
| • Schools – college   | No ***      |
| • Local assembly and entertainment  | No          |
| • Schools – K through secondary   | No ***      |
| • Local post office   | Special Use |
| • Social service organizations  | No          |
| • Threshold related research facilities   | No          |
|   |             |
| B. LINEAR PUBLIC FACILITIES   |             |
| • Pipelines and power transmission  | Allowed     |
| • Transportation routes   | Special Use |
| • Transit stations and terminals  | Allowed     |
| • Transmission and receiving facilities   | Allowed     |
|   |             |

\*\*\* Indicates that this use category is identified by Section 83.2.B of the TRPA Code as a “*possible contaminating activity*,” triggering special requirements pursuant to Chapter 83 if located within a Source Water Protection Zone.

|  |             |
|--|-------------|
| <b>V. RECREATION</b>   |             |
| • Beach recreation   | No ***      |
| • Outdoor recreation concessions   | No          |
| • Boat launching facilities  | No ***      |
| • Participant sports facilities  | No          |
| • Cross country ski courses  | No          |
| • Recreation centers   | No          |
| • Day use areas*<br><i>footnote *Neighborhood-serving day use areas buffered from industrial uses may be considered.</i> | Special Use |
| • Recreation vehicle parks   | No ***      |
| • Developed campgrounds  | No ***      |
| • Riding and hiking trails   | Special Use |
| • Downhill ski facilities  | No          |
| • Rural sports   | No ***      |
| • Golf courses   | No ***      |
| • Snowmobile courses   | No          |
| • Group facilities   | No          |
| • Sports assembly  | No          |
| • Marinas  | No ***      |
| • Undeveloped campgrounds  | No          |
| • Off-road vehicle courses   | No          |
| • Visitor information centers  | No          |
| <b>VI. RESOURCE MANAGEMENT</b>   |             |
| <b>A. TIMBER MANAGEMENT</b>  |             |
| • Reforestation  | Allowed     |
| • Special cut  | Allowed     |
| • Regeneration harvest   | No          |
| • Thinning   | Allowed     |
| • Sanitation salvage cut   | Allowed     |
| • Timber stand improvement   | Allowed     |
| • Selection cut  | No          |
| • Tree farms   | Allowed     |
|  |             |
| <b>B. WILDLIFE AND FISHES</b>  |             |
| • Early successional vegetation management   | Allowed     |
| • Structural fish habitat management   | Allowed     |
| • Nonstructural fish habitat management  | Allowed     |
| • Structural wildlife habitat management   | Allowed     |
| • Nonstructural wildlife habitat management  | Allowed     |
|  |             |
|  |             |

\*\*\* Indicates that this use category is identified by Section 83.2.B of the TRPA Code as a “*possible contaminating activity*,” triggering special requirements pursuant to Chapter 83 if located within a Source Water Protection Zone.

|                                       |             |
|---------------------------------------|-------------|
| <b>C. RANGE</b>                       |             |
| • Farm/ranch accessory structures     | No          |
| • Range pasture management            | No          |
| • Grazing                             | No          |
| • Range improvement                   | No          |
| <b>D. OPEN SPACE</b>                  |             |
| Allowed in all areas of the region.   |             |
| <b>E. VEGETATION PROTECTION</b>       |             |
| • Fire detection and suppression      | Allowed     |
| • Prescribed fire/burning management  | Allowed     |
| • Fuels treatment management          | Allowed     |
| • Sensitive plant management          | Allowed     |
| • Insect and disease suppression      | Allowed     |
| • Uncommon plant community management | Allowed     |
| <b>F. WATERSHED IMPROVEMENTS</b>      |             |
| • Erosion control                     | Allowed     |
| • SEZ restoration                     | Allowed     |
| • Runoff control                      | Allowed *** |

\*\*\* Indicates that this use category is identified by Section 83.2.B of the TRPA Code as a “*possible contaminating activity*,” triggering special requirements pursuant to Chapter 83 if located within a Source Water Protection Zone.

**NOTE:** Only temporary events, activities, and uses that are accessory to uses permissible in this community plan shall be allowed. NOTE: Auctions associated with storage facilities are considered accessory to the storage use and are not considered temporary activities. Conversely, bringing materials to the area expressly for sale at an auction not associated with a permissible primary use shall not be allowed.

## Chapter III

# TRANSPORTATION ELEMENT

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This Transportation Element supplements the TRPA Regional Transportation Plan/Air Quality Plan and the Circulation Element of the City of South Lake Tahoe's General Plan. It lists specific objectives and policies applicable to the Industrial Tract Community Plan and describes the improvements recommended to implement the plan. The specific capital improvements and schedules are found in the Implementation Element.

### **3.1 EXISTING TRANSPORTATION SYSTEM**

**Roadways:** Three city streets serve the Industrial Tract Community Plan: D Street, Shop Street and Industrial Avenue. Of these three streets, the entire length of D Street is designated as a collector road and the rest are local streets. All streets have curb and gutter.

Primary access to the tract is from Lake Tahoe Boulevard, an arterial. A four-way stop, signalized intersection at Lake Tahoe Boulevard and D Street also serves the high school. Consequently, when school starts and ends, this intersection becomes congested with student traffic. Occasionally a Traffic Control Officer is used during these peak periods in order to be more responsive to short-term fluctuations in traffic. In general, traffic moves smoothly enough that a fully signalized intersection is not justified.

Industrial Boulevard connects to Lake Tahoe Boulevard with a "T" stop. The sight distance at this intersection is sometimes impeded due to storage/parking occurring on parcel 32-314-14.

Shop Street connects D Street with Industrial Avenue. Stop signs control traffic at either end of Shop Street.

D Street supports a high level of traffic, as recognized by its collector road/light commercial route designation. The weight limit on this street between Industrial Avenue and Highway 50/89 is 12,000 pounds. A traffic counter placed in the roadway for Tuesday/Wednesday June 13/14, 2001 recorded about 1,000 vehicle trips (counting both directions). Because this street connects Lake Tahoe Boulevard to Highways 50/89, large delivery vehicles serving the Industrial Tract sometimes use D Street to access Highway 50. While this use pattern increases the traffic through the neighborhood, it decreases trips through the South Y intersection.

**Transit Services:** Local fixed-route bus service serves the Industrial Tract at its A-Route bus stop located at the corner of Julie Lane and D Street. In addition, Bus Plus, the on-demand public transit alternative, also serves the area. These services are available to employees of the Industrial Tract.

**Parking Facilities:** Parking within the Industrial Tract is provided by each individual property. Not every property meets the parking requirements of the Citywide Standards and Guidelines (Chapter 5 of the City Code). There are no off-street community parking facilities within this area. Some undeveloped parcels are being used by motor vehicles for driving and parking, causing disturbance and compaction. In addition, some industrial uses in the area are "underparked," resulting in offsite parking and parking along the streets. The parking of commercial vehicles hinders snow removal and street sweeping along D Street.

Pedestrian and Bicycle Facilities: Pedestrians and bicyclists currently use the street right-of-ways or travel ways. There are no off-street pedestrian facilities or designated bikeways within the Industrial Tract.

### **3.2 TRANSPORTATION GOALS, OBJECTIVES AND POLICIES:**

The Circulation Element of the City's General Plan notes that the City's primary transportation-related goal is to reduce the dependency on the automobile and to give preference to public transportation in order to reduce congestion. This goal would support achievement of the environmental threshold that seeks a reduction in vehicle miles traveled in the Basin by 10%, as measured from the 1981 base year. Community Plan adoption helps to further one General Plan circulation objective by consolidating commercial areas (Goal 1, Objective 3).

The following transportation goal, related objectives and policies are adopted for the Industrial Tract Community Plan.

#### **(1) TRANSPORTATION GOAL:**

**Provide for the movement of commercial and private vehicles accessing the goods and services offered by the businesses of the Industrial Tract consistent with the classifications of the City street system.**

##### **Objective 1:**

Recognize the commercial/industrial nature of the Industrial Tract and continue City of South Lake Tahoe policies that provide deference within this zone to the type of businesses conducted.

**Policy A (CSLT Only):** Continue to provide the exception in the City Code found in Section 16-36B that allows parking of commercial vehicles or truck-trailer combinations the prescribed maximum gross weight limit to park on the paved shoulders of Industrial Avenue, Shop Street and that portion of D Street west of Julie Lane between the hours of 2:00 a.m. and 6:00 a.m.

**Policy B (CSLT Only):** That portion of D Street from its intersection with U.S. Highway 50/State Route 89 to its intersection with the stub of Industrial Avenue will continue to be classified by the City Code as a light commercial route pursuant to section 16-49 of the City Code.

**Policy C (CSLT Only):** That portion of D Street from its intersection with U.S. Highway 50/State Route 89 to its intersection with Lake Tahoe Boulevard will continue to be classified by the City General Plan as a collector route.

##### **Objective 2:**

Provide a safe and efficient transportation system for the users of the Industrial Tract, as well as area neighbors and others passing through.

**Policy A:** Consistent with the circulation element of the City's General Plan and TRPA's Transportation Element, the level of service on major roadways (i.e., arterial and collector routes) shall be Level of Service (LOS) D, and signalized intersections shall be LOS D. LOS "E" is acceptable during peak periods, not to exceed 4 hours per day.

**Policy B:** All projects shall analyze and mitigate their traffic impacts pursuant to Chapter 93 of the TRPA Code of Ordinances.

**Policy C:** Industrial traffic shall be oriented into the tract whenever possible, exiting the tract from Industrial Avenue, D Street, or Shop Street only, in that order of priority.

**Policy D:** The only private new ingress/egress point to D Street shall be from parcel (APN) 32-313-41, the only undeveloped parcel with a D Street address.

**Policy E:** New access points from D Street to public service parcels shall be considered on a case-by-case basis.

**Policy F:** No new ingress/egress points shall be added to Lake Tahoe Boulevard.

**Policy G:** Consider the addition of a new, shared access linear public facility or private roadway to provide access from Shop Street or Industrial Avenue as infill of development is proposed for parcels numbered (APN) 32-313-37, 38, and 41 if a traffic study demonstrates that such an access where such infill furthers City or Regional goals.

**Policy H:** New developments, major remodels, additions, or changes in use to special uses on D Street shall be required to install sidewalk improvements (5 feet in width on the south side, 4' in width on the north side) along both sides of D Street.

**Policy I:** The City of South Lake Tahoe shall construct a Class II bikeway along the length of D Street using California Tahoe Conservancy funding (EIP Project #751).

**Policy J:** Discourage reductions to the City's parking requirements when approving project applications, including changes in use.

**Objective 3:**

Support planned transportation improvements that either benefits the Industrial Tract or where the Industrial Tract is uniquely positioned to support needed community services.

**Policy A:** "Y" Intersection improvements, planned for implementation beginning 2003, will benefit Industrial Tract businesses by improving the intersection's level of service. Air quality mitigation fees from Industrial Tract projects should be directed towards the funding of those intersection improvements. If the 'Y' intersection improvements are built before air quality mitigation funds from the Industrial Tract are generated, the funding can appropriately be spent elsewhere in the City for another air quality improvement project.

**Policy B:** Support Regional Transportation Plan goals of developing an alternative fuels fleet of government, transit, and corporate vehicles.

**Policy C:** The City shall acquire a long-term snow storage solution for the snow from the street rights of way for the tract.

### 3.3 PROPOSED TRANSPORTATION IMPROVEMENTS

The following improvements are needed to implement the policies listed above. These listed improvements represent a refinement of the Action Element of the TRPA Regional Transportation Plan and the Capital Improvement program (CIP) of the City of South Lake Tahoe (Transportation Element). A further description of the transportation CIPs, including cost and scheduling and the improvements described below, may be found in the Implementation Element, Chapter 7.

**Transportation Routes: *Streets and Roadways*** – The projected level of development, based upon the undeveloped private parcels, is not anticipated to exceed LOS D traffic conditions. No capacity increasing capital improvements are necessary.

**Transit Services: *Transit Supporting Improvements*** – Encourage the development of a permanent compressed natural gas fueling facility in order to support an alternative fuels fleet of government, transit, and corporate vehicles within the Industrial Tract.

**Pedestrian and Bicycle Improvements** - Require sidewalk improvements along both sides of D Street to facilitate pedestrian traffic along the City's street to the high school intersection. Encourage the continuation of the D Street sidewalk along the high school access road for increased pedestrian access. This will be done on a project condition basis or by area-wide capital improvement projects. The City shall construct a Class II bikeway along the length of D Street (EIP Project #751). This project is scheduled for implementation in 2009 using California Tahoe Conservancy funding (\$20,000.00). Project may also be eligible for "Safe Routes to School" funding.

**Parking Improvements** – Public off-street parking facilities are not necessary within the plan area. All new development/redevelopment shall be required to provide off-street parking.

**Other Transportation Mitigation Measures** - The only new private ingress/egress point to D Street shall be from parcel (APN) 32-313-41, the only undeveloped parcel with a D Street address. Public service access may be considered if necessary. Prohibit new ingress/egress points along Lake Tahoe Boulevard. Consider the addition of a new linear public facility or private roadway to provide access from Shop Street or Industrial Avenue as infill of development is proposed for parcels numbered (APN) 32-313-37, 38, and 41 when such infill furthers City or Regional goals.

**Road Improvements: *US 50/Y Intersection Improvements*** – A combination of intersection improvements will provide Level of Service E at the main intersection to South Lake Tahoe. While not in the Community Plan area, it is the nearest major intersection serving the Industrial Tract.

**Transportation Management** – The state-mandated Congestion Management Program includes a requirement for a trip reduction ordinance. The South Shore Transportation Management Association (TNT/TMA) is a group of public agencies and private firms which have joined together to develop and implement programs and projects to reduce congestion and provide for the transportation needs of the residents, visitors, and employees in the Lake Tahoe area. The TMA is an active and important coalition that is successfully addressing regional transportation problems. Employers within this Community Plan area are encouraged to join this association.



## Chapter IV

# CONSERVATION ELEMENT

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This Conservation Element is a supplement to the Conservation Element of the TRPA Goals and Policies Plan and the Conservation, Open Space, and Noise elements of the City of South Lake Tahoe General Plan. This conservation chapter lists specific environmental objectives and policies that relate to the Industrial Tract Community Plan. Also included are the required environmental targets that the Community Plan must achieve. Strategies to achieve the targets such as area-wide drainage systems, neighborhood buffers, and revised land capability and stream zone analysis for this area are included.

### **4.1 CONSERVATION GOALS, OBJECTIVES, AND POLICIES:**

The following conservation goal, related specific objective and policies and environmental targets are adopted for the Industrial Tract Community Plan:

**(1) Conservation Goal: Concentrate industrial uses within the Industrial Tract while at the same time being harmonious with the human and natural environment.**

#### **Objective 1:**

**Meet the conservation goal by achieving the environmental threshold-related targets in the following categories: energy conservation, land coverage, noise, scenic, stream environment zone and water quality.**

**Policy A:** Eligible projects shall rely upon all of the incentives listed throughout the Community Plan.

**Policy B:** The implementation of Capitol Improvements, Incentive Programs, Community Plan Mitigation Programs, and Monitoring Programs shall be periodically reviewed by TRPA and the City of South Lake Tahoe and adjusted accordingly, including measures to increase their effectiveness.

### **4.2 ENVIRONMENTAL TARGETS:**

The environmental targets represent the opportunities for environmental improvement associated with the Industrial Tract Community Plan. Development incentives are linked to achievement of the environmental targets, as well as other Community Plan goals, objectives, and policies.

#### **Environmental Target #1: ENERGY CONSERVATION**

*“Encourage energy conservation; maximize energy efficiency and the utilization of renewable energy resources, keeping aesthetics in mind, in order to reduce dependence on nonrenewable resources for satisfying energy needs.”*

The City and other agencies have been expanding their fleet to include vehicles that operate using compressed natural gas (CNG), in support of the Regional Transportation Plan. A permanent facility is needed for innovative programs to have the possibility of flourishing in the future.

In addition many Basin agencies and individuals have been exploring the possibility of creative ways to reuse “waste” such as from forest management activities, pine needles, and aquatic weeds. Processing these materials closer to the source may increase the likelihood that such innovative solutions may become more economically viable.

### **Key Implementation Strategies:**

The *Permit Processing Incentive* found in Goal #2, Objective 3, Policy D of Chapter 2 shall also be applied to projects that further achievement of the energy conservation target.

### **Environmental Target #2: LAND COVERAGE**

*“Maximize land coverage restoration opportunities on undeveloped public lands within the Industrial Tract to benefit stream environment zone function. Assess opportunities to mitigate excess land coverage on private lands on a project-by-project basis. In design review for projects, ensure barriers are in place to protect areas not dedicated to impervious land coverage from parking and other impacts that could create soft coverage.”*

Since the 1970’s, the “Bailey System” (*Land Capability Classification of the Lake Tahoe Basin, California-Nevada, A Guide to Planning*, Bailey, 1974) has been used to evaluate applications that add land coverage to developed and undeveloped parcels basinwide. This program was developed to mitigate the deleterious effects to water quality that result from excessive land coverage. The Bailey System restricts the amount of impervious land coverage on all parcels and generally prohibits new land coverage within areas classified as Stream Environment Zone.

In fall of 1999, TRPA staff verified and updated the Bailey land capabilities for the Industrial Tract and prepared a new map product for adoption as part of the Community Plan process. Since that map was prepared, two important determinations were made. They are documented here to ensure that they are tracked and because one decision increased the amount of high capability land available within the Community Plan boundary:

Parcel #32-314-31: This parcel was the subject of a land capability challenge. Originally mapped as predominately Stream Environment Zone and partially Classes 7 and 1c, the TRPA Governing Board approved the Land Capability Challenge on October 24, 2001. The official land capability database now recognizes the parcel to be predominately Class 5, with a small portion of 1b. Consequently, the parcel previously was largely undevelopable and is now eligible for development.

Parcels 32-313-32, 37, and 38: These parcels were the subject of a TRPA Legal Opinion/Administrative Determination dated January 24, 2002. In summary, that determination concluded that the boundaries of the properties may be

reconfigured without triggering excess land coverage mitigation requirements. TRPA staff further clarified that the newly created parcel would be considered “vacant” for the purposes of qualifying for up to 70% land coverage following Community Plan adoption.

This Community Plan includes an assessment of the status of land coverage within the tract. From this assessment, an estimated amount of existing coverage has been determined, as well as the amount of coverage that should be removed in order to meet environmental targets for land coverage reduction. While the amount of new land coverage is controlled through project approvals, the soil conservation threshold adopted by TRPA in 1982 also includes a component that requires bringing all land coverage into compliance with the Bailey System coefficients. Parcels with “grandfathered” pre-’72 excess land coverage shall mitigate excess coverage when property owners come in for subsequent permitting that triggers the mitigation requirements of Chapter 20 of the TRPA Code of Ordinances.

Some of the developed and undeveloped parcels within the Industrial Tract exhibit disturbance from past and current land use patterns, such as parking on and driving over unpaved areas.

#### **Key Implementation Strategies:**

Land coverage removal targets within the Industrial Tract were achieved in anticipation of Community Plan adoption. The *Industrial Tract SEZ Restoration Project*, implemented in 2001, was designed to restore function to 5.46 acres of Stream Environment Zone and included 28,291 square feet (0.65 acres) of land coverage removal (from removal of a section of City street, Industrial Avenue). Because the project has only recently been installed, the results are not in as to whether the full restoration target was achieved. Maintenance of the project, as well as monitoring, is required to ensure that project benefits to the environment continue over the long-term.

Opportunities to mitigate excess land coverage on private lands shall be on a project-by-project basis. Mitigation shall conform to the requirements of Chapter 20 of the TRPA Code of Ordinances. It is anticipated that up to 0.49 acres of excess coverage can be successfully mitigated during the life of this plan.

Projects located within the Industrial Tract shall incorporate barriers that are placed to protect areas not dedicated to impervious land coverage, from parking, snow removal, and other impacts that could create soft coverage.

#### **Environmental Target #3: NOISE**

*“Maintain compliance with the existing CNEL standards for the Industrial Tract as new projects are developed within the tract.”*

TRPA has adopted noise standards for the Tahoe region. The noise thresholds are Community Noise Equivalent Level (CNEL) values for the various land use categories and single event (Lmax) standards for specific noise sources. The CNEL is the metric measurement used by TRPA for determining land use compatibility. The outdoor CNEL threshold standard for background noise levels within industrial areas is 65 dBA, the loudest of the permitted noise levels within the Lake Tahoe Region. (This CNEL

threshold of 65 dBA for industrial areas was adopted as a result of the 1996 threshold evaluation recommendations.) No one activity, nor combination of activities, shall exceed this CNEL level within the Industrial Tract. CNELs are calculated pursuant to Chapter 23 of the TRPA Code of Ordinances.

Monitoring conducted for industrial areas in general as part of the 2001 Threshold Review found that no measurements exceeded the applicable standards. However, these same results report a trend that noise levels within the Industrial Tract are increasing. Specifically for the Industrial Tract, TRPA monitoring site 32W measured the CNEL (in dB) as 53 in 1991, 53.6 in 1996, and 59.4 in 2000. All of these results are less than the CNEL criterion of 65 dB for PAS #113.

### **Key Implementation Strategies:**

Projects determined by TRPA to have the potential to exceed the standards shall be required to submit a noise analysis as part of the environmental review process. Noise measurements conducted for noise analyses shall follow TRPA protocols for the CNEL measurements that are described in the 2001 Threshold Evaluation. Projects shall incorporate design features and self-monitoring components (to be determined during the permitting process) to ensure compliance with noise standards. Monitoring results should clearly indicate whether the standards are being met or exceeded and they shall be provided to the City of South Lake Tahoe and TRPA. If project monitoring demonstrates that standards are consistently being met, the monitoring requirement may be discontinued after one year of data showing no violations. If standards are not being met, adaptations to attenuate the noise shall be incorporated into the project and monitoring should continue until one year's worth of results demonstrate no noise violations.

### **Environmental Target #4: SCENIC**

*“Simplify and upgrade the character and quality of the Industrial Tract. Provide for appropriate screening along D Street and Lake Tahoe Boulevard while providing an internal area that functions as the South Lake Tahoe community’s core for industrial uses.”*

The TRPA Scenic Quality Improvement Program (SQIP) targets implementation of the physical improvements to the existing built environment needed to attain the adopted scenic thresholds. The Industrial Tract lies outside of the roadway units governed by the SQIP and is outside of Lake Tahoe’s scenic shoreline units.

The SQIP makes recommendations regarding Regional Design Principles. The contextual setting of the industrial tract provides a place for industrial uses to dominate, freeing other areas in South Lake Tahoe for more appropriate development. Industrial development is consolidated in a small zone that is not located along the major travel route, avoiding strip development. It provides a small area for a coherent development pattern, with a clear boundary for the Industrial uses. Currently, the tract provides outside storage areas for vehicles – ski busses, government fleet vehicles, etc. – that prevent such vehicles from being stored in more visible sections of town.

The lack of scenic roadway and shoreline units near the Industrial Tract makes the design goals for this Community Plan separate from those related to Scenic threshold

attainment. Consequently, the focus of design values is not a detailed physical improvement plan and schedule in order to attain the scenic threshold. Rather, it is to effect improvements in screening to better complement the adjacent residential uses while providing an internal area that functions as the South Lake Tahoe community's core for industrial uses.

Chapter 30 of the TRPA Code of Ordinances and the Community Plan Citywide Standards and Guidelines (Chapter 5 of the City Code), provide general design standards (rules) that apply to individual development projects within the Industrial Tract. The goal of these design standards is to let industrial uses dominate within the tract while providing a clearly defined and screened boundary to the adjacent residential and roadway uses.

### **Key Implementation Strategies:**

The scenic goal is to let industrial uses dominate within the tract while providing a clearly defined and screened boundary to the adjacent residential and roadway uses. The Industrial Tract shall serve to provide an alternative to the primary commercial cores for the location of industrial-type uses. This function as an "industrial zone" contributes to the character and quality of the built environment elsewhere within South Lake Tahoe by freeing up prime commercial space outside of the tract for non-industrial uses.

The following guidelines supplement the Citywide Standards and Guidelines, and Chapter 30 of the TRPA Code of Ordinances specific to the Industrial Tract:

**a. Architectural Style:** No specific architectural style or design theme is required. The community character is industrial, thus design solutions should be compatible with the industrial function of the individual use which is being constructed.

**b. Building Materials and Colors:** Building materials shall be appropriate to the area's industrial uses. Exterior building colors should be compatible with the surrounding environment and not compete with surrounding elements for attention. Specifically, the building color should not become de facto "signing" for the site. Generally, building colors should be earth-toned. Primary or other bright colors, should be used only as accents, and then sparingly, such as on trim.

**c. Access/Parking:** New or changed commercial developments should provide limited and clearly defined access drives rather than permitting unrestricted vehicle access along the entire property frontage. In project approvals, including changes in operation, discourage reductions to parking requirements. If a parking reduction is granted, follow the use permit guidelines found in Goal 1, Objective 1, Policy C of Chapter 2 of this Community Plan. Provide adequate on-site parking/storage areas (including customer parking) to ensure that such uses do not "spill over" to the public right-of-way. Parking and storage within the frontyard setback of D Street is prohibited.

**d. Landscaping:** Encourage the use of native, drought resistant landscaping (with low fertilizer requirements) within the Community Plan area. Appropriate plant species are found in TRPA's approved plant list. Undeveloped areas

classified as stream environment zone should only be landscaped with native stream environment zone vegetation. Landscape treatments should be encouraged for all properties as a means of softening building contours, mitigating building scale and to break up impervious coverage and reduce the amount of paved or dirt areas. Ensure that landscaped areas are protected from encroachment of industrial activities and parking.

**e. Signs:** Signs should be brought into compliance with the Citywide Standards and Guidelines and the TRPA Code, Chapter 26. New or expanded commercial uses, including commercial changes in operation, shall trigger sign compliance requirements as part of project approval.

**f. Screening: D Street** – New construction, major remodels, and any building addition, as well as any new open storage, shall screen the nearby residential areas and Lake Tahoe Boulevard from view, noise, and dust. For undeveloped properties, installation of a landscaped strip at least twenty feet wide is required, incorporating a sidewalk and, preferably, a vegetated berm, as well as either a solid wood fence or masonry wall in order to accomplish visual screening. The heights and dimensions of the berm and fence/wall shall effectively screen the proposed industrial uses from view and noise. The parking and building, if not visually part of the industrial use, need not be fully screened. These requirements shall be waived if land is classified as stream environment zone (when SEZ-appropriate landscaping shall be required) or if another environmental constraint should discourage or prohibit fill. The parking and building, if not visually part of the industrial use, need not be fully screened. For example, a 20-foot vegetated/bermed setback area shall partially buffer the building and employee parking area for a construction firm, with a masonry wall being placed behind these developments to screen the yard storing materials and heavy equipment from view. For existing developed properties proposing major remodels or additions, the intent of this requirement shall be addressed within the constraints imposed by existing site development.

**Lake Tahoe Boulevard** -- Screen development adjacent to Lake Tahoe Boulevard, including the retrofit of existing development (whether or not a new project or change in operation is proposed). Screening to the Community Plan standard is required for all developed properties adjacent to the roadway by 2010. Screening shall be accomplished by means of an eight-foot solid wood fence along the entire length of the property of the design specified in *Appendix E* of this community plan.

**g. Fencing** Provide for up to five-foot fences within the twenty-foot front yard setback within this Community Plan area only. This may occur between 10-20 feet from the frontyard property line where it would not block street sight distances. In order to qualify to use this option, the land area between the front property line and the fence shall be landscaped with native vegetation, including shrubs and trees, and shall provide a barrier to prevent parking. The landscape plan shall be reviewed and approved by the City Planning Division. In addition, a “hold harmless agreement” with the City is required, and the street address shall be posted on the fence. The fence shall otherwise conform to the construction standards required by the Citywide Standards and Guidelines (Chapter 5 of the City Code).

## **Environmental Target #5: STREAM ENVIRONMENT ZONES**

*“Maintain and monitor the Industrial Tract SEZ Restoration Project in order to ensure that project benefits to the environment continue over the long-term.*

Stream Environment Zone, or SEZ, is a term used to denote the perennial, intermittent, and ephemeral streams, meadows and marshes, and other areas of near surface water influence in the Lake Tahoe Region. The term applies whether surface or subsurface waters are involved.

The Industrial Tract Stream Environment Zone Restoration Project (2001) restored the hydrologic function to a twelve-acre project area, resulting in an anticipated 5.46 acres of SEZ restoration credit following successful riparian vegetation reestablishment. This project furthers the achievement of the SEZ restoration environmental threshold, as well as providing for water quality benefits within the Industrial Tract by directing flow to the site for complete water quality treatment. This has a beneficial cumulative effect of potentially increasing retention time in the Tahoe Valley basins where much of the Industrial Tract runoff was previously conveyed.

Several parcels, both developed and undeveloped, that are currently mapped to be predominately SEZ are eligible for a man-modified amendment pursuant to Chapter 20 of the TRPA Code. Man-modified lands have been so modified by man’s placement of fill, dredging or grading, in so substantial a fashion as to generally exhibit the characteristics of a land capability district other than the one depicted on the TRPA Land Capability Overlays.

Of these seventeen man-modified eligible parcels, seven are vacant.

Ten of the eligible man-modified parcels are developed, they are defined as existing developed SEZ lots. In addition, seven other parcels containing at least a portion of SEZ are also developed.

### **Key Implementation Strategies:**

Provide for the ongoing monitoring and maintenance of the *Industrial Tract SEZ Restoration Project* to ensure that the hydrological benefits of the project are maintained over the long-term. Make financial support of these efforts one of the options for property owners to finance in order to obtain Community Plan Commercial Floor Area (total of 5,000 square feet).

## **Environmental Target #6: WATER QUALITY**

*“Use the Industrial Tract SEZ Restoration Project as a site for complete water quality treatment for the tract, following appropriate pretreatment, instead of requiring conveyance of stormwater runoff to Tahoe Valley. Protect the project area from accidental hazardous spills or industrial site/process discharges. Incorporate appropriate source water protection and site-specific best management practice considerations into the project review procedures where needed.”*

TRPA Water Quality Thresholds further two key water quality goals for the Lake Tahoe Region:

GOAL #1: Reduce loads of sediment and algal nutrients to Lake Tahoe; meet sediment and nutrient objectives for tributary streams, surface runoff, and sub-surface runoff, and restore 80% of the disturbed lands. (Eight policies follow this goal.)

GOAL #2: Reduce or eliminate the addition of other pollutants that affect, or potentially affect, water quality in the Tahoe Region. (Ten policies follow this goal.)

*Best Management Practices:*

Each property within the Community Plan Area is subject to the requirements of Chapter 25 of the TRPA Code of Ordinances for drainage treatment, paving parking and drives, slope stabilization, revegetation, and providing snow storage areas. The Code also requires property owners to infiltrate the volume of a 20-year/1 hour storm on their property.

Best management practices (BMP's) are structural and nonstructural practices proven effective in the management of surface water runoff. In order to meet water quality standards set forth in the Environmental Protection Agency's *Water Quality Management Plan*, TRPA began creating requirements for retrofitting of existing developed properties with best management practices in 1992. The Industrial Tract is located in a Priority 2 watershed, which requires implementation of best management practices for private, developed parcels by October 15, 2006. Some of the commercial properties within the Industrial Tract are under existing orders from Lahontan Regional Water Quality Control Board to implement water quality retrofits prior to 2006. BMP design for commercial sites vary depending on the type of use and the potential for contamination of runoff. The BMP "prescriptions" created for the developed properties are based upon the existing condition of the property.

Area-wide best management practices, focusing on public right-of-ways, provide for runoff infiltration for the Community Plan area. All city streets in the Industrial Tract are currently paved and have drainage conveyances (e.g., curb and gutter) installed. The City of South Lake Tahoe maintains these area-wide best management practices found on public right-of-ways. In anticipation of the Community Plan, the City of South Lake Tahoe implemented the *Industrial Tract Stream Environment Zone Restoration Project* in fall of 2001. Most runoff from the Industrial Tract is delivered to the *Industrial Tract Stream Environment Zone Restoration Project* which acts as an infiltration facility to discharge runoff to groundwater.

*Storm Water Pollution Prevention Plans (SWPPP):*

The discharge of contaminating materials into the storm drain system is in violation of prohibitions contained in the Water Quality Control Plan for the Lahontan Region (Basin Plan). Specifically, Chapter 5.2, Waste Discharge Prohibitions, states: "2. *The discharge of any waste or deleterious material to surface waters of the Lake Tahoe Hydrologic Unit is prohibited.*"

Many storm drains in the Tahoe Basin drain to surface waters that ultimately flow into Lake Tahoe. As such, urban runoff is ideally completely treated prior to discharge. Specifically, the Lahontan Basin Plan and the TRPA Regional Plan both require property owners to treat runoff from all impervious surfaces. If Industrial Tract property owners



choose to take advantage of Goal 2, Objective 1, Policy E of Chapter 2 of this Community Plan, they shall provide only initial treatment of runoff from all impervious surfaces on their properties, in addition to oil and grease or toxics treatment as indicated.

TRPA requires the following items for the SWPPP prepared for individual properties:

- I. BMP Design and implementation
  - A. Site plan with appropriate BMPs delineated
  - B. Verified Land Capability
- II. Operational BMP Plan
  - A. Appropriate uses/delineated uses of area
  - B. Equipment Staging/Storage Area
  - C. Hazardous Materials Containment
  - D. List of potentially contaminating activities
- III. Spill Contingency Plan
  - A. Employee training
  - B. Well-marked, posted steps to take in case of spill
  - C. Appropriate absorbent and containment materials on-site
  - D. Shut-off valve to prevent spill from entering on-site treatment system
- IV. BMP Maintenance Plan
  - A. Parking Lots: Quarterly Sweeping
  - B. Quarterly or post-storm stormwater treatment system checks (i.e. clear debris clogging drop inlets)
  - C. Biannual vactoring of system with appropriate disposal of materials
  - D. Other: e.g., vegetation maintenance
- V. BMP Monitoring Plan
  - A. Water Quality Monitoring
  - B. Visual effectiveness monitoring

Source Water Considerations:

Two TRPA-designated “source water protection zones” occur within the Industrial Tract. These zones provide drinking water from an aquifer by a well (or in other cases, surface water body) with five or more service connections. The protection zone consists of a fixed 600-foot radius circle around the parcel on which the well resides. In this case, wells are numbered 03231413W11 and 03231413W12 on TRPA’s Source Water Assessment Map (12-2-99). Many of the land uses occurring in, or permissible uses in, the Industrial Tract are considered by TRPA to be “possible contaminating activities” pursuant to Chapter 83 of the TRPA Code. These uses are noted in the permissible uses matrix for the Community Plan found in Chapter 2. New project applications for uses that constitute possible contaminating activities within these zones shall make the findings of Chapter 82 of the TRPA Code in order to be approved. Existing possible contaminating uses shall submit a spill control plan that meets the TRPA Code requirements.

Source Water Protection Zones were broadly mapped by TRPA in 1999. As such, it is possible that the zone may, at TRPA’s discretion, actually transcend the mapped areas. Consequently, all parcels within the Industrial Tract shall be required to comply with Chapter 82 of the TRPA Code even if they are located outside of the mapped area.

As mapped, within the Industrial Tract, the Source Water Protection Zone for well Number 03231413W11 includes all or portions of the following parcels:

- Existing Developed Parcels: APNs 032-314-14, 02, 03, 35, 32, 22 and 032-313-21, 30.
- Vacant, Developable Parcels: APNs 032-314-31, 032-313-38
- Sensitive Lands Owned by the CTC: 032-313-27, 28

As mapped, within the Industrial Tract, the Source Water Protection Zone for well Number 03231413W12 includes all or portions of the following parcels:

- Existing Developed Parcels: APNs 032-314-32, 22, 16, 15, 24, 25, 35; 032-313-30.
- Vacant, Developable Parcels: APNs 032-314-31,
- Sensitive Lands, CTC-Owned: 032-313-44, 45, 46; 032-314-27, 34, 33, 30

Spill Contingency Plans:

Businesses with fuel tanks or other potentially contaminating materials used as part of their operations are typically required by regulating authorities to have spill contingency plans that address how to respond to accidental spills. Plans meeting specific content requirements are required for potentially contaminating activities located within a Source Water Protection Zone.

**Key Implementation Strategies:**

The Monitoring Plan for the *Industrial Tract Stream Environment Zone Restoration Project* (2002) provides the monitoring requirements that shall be followed for this restoration project. This Community Plan requires monitoring and maintenance of the project. In addition, owners of properties that gravity drain to the *Industrial Tract Stream Environment Zone Restoration Project* who choose to discharge their runoff to the restored area for treatment pursuant to Goal 2, Objective 1, Policy E of Chapter 2 of this Community Plan are subject to the monitoring requirements stated therein.

Monitoring for water quality and visual monitoring of effectiveness of best management practices for individual private properties is a requirement of any Storm Water Pollution Prevention Plan. Such monitoring is the responsibility of the property owner. Pursuant to Chapter 81 of the TRPA Code of Ordinances, surface water discharges, applicable to the entire Community Plan area, shall not exceed the following standards:

| <b>Constituent</b>                | <b>Maximum Concentration</b> |
|-----------------------------------|------------------------------|
| Dissolved Inorganic Nitrogen as N | 0.5 mg/l                     |
| Dissolved Phosphorus as P         | 0.1 mg/l                     |
| Dissolved Iron as Fe              | 0.5 mg/l                     |
| Grease and Oil                    | 2.0 mg/l                     |
| Suspended Sediment                | 250 mg/l                     |

Discharges to groundwater shall not exceed the following standards:

| <b>Constituent</b>   | <b>Maximum Concentration</b> |
|----------------------|------------------------------|
| Total Nitrogen as N  | 5 mg/l                       |
| Total Phosphate as P | 1 mg/l                       |
| Iron as Fe           | 4 mg/l                       |
| Turbidity            | 200 JTU                      |
| Grease and Oil       | 40 mg/l                      |

Flag all parcels located within a Source Water Protection Zone to ensure that project review implements the requirements of Chapter 83 of the TRPA Code of Ordinances when reviewing projects.

This Community Plan provides general direction to either supplement existing or future spill plans for individual properties, or provide basic guidance for those Industrial Tract properties without spill plans in the event of a spill.

In the event of a fuel or other hazardous material spill from businesses located within the Industrial Tract, a spill could flow toward storm water drop inlets and enter the storm drain system, which drains, into the *Industrial Tract SEZ Restoration Project*. This restoration project incorporated pretreatment basins and vaults into its design to facilitate clean out and enable capturing of any spill. The effectiveness of these measures is diminished during high runoff events when water flows through these pretreatment mechanisms at a faster rate.

Spills from various sources within the tract shall be contained by a variety of methods depending upon the type and volume of the spill. These methods include utilizing absorbent material to contain small spills or use of heavy equipment, such as a front loader, to create a dike to contain a larger spill. If a spill reaches the storm drain inlet, cleanout of the pretreatment vault is required.

## **SPILL RESPONSE PROCEDURES**

- STEP 1 Stop the source of release; turn off pumps, close valves, etc.
- STEP 2 Immediately alert local emergency services – dial 911.
- STEP 3: Put on safety glasses or face shield and rubber gloves approved for handling spilled substance.
- STEP 4: Control the spill. For small spills, pour absorbent material or place absorbent pads on the perimeter of the spill, making a dike or containment wall.  
For larger spills, utilize available heavy equipment to create a dike.
- STEP 5: Utilize additional absorbent material to absorb all spilled material.
- STEP 6: Using a shovel, place the absorbed hazardous material in drums for storage, label the drums, and store in a secure area for disposal.
- STEP 7: If spill entered the storm drain system, provide for clean out of pretreatment sites.

## **SPILL REPORTING REQUIREMENTS**

These notification requirements apply in the event of any spill or leak:

- greater than 25 gallons; or
- contaminating three or more cubic yards of soil; or
- a spill of any size if it enters the storm drain system or if it could be considered an imminent threat to human health and the environment:

STEP 1: Immediately notify on-site personnel of evacuation procedures, if necessary. Assign person to immediately notify the Lahontan Regional Water Quality Control Board and Local Emergency Services (dial 911), providing the information found in the HAZARDOUS MATERIAL INCIDENT REPORT. This information includes:

1. type and approximate quantity of substance released
2. location of spill
3. status of spill
4. reported injuries
5. reported property damage

STEP 2: If the hazardous material released exceeds the reportable quantity for that substance, contact the National Reporting Center at (800) 424-8802.

STEP 3: Once the spill is under control, notify the following:

1. El Dorado County Office of Emergency Services (530) 626-4911
2. El Dorado County Environmental Management (530) 573-3450
3. Lahontan Regional Water Quality Control Board (530) 852-7550
4. Lake Tahoe Basin Management Unit (530) 573-2600
5. EPA Region IX Spill Phone (415) 744-2000
6. City of South Lake Tahoe Public Works Dept. (530) 542-6030
7. National Response Center (800) 424-8802

STEP 4: Immediately following the response action, complete the Hazardous Materials Incident Report and submit to El Dorado Office of Emergency Services (and City of South Lake Tahoe Public Works Department if any material entered the storm drain system.)

**HAZARDOUS MATERIAL INCIDENT REPORT**

**SUBMIT TO: El Dorado County Office of Emergency Services via fax 530/626-6814  
and  
City of South Lake Tahoe Public Works Department if any material entered the  
storm drain system,  
fax 530/541-7524**

Facility  
Address \_\_\_\_\_

Facility Owner and  
Operator \_\_\_\_\_

Reporting Party/  
Phone Number \_\_\_\_\_

Date of Spill \_\_\_\_\_

Time of Spill \_\_\_\_\_

Type of Material  
Spilled \_\_\_\_\_

Estimate of total quantity  
spilled \_\_\_\_\_

Source of  
Spill \_\_\_\_\_

Description of effected  
medium \_\_\_\_\_

Cause of  
Spill \_\_\_\_\_

Property or personal  
damages/injuries \_\_\_\_\_

Actions to stop spill \_\_\_\_\_

Evacuation  
required \_\_\_\_\_

Agencies  
contacted \_\_\_\_\_

Weather \_\_\_\_\_

Description of incident:

### **3.4 INDUSTRIAL TRACT ENVIRONMENTAL REQUIREMENTS**

The Community Plan *Requirement List for Achievement of Targets Matrix* indicates the projects and regulations needed for the achievement of environmental targets.

The matrix indicates the projects and regulations considered for the achievement of environmental targets. The matrix indicates if the measure is required (R), encouraged (E), or eligible (X), for a target achievement. Some measures are needed and shall have an irrevocable commitment prior to utilizing the incentive program. Other measures are to be considered as a condition of approval during project review. Still others are considered for threshold findings. The matrix also notes if the improvement is required by other plan (e.g. 208 Plan, etc.).

**INDUSTRIAL TRACT COMMUNITY PLAN  
REQUIREMENT LIST FOR ACHIEVEMENT OF TARGETS MATRIX**

(Symbols are explained in the text following the matrix)

Table 1

| CP MEASURES   | COMMUNITY PLAN TARGET | PROJECT REVIEW | GENERAL PLAN REQUIREMENT | THRESHOLD FINDING | OTHER PLAN REQUIREMENT | CODE REQUIREMENT | EIP |
|---|-----------------------|----------------|--------------------------|-------------------|------------------------|------------------|-----|
| <b>1. TRAFFIC/AIR QUALITY</b>                                     |                       |                |                          |                   |                        |                  |     |
| LOS Policies  | R                     | R              | R                        |                   | RTP                    |                  |     |
| <b>A. Streets</b>   |                       |                |                          |                   |                        |                  |     |
| 1) Classify D St as light com. from 50/89 to Indus. (Sec 16-36B)  | R                     |                |                          |                   |                        | City             |     |
| 2) Classify D St from 50/89 to LT Blvd as a Collector Route       | R                     |                | R                        |                   |                        |                  |     |
| 3) Require projects to analyze and mitigate their traffic impacts | R                     | R              | E                        | R                 | RTP                    | C/T              |     |
| 4) The only new driveway to D St will be from APN 32-313-41       | R                     |                |                          |                   |                        |                  |     |
| 5) No new ingress/egress points to LT Blvd                        | R                     |                |                          |                   |                        |                  |     |
| 6) Consider a new linear public facility from Shop or Indust.     | X                     |                |                          |                   |                        |                  |     |
| 7) City to acquire permanent snow storage                         | R                     |                | E                        | E                 |                        |                  |     |
| 8) New linear public facility to improve land-use efficiency      | E                     | E              |                          |                   |                        |                  |     |
| <b>B. Parking Program</b>   |                       |                |                          |                   |                        |                  |     |
| 1) Parking of Comm. Vehicles Exception (Sec 16-36B)               | R                     |                |                          |                   |                        | City             |     |
| <b>C. Transit Supporting Improvements</b>                         |                       |                |                          |                   |                        |                  |     |
| 1) Permanent CNG Fueling Facility                                 | E                     |                |                          | E                 | RTP                    |                  |     |
| 2) So. Shore transit maintenance facility expansion               | R                     | E              |                          |                   |                        |                  | R   |
| <b>D. Pedestrian Improvements</b>                                 |                       |                |                          |                   |                        |                  |     |
| 1) Require sidewalk improvements along both sides of D St         | R                     |                |                          |                   |                        |                  |     |
| <b>E. Bike Trail Improvements</b>                                 |                       |                |                          |                   |                        |                  |     |
| 1) Construct a Class 2 bikeway the length of D St (EIP #751)      | R                     |                | R                        |                   |                        |                  | R   |
| <b>F. Mitigation Fee</b>  |                       |                |                          |                   |                        |                  |     |
| 1) Use AQ mitig. fees from Industrial for Y intersection          | R                     | R              |                          | R                 |                        | TRPA             | R   |
| 2) Use Excess Coverage Mit. fees to reduce coverage               | R                     | R              |                          | R                 |                        | TRPA             | R   |
| <b>G. Transportation Management</b>                               |                       |                |                          |                   |                        |                  |     |
| 1) Membership Policy  | E                     |                |                          |                   |                        |                  |     |
| <b>H. Land Use</b>  |                       |                |                          |                   |                        |                  |     |
| 1) Preferred Industrial Area                                      | R                     |                |                          |                   |                        |                  |     |
| 2) Relocate cement plant to Industrial Tract                      | E                     |                |                          |                   |                        |                  | E   |
| <b>2. SEZ RESTORATION</b>   |                       |                |                          |                   |                        |                  |     |
| <b>A. Industrial Tract SEZ Restoration Project (2001)</b>         |                       |                |                          |                   |                        |                  |     |
| 1) Monitor and maintain project                                   | R                     | R              |                          | R                 |                        |                  | R   |
| 2) Restoration project maintenance contribution option            | E                     |                |                          |                   |                        |                  |     |

| CP MEASURES  | COMMUNITY PLAN TARGET | PROJECT REVIEW | GENERAL PLAN REQUIREMENT | THRESHOLD FINDING | OTHER PLAN REQUIREMENT | CODE REQUIREMENT | EIP |
|--|-----------------------|----------------|--------------------------|-------------------|------------------------|------------------|-----|
| <b>3. SCENIC IMPROVEMENT</b>                                       |                       |                |                          |                   |                        |                  |     |
| <b>A. Architectural Style</b>                                      | R                     | R              |                          |                   | SQIP                   | C/T              |     |
| <b>B. Building Materials and Colors</b>                            | R                     | R              |                          |                   | SQIP                   | C/T              |     |
| <b>C. Access/Parking</b>   | R                     | R              |                          |                   |                        | City             |     |
| <b>D. Landscaping</b>  | R                     | R              |                          |                   | SQIP                   |                  |     |
| <b>E. Signs</b>  | R                     | R              |                          |                   |                        | C/T              |     |
| <b>F. Screening</b> (D St Standards and LT Blvd standards)         | R                     | R              |                          |                   |                        |                  |     |
| <b>G. Fencing</b>  | R                     | R              |                          |                   |                        | City             |     |
| <b>4. LAND COVERAGE REDUCTION</b>                                  |                       |                |                          |                   |                        |                  |     |
| <b>A. L.C. Target</b>  |                       |                |                          |                   |                        |                  |     |
| 1) Maintain/Monitor SEZ Restoration Project                        | R                     | R              |                          | R                 |                        |                  | R   |
| 2) Require protection of nonimpervious areas                       | R                     | R              |                          |                   |                        |                  |     |
| 3) Excess Coverage Mitigation (0.49 acres)                         | R                     | R              |                          | R                 | 208                    | TRPA             |     |
| <b>5. WATER QUALITY</b>  |                       |                |                          |                   |                        |                  |     |
| <b>A. BMP Req.</b>   | R                     |                |                          |                   | 208                    |                  |     |
| 1) Priority Area #2 (2006)   | R                     | R              | R                        |                   | 208                    | TRPA             |     |
| 2) SWPPP required for all properties                               | R                     | R              |                          |                   |                        |                  |     |
| <b>B. Areawide WQ treatment opportunity for some parcels</b>       | E                     |                |                          |                   |                        |                  |     |
| <b>C. Source Water Considerations/Protection Zones</b>             | R                     | R              |                          |                   | 208                    | TRPA             |     |
| 1) Spill Contingency Plans   | R                     | R              |                          |                   | 208                    | TRPA             |     |
| <b>6. NOISE</b>  |                       |                |                          |                   |                        |                  |     |
| <b>A. Noise Limits</b>   | R                     |                | R                        | R                 |                        | C/T              |     |
| <b>7. RECREATION TARGETS</b>                                       |                       |                |                          |                   |                        |                  |     |
| <b>A. Rec. Targets</b>   |                       |                |                          |                   |                        |                  |     |
| 1) No developed recreation in Industrial Tract                     | R                     |                |                          |                   |                        |                  |     |
| 2) Neighborhood day use outside of Industrial Tract                | E                     |                |                          |                   |                        |                  |     |
| <b>8. ENERGY CONSERVATION</b>                                      |                       |                |                          |                   |                        |                  |     |
| <b>A. Projects w/ energy conservatoin get permitting incentive</b> | E                     |                |                          |                   |                        | City             |     |
| R=REQUIRED   |                       |                |                          |                   |                        |                  |     |
| E=ENCOURAGED   |                       |                |                          |                   |                        |                  |     |
| X=ELIGIBLE   |                       |                |                          |                   |                        |                  |     |
| RTP=REGIONAL TRANSPORTATION PLAN                                   |                       |                |                          |                   |                        |                  |     |
| SQIP=SCENIC QUALITY IMPROVEMENT PLAN                               |                       |                |                          |                   |                        |                  |     |
| 208 = 208 WATER QUALITY PLAN                                       |                       |                |                          |                   |                        |                  |     |
| EIP=ENVIRONMENTAL IMPROVEMENT PROGRAM                              |                       |                |                          |                   |                        |                  |     |
| C/T= CITY and TRPA   |                       |                |                          |                   |                        |                  |     |



# Chapter V

## RECREATION ELEMENT

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This Recreation Element is a supplement to the Recreation Element of the TRPA Goals and Policies Plan and the Open Space Element of the City of South Lake Tahoe General Plan. This element describes existing facilities, and sets forth the specific environmental objectives and policies that relate to recreation use within the Industrial Tract Community Plan.

### **5.1 EXISTING RECREATION FACILITIES:**

The Industrial Tract Community Plan area is truly an industrial area. There are no developed recreation facilities within the Industrial Tract. However, the community plan area is bordered on the south by National Forest System lands popular for motorized recreational uses, including the “Sand Pit” off-highway vehicle area. To the west is Lake Tahoe Boulevard, which has four lanes separating the tract from the high school entrance, with its developed recreation amenities (tennis courts, ball fields, gym) and general forest lands managed by the Forest Service. All of these areas provide for some of the recreation needs of the neighboring residential communities.

Open space within the Industrial Tract, including both undeveloped private lands and environmentally sensitive public lands, have seen informal recreation use crossing the area. Bikes and pedestrians have created several trails as they cross through the Industrial Tract to access other areas or as neighborhood children play in their undeveloped “backyard.”

### **5.2 RECOMMENDED RECREATION FACILITIES:**

A day use park, Mike Ryan Park, proposed for the area was a Planning Consideration found in Plan Area Statement #113. Two parcels were donated to the City of South Lake Tahoe with the hope that a day use area would be established there. One of the parcels is comprised entirely of Stream Environment Zone, which is unsuitable for recreation site development, and is part of the *Industrial Tract Stream Environment Zone Restoration Project*. The other parcel, located at the corner of Julie Lane and D Street, is high capability land and within the residential neighborhood. Consequently, that lot is worthy of consideration for development of a small neighborhood recreation facility. Due to its location outside of the Industrial Tract boundary, a detailed analysis of its appropriateness is not conducted in this plan.

The *Industrial Tract Stream Environment Zone Restoration Project* included some user-created trails that indicated a certain level of public use within the area. Siting those trails to portions of the project area where the function of area restoration activities would not be compromised could assist in the achievement of both recreation and restoration objectives.

### **5.3 RECREATION GOALS, OBJECTIVES, AND POLICIES:**

The following recreation goal, related specific objective and special policies are for the Industrial Tract Community Plan. To meet the goals and objectives, specific policies are adopted as standards.

**(A) Recreation Goal: *Publicly owned open space within the Industrial tract will benefit nearby residential uses by providing visual screening and a noise reducing buffer to the industrial area. Preserve existing levels of public access through these public parcels to enable access to nearby National Forest System lands.***

#### **Objective 1:**

Maintain open space areas within the Community Plan Area, especially areas adjacent to neighboring residential areas.

**Policy A:** Permit public access across public land; however, provide no developed recreation activities within the tract that could create land use conflicts. Ensure that such access does not jeopardize the efficacy of restoration activities.

**Policy B:** Use the *Industrial Tract Stream Environment Zone Restoration Project* as a buffer between the neighborhood recreation areas and the industrial activities.

## *Chapter VI*

# ***PUBLIC SERVICE ELEMENT***

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This element is a supplement to the Public Service and Facilities Element of the TRPA Goals and Policies Plan. This Element identifies the existing public services, sets forth Objectives and Policies, and recommends new public service facilities.

### **6.1 EXISTING PUBLIC SERVICE USES**

This section addresses the existing conditions with respect to public service uses located within the Industrial Tract Community Plan Area.

***City of South Lake Tahoe D Street Corporation Yard:*** (1700 D Street) This is the site where vehicle maintenance and repair occurs for the City fleet, including fire trucks and ambulances, airport vehicles, snow removal equipment, etc. The building houses administrative offices for public works, fleet management, and information systems, the welding room, and tire storage. The outdoor yard has vehicle and equipment storage, as well as one of two of the City's fueling facilities. A cinder barn stores not only cinders for the City street system during snow removal operations, but also general storage of street lamps, etc. The site has maximized all capacity, especially since the City fire department recently took on providing ambulance service/repair, as well as repair services for City fire engines and airport equipment. Additional capacity is needed.

***City of South Lake Tahoe Facilities Maintenance Shop:*** (1678 Shop Street) This building serves as the site housing City Facilities Maintenance functions, including administrative offices, parts and tool storage, and shop for fabrication. In addition, the City's street striper is stored at this site, as well as paints.

***Area Transit Management:*** (1679 Shop Street) Site is used for maintenance and parking for transit busses and Bus Plus vehicles. In addition, the building serves as the administrative and dispatch center for ATM. They are "outgrowing" the site and could use an additional acre for parking. EIP Project #823 proposes expansion of the transit maintenance facility.

***Caltrans:*** (1655 Shop Street) This site is used for storage of signs, equipment, and nonhazardous materials, in addition to electrical equipment. This is a secondary facility for Caltrans, whose primary South Shore facility is located outside of the City limits. This site serves their needs.

## **6.2 RECOMMENDED PUBLIC SERVICE FACILITIES**

The Public Service Element of the Bijou/Al Tahoe Community Plan included a policy encouraging the removal of non-conforming uses within the community plan boundaries. Land within the Industrial Tract could serve as an appropriate receiving area for any of these uses. Specifically:

- ***El Dorado County Vector Control:*** (1170 Rufus Allen Boulevard) This use was recommended for relocation to an industrial area, and the land then designated for recreational purposes. The basis of the recommendation was: (a) non-conforming uses are encouraged to relocate from within the CP boundaries to appropriate zones, and (b) the visual impacts to the surrounding residential district would be mitigated if a recreational use were to replace the equipment yard.
- ***CSLT Public Works Corporation Yard:*** (1170 Rufus Allen Boulevard) Centrally located fueling for City vehicles and storage yard for large equipment used for street maintenance. This is a non-conforming use, which has been recommended for relocation to an industrial area, and if removed, the campground could be expanded. The basis of this recommendation is the same as that which was identified for Vector Control.
- ***LTUSD Bus Garage:*** (1020 Al Tahoe Boulevard) Central bus garage location for LTUSD transportation fleet. Recommend this facility be relocated to an appropriate industrial location and the space be utilized as support commercial for the proposed expansion of public service uses in the general area. This recommendation is based on the visual impacts and compatibility with the neighboring commercial/public service uses.

In addition to the uses identified in the Bijou/Al Tahoe Community Plan as desirable for relocation, other needed public service uses would be appropriately sited within the Industrial Tract. Specifically:

- ***CSLT Materials Storage:*** The City of South Lake Tahoe Public Works Division has identified a need for materials storage for street materials (gravel, sand, etc.). Such materials storage previously took place at Tahoe Asphalt; however, it was discontinued when the plant required the space for other purposes. This use could be shared with another facility, either public or private.
- ***Compressed Natural Gas Fueling Facility:*** The fleet vehicles of many government agencies and local branches of large utilities, as well as the Area Transit Management bus system, include an alternative fuel component. There is a need for a permanent fueling facility for these vehicles. Currently, a temporary facility is located within the Industrial Tract CP boundaries, owned by Campora Properties.
- ***South Shore Transit Maintenance Facility Expansion:*** This EIP Project (#823) could appropriately be sited within the Industrial Tract, although the airport may be used for this use as a “transit hub.”

Finally, the snow storage parcel for the Industrial Tract (1708 Shop Street) is currently leased by the City of South Lake Tahoe from a private owner. A long-term, BMPed, snow storage solution is needed for the tract.

## **6.3. PUBLIC SERVICE GOAL, OBJECTIVES AND POLICIES**

The following public service goal, related objectives and policies are for the Industrial Tract Community Plan. To meet the objectives, specific policies are adopted as standards.

**(A) Public Service Goal: *The Industrial Tract shall provide the base from which much government Public Works-type services support our community. Public services within the tract shall serve the industrial area in such a way that it is able to function year round.***

**Objective 1:**

**Encourage nonconforming public service uses from elsewhere in the City to relocate to the tract. New industrial-type public service uses should consider the Industrial Tract the preferred area for locating.**

**Policy A:** Encourage city, county, regional, state and federal agencies to (re)locate industrial aspects of their business to the Industrial Tract, especially if targeted for relocation in other planning documents.

**Policy B:** Consider co-locating compatible public service uses with private businesses or other agencies where efficiencies can be gained by sharing facilities.

**Objective 2:**

**Acquire the necessary supporting public service infrastructure for build out of the developable portions of the Industrial Tract.**

**Policy A:** Secure an appropriate site, for long-term snow storage purposes for the Industrial Tract.

**Policy B:** Encourage the permanent placement of a compressed natural gas fueling facility within the Industrial Tract, in order to support Regional Transportation Plan goals of developing an alternative fuel fleet of government, transit, and corporate vehicles.



## *Chapter VII*

# **IMPLEMENTATION ELEMENT**

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This Element is a supplement to the Implementation Element of the TRPA Goals and Policies Plan. This element describes the Capital Improvement Program, Mitigation Fee Programs, Incentive Programs and Monitoring Programs to implement the Community Plan and to achieve the environmental targets.

### **7.1 CAPITAL IMPROVEMENT PROGRAMS:**

The following is a list of Capital Improvement Projects that, when implemented, achieve the Goals and Objectives of the Industrial Tract Community Plan. Funding for these projects could come from a variety of sources including but not limited to City of South Lake Tahoe, California Tahoe Conservancy, Lahontan, Caltrans, TRPA Mitigation fees, or other state or federal grants.

The project schedules, design concepts and estimated cost, are preliminary and subject to change. As the projects come on line for implementation, they shall formally be placed within the City's CIP program as well as added to the TRPA Environmental Improvement Program list. At that time, refinements to the project schedules, design and estimated costs shall be made.

**1. TRAFFIC/AIR QUALITY** – To improve traffic and air quality in the area, the following improvements are part of this Community Plan. Programs and policies currently codified are not repeated here.

#### A. Streets

1. A new linear public facility from Shop Street or Industrial Avenue  
Schedule: If necessitated by private/public projects that further City or regional goals  
Funding: property owners, mitigation fees
2. D Street Snow Storage acquisitions  
Schedule: 2002/2003  
Funding: CSLT

#### B. Transit Supporting Improvements

1. Permanent CNG Fueling Facility  
Schedule: 2002/2003  
Funding: Mitigation fees, TMA, state grants
2. South Shore Transit Maintenance Facility Expansion (EIP #823)  
Schedule: 2005  
Funding: federal, local (\$6,250,000.00)

C. Pedestrian Improvements

1. Sidewalk improvements along both sides of D Street

Schedule: As projects are submitted

Funding: Developer cost, mitigation fees, private property contribution option (for obtaining Community Plan CFA)

D. Bike Trail Improvements

1. Construct a Class 2 bikeway the length of D Street (EIP #751)

Schedule: 2009

Funding: CTC (\$250,000)

2. **LAND USE** -- To improve viability of the Industrial Tract as the primary industrial area for the City of South Lake Tahoe, the following improvement and designation are part of this Community Plan. Programs and policies currently codified are not repeated here.

A. Preferred Industrial Area

Schedule: Upon Community Plan adoption

Funding: N/A; areawide BMPs are already in place

B. Relocate cement plant to Industrial Tract (EIP #540)

Schedule: 2004

Funding: Developer cost, CTC acquisition (\$3,800,000.00)

3. **INDUSTRIAL TRACT SEZ RESTORATION PROJECT (2001)** -- To improve the efficacy of this installed project, the following requirements and programs are part of this Community Plan. Programs and policies currently codified are not repeated here.

1. Monitoring and maintenance of the Industrial Tract SEZ Restoration Project

Schedule: ongoing

Funding: CSLT, CTC grants

2. Protect open space areas immediately adjacent to the SEZ Restoration project

Schedule: ongoing

Funding: CSLT, CTC if problems arise

**7.2 INCENTIVE PROGRAMS:**

The incentive programs are created to link improvements with new development, to ensure the Goals and Objectives of the Community Plan are achieved. The concept is to link future development to a list of mitigation measures in the immediate area of the project. Upon meeting the requirements of Policy A, projects are eligible for the following incentives:

1. Areawide Water Quality treatment opportunities for certain parcels.

Schedule: As projects are submitted

Funding: Developer cost

2. Land coverage (per GOAL 2, OBJECTIVE 1, Policy F): Projects located within the Community Plan area are eligible for the transferred coverage program pursuant to Chapter 20 of the TRPA Code.

Schedule: As projects are submitted

Funding: Developer cost



3. 5,000 square foot commercial floor area allocation: Projects located within the Community Plan are eligible for commercial floor area allocations pursuant to the requirements of GOAL 2, OBJECTIVE 1, Policy B.

Schedule: First come, first served.

Funding: Developer pays cost of mitigation equivalent to \$15/foot of CFA.

4. Automatic doubling of new/transferred commercial floor area: upon Community Plan adoptions a part of Preferred Industrial Area designation (Incentive GOAL 2, OBJECTIVE 1, Policy A).

Schedule: As projects are submitted.

Funding: Developer obtains one-half of required CFA.

5. CSLT recommendation for "Special Project" status for all needed CFA for Sierra Tahoe Ready Mix, if relocated to Industrial Tract, EIP Project #540. (Per GOAL 2, OBJECTIVE 1, Policy C)

Schedule: As next window opens for nomination

Funding: N/A

6. Permit Processing Incentive for projects that are relocating incompatible uses pursuant to GOAL 2, OBJECTIVE 3, Policy D.

Schedule: As projects are submitted.

Funding: As described.

7. Projects furthering energy conservation goals also qualify for the Permit Processing Incentive

Schedule: As projects are submitted.

Funding: As described in GOAL 2, OBJECTIVE 3, Policy D.

8. SEZ Restoration Credit (up to 5.46 acres) Incentive for certain relocated incompatible uses and City of South Lake Tahoe new or relocated public services uses that should be sited in an industrial setting or other public service uses identified in Chapter 6 of this Community Plan as nonconforming for Industrial Tract Man-Modified Amendment-Eligible parcels only.

Schedule: As projects are submitted.

Funding: As described in GOAL 2, OBJECTIVE 3, Policy B and GOAL 2, OBJECTIVE 3, Policy A, Part 2.

### **7.3 COMMUNITY PLAN-SPECIFIC MITIGATION PROGRAMS:**

1. Requirement for obtaining Community Plan CFA. Must meet the requirements of GOAL 2, OBJECTIVE 1, Policy B. For undeveloped parcels, a mitigation fund is developed to contribute to the development of the following Community Plan-benefiting improvements: sidewalk improvements along both sides of D Street (Julie Lane to Lake Tahoe Boulevard) or monitoring/ maintenance of the Industrial Tract Stream Environment Zone Restoration Project.

Schedule: As projects are submitted

Funding: Developer cost

2. Man-Modified Amendment offsite SEZ restoration at a ratio of 1:1, or contribution to a TRPA mitigation fund at a rate of approximately \$200,000/acre, is required. Applicants may qualify for a restoration credit incentive under certain circumstances.

Schedule: As projects are submitted

Funding: Developer cost

3. Use Air Quality mitigation fees collected from Industrial Tract projects to fund South Y intersection improvements (or other air quality-benefiting alternative if that project is constructed or fully funded).

Schedule: As projects are submitted

Funding: Developer cost

4. Use Excess Coverage Mitigation Program fees generated from qualifying parcels to assist coverage mitigation efforts within the Upper Truckee Hydrologic zone.

Schedule: As qualifying projects are submitted

Funding: Developer Cost

5. Projects which may exceed the noise standards shall submit a noise analysis as part of there application and/or environmental analysis for the project.

Schedule: As potential noise standard exceeding projects are proposed.

Funding: Developer Cost

#### **7.4 MONITORING PROGRAMS:**

(1) Industrial Tract SEZ Restoration Project (2001) --

Requirement: Monitor project as required by TRPA permit

Schedule: ongoing

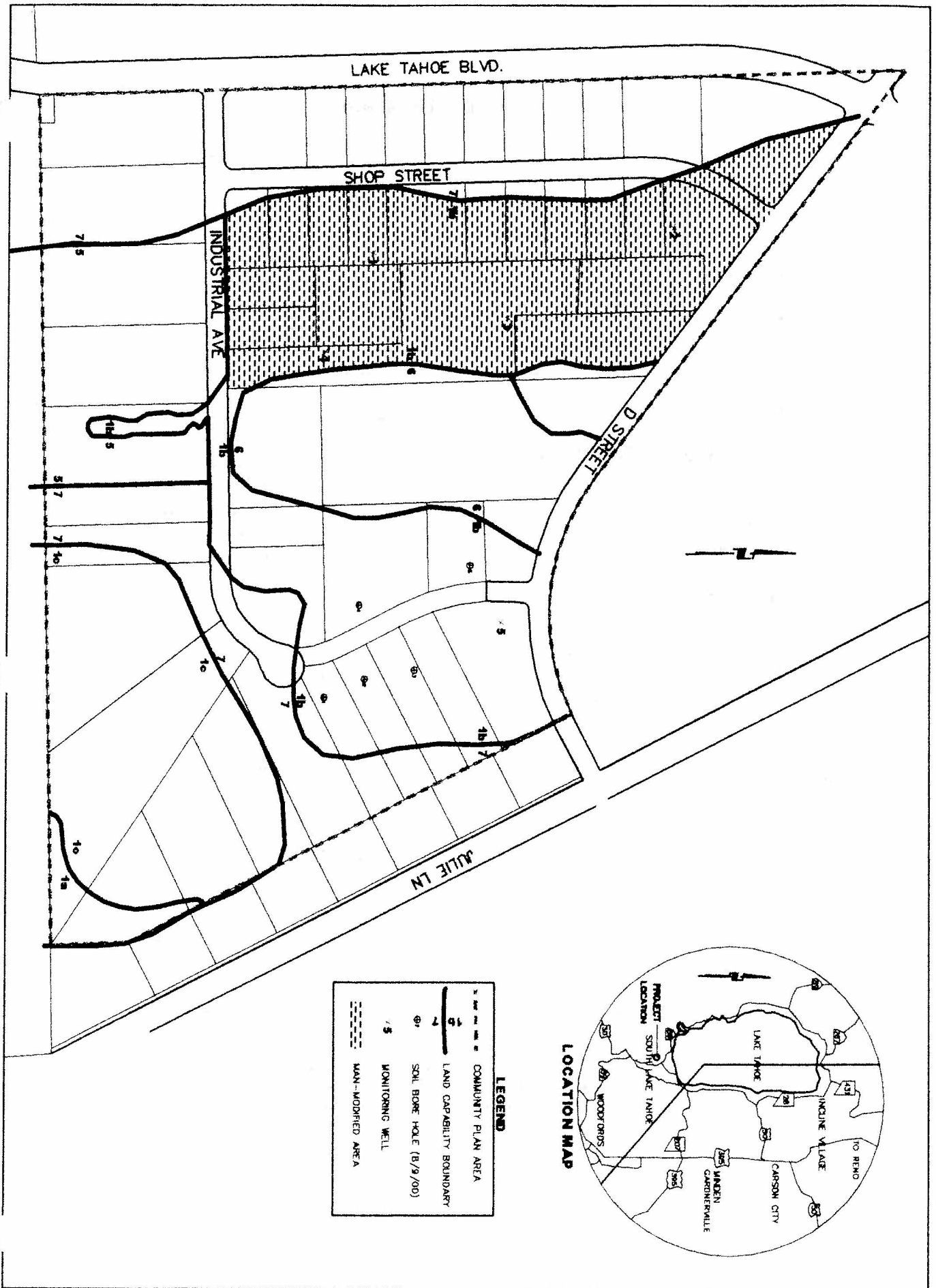
Funding: CSLT, CTC grants

(2) Community Plan Monitoring --

Requirement: Chapter 14, TRPA Code. Community Plans must be reviewed on five-year intervals to determine conformance with approved schedules, and to check the adequacy of programs, standards, mitigation and monitoring.

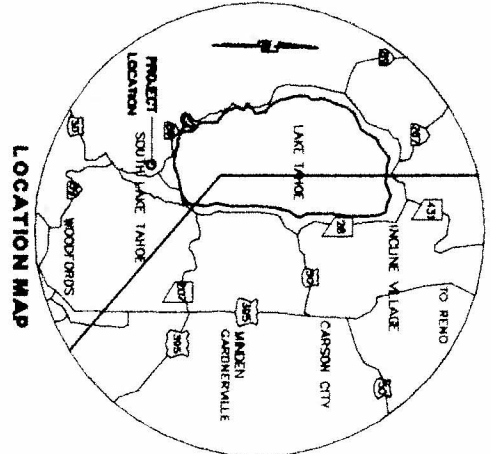
Schedule: Relies upon the existing TRPA monitoring program, including the 5-year TRPA Regional Plan evaluations

Funding: CSLT, CTC grants



**LEGEND**

- COMMUNITY PLAN AREA
- LAND CAPABILITY BOUNDARY
- SOIL BORE HOLE (B/9/00)
- MONITORING WELL
- MAN-WORKED AREA





# Appendix A

## PROJECT REVIEW CHECKLIST

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Project name and number:

---

Project Address and APN:

---

Planner:

---

Date:

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### Section 1. PERMISSIBLE USES, TEMPORARY ACTIVITIES

**TEMPORARY ACTIVITIES:** No recreation, residential, or tourist accommodation temporary activities, exempt or nonexempt, shall be conducted within the Industrial Tract Community Plan area. No commercial or public service temporary activities shall be conducted within the Community Plan area if it would fall into a use category that is prohibited within the Community Plan's use matrix. Only temporary events, activities, and uses that are accessory to uses permissible in this community plan area shall be allowed. NOTE: Auctions associated with storage facilities are considered accessory to the storage use and are permissible temporary activities. Conversely, bringing materials to the area expressly for sale at an auction not associated with a permissible primary use shall not be allowed. (GOAL 2, OBJECTIVE 4, Policy A)

**PERMISSIBLE USES:** The following uses are permissible within the Industrial Tract Community Plan. If the use category is not listed, the use is not permissible. \*\*\* Indicates that this use category is identified by Chapter 83 of the TRPA Code as a "possible contaminating activity," triggering special requirements when located within a Source Water Protection Zone.

|  |                 |
|--|-----------------|
|  | Industrial CP   |
| I. RESIDENTIAL USES – None Permissible   |                 |
| II. TOURIST ACCOMMODATION – None Permissible   |                 |
| III. COMMERCIAL  |                 |
| A. RETAIL – Only the following are permissible   |                 |
| Auto, mobile home and vehicle dealers  | Allowed         |
| Mail order and vending   | Allowed         |
| Building materials and hardware  | Allowed         |
| Nursery  | Allowed         |
| Service stations   | Special Use *** |
| Furniture, home furnishings and equipment* footnote *This use category only applies if the “furniture, home furnishings and equipment” are manufactured or (re)finished on site. Other types of retail sales that fit this permissible use category are not permitted within this Community Plan area.   | Special Use     |
| B. ENTERTAINMENT – None permissible  |                 |
| C. SERVICES  |                 |
| Personal services*<br>footnote * After a use permit is issued or special use findings are made, change in use from one type of personal service to another must go through the special use process for a determination of the appropriate of the new use.  | Special Use     |
| Auto repair and service  | Allowed ***     |
| Professional offices*<br>footnote *Only professional offices related to industrial uses can be considered. The type of office proposed must be consistent with the area’s industrial focus and the special use permit will condition the specific type of office for the structure. This type of office cannot change without reinitiating the special use permit process. | Special Use     |
| Repair services  | Allowed ***     |
| Business support services  | Allowed         |
| Sales lots   | Special Use     |
| Contract construction services   | Allowed         |
| Schools – business and vocational<br>footnote *Only schools related to industrial-type uses can be considered (e.g., truck driving schools, etc.).   | Special         |
| Financial services   | Special Use     |
| Secondary storage  | Allowed         |
| Laundries and dry cleaning plant   | Allowed ***     |
| D. LIGHT INDUSTRIAL  |                 |
| Batch plants   | Special Use *** |
| Printing and Publishing  | Allowed         |
| Food and Kindred products  | Allowed         |
| Recycling and scrap  | Special Use     |
| Fuel and ice dealers   | Allowed ***     |

|  |             |
|--|-------------|
| Small scale manufacturing  | Allowed     |
| Industrial services  | Allowed     |
| E. WHOLESALE/STORAGE   |             |
| Storage yards  | Allowed *** |
| Warehousing  | Allowed     |
| Vehicle and freight terminals  | Allowed     |
| Wholesale and distribution   | Allowed     |
| Vehicle storage and parking  | Allowed *** |
| IV. PUBLIC SERVICE   |             |
| A. GENERAL   |             |
| Local public health and safety facilities  | Allowed *** |
| Collections station  | Allowed *** |
| Public utility centers   | Allowed *** |
| Regional public health and safety facilities   | Allowed     |
| Government offices*<br>footnote *Only government offices related to industrial-type uses can be considered (e.g., public works, etc.). The type of office proposed must be consistent with the area's industrial focus and the special use permit will condition the specific type of office for the structure. This type of office cannot change without reinitiating the special use permit process. | Special Use |
| Local post office  | Special Use |
| B. LINEAR PUBLIC FACILITIES  |             |
| Pipelines and power transmission   | Allowed     |
| Transportation routes  | Special Use |
| Transit stations and terminals   | Allowed     |
| Transmission and receiving facilities  | Allowed     |
| V. RECREATION  |             |
| Day use areas*<br>footnote *Neighborhood-serving day use areas buffered from industrial uses may be considered.  | Special Use |
| Riding and hiking trails   | Special Use |
| VI. RESOURCE MANAGEMENT  |             |
| A. TIMBER MANAGEMENT   |             |
| Reforestation  | Allowed     |
| Special cut  | Allowed     |
| Thinning   | Allowed     |
| Sanitation salvage cut   | Allowed     |
| Timber stand improvement   | Allowed     |
| Tree farms   | Allowed     |
| B. WILDLIFE AND FISHES   |             |
| Early successional vegetation management   | Allowed     |
| Structural fish habitat management   | Allowed     |
| Nonstructural fish habitat management  | Allowed     |

|   |             |
|---|-------------|
| Structural wildlife habitat management    | Allowed     |
| Nonstructural wildlife habitat management | Allowed     |
|   |             |
| <b>C. RANGE -- None permissible</b>       |             |
| Farm/ranch accessory structures           | No          |
| Range pasture management                  | No          |
| Grazing                                   | No          |
| Range improvement                         | No          |
|   |             |
| <b>D. OPEN SPACE</b>                      |             |
| Allowed in all areas of the Tahoe Region. |             |
|   |             |
| <b>E. VEGETATION PROTECTION</b>           |             |
| Fire detection and suppression            | Allowed     |
| Prescribed fire/burning management        | Allowed     |
| Fuels treatment management                | Allowed     |
| Sensitive plant management                | Allowed     |
| Insect and disease suppression            | Allowed     |
| Uncommon plant community management       | Allowed     |
| <b>F. WATERSHED IMPROVEMENTS</b>          |             |
| Erosion control                           | Allowed     |
| SEZ restoration                           | Allowed     |
| Runoff control                            | Allowed *** |



Section 2. COMMUNITY PLAN INCENTIVES

The following incentives and the criteria for their use are detailed in the Industrial Tract Community Plan.

COMMERCIAL FLOOR AREA INCENTIVES

Square Foot Commercial Floor Area Allocation, up to 5,000 square feet

Automatic Doubling of New/Transferred Commercial Floor Area

LAND COVERAGE INCENTIVE

AREAWIDE WATER QUALITY TREATMENT INCENTIVE

PERMIT PROCESSING INCENTIVE

SEZ RESTORATION CREDIT INCENTIVE (UP TO 5.46 ACRES)

1) COMMERCIAL FLOOR AREA INCENTIVES:

YES  NO Is CFA required for this project? Complete this section of this checklist only if the project requires new commercial floor area.

\_\_\_\_\_ Square feet of CFA is needed for this project. NOTE: Preferred Industrial Area Status for the Industrial Tract provides for the automatic doubling of all CFA in this Community Plan area (GOAL 2, OBJECTIVE 1, Policy A).

\_\_\_\_\_ divided by 2 = \_\_\_\_\_  
Total sq. footage needed Amount of CFA to be obtained

YES  NO Does the project desire a portion of the 5,000 square foot 1987-1996 Community Plan CFA allocation? (Goal 2, Objective 1, Policy B)

Amount of Community Plan CFA requested: \_\_\_\_\_

NOTE: Applicant should request that the City of South Lake Tahoe recommend allocation of CFA to their project. If the City recommends allocation of the CFA, then it is issued by TRPA upon project approval. Once the City makes a recommendation, that CFA must be permitted within two years. Upon the expiration of the two-year period, the unused CFA returns to the pool for allocation to the next project that requests it.

NOTE: Substitution of the Community Plan CFA allocation for existing floor area (such that the existing floor area is banked for transfer) is not allowed

Additional CFA needed: \_\_\_\_\_

Source: \_\_\_\_\_

5,000 square feet of the Community Plan CFA allocation remains as of March 2003.

\_\_\_\_\_ = Assessors Parcel Number; \_\_\_\_\_ = Parcel Size

Parcel Size < 3 acres = eligible to apply for up to 1,000 square feet of CFA

Parcel Size > 3 acres = eligible to apply for up to 2,000 square feet of CFA

In addition, up to 250 additional square feet of the Community Plan CFA allocation can be applied for certain relocated uses only under the following circumstances:

Either the business is found on the list of businesses in Appendix D, or

The City of South Lake Tahoe determines that the use to be relocated is incompatible with other land uses in the vicinity of its current location, and, by relocating; it would eliminate the

possibility of being replaced with an equally incompatible use. Specifically (Goal 2, Objective 3, Policy C):

The use to be relocated could be located on a property that contains at least 50% verified stream environment zone, unless otherwise targeted by a public agency for acquisition, either functioning or land that would be restored as stream environment zone. Within one year following the physical relocation of the industrial use, all applicable permits shall be obtained for the restoration of the stream environment zone and its permanent protection from encroachment from development. Should restoration not occur, a lien shall be placed on the property for double the full market value of the CFA or stream environment zone restoration offset, whichever was used.

The use to be relocated could be located within or visible from a scenic highway corridor. Within one year following the physical relocation of the industrial use, improvements shall be removed and the site restored to natural conditions. Alternatively, the permittee shall demonstrate diligent pursuit (in the opinion of the Planning Division of the City of South Lake Tahoe) to place a new use on the site that conforms to current planning requirements, including design standards and parking ratios. None of the nonconforming elements of the old use shall be considered "grandfathered," including type of use, structure, setbacks, access drives, parking, or signs. Legally existing land overcoverage may be banked for transfer or used on site as part of updated development plans.

The use to be relocated could be a nonconforming use in another Community Plan district or Plan Area Statement. Within one year following the relocation of the industrial use, improvements shall be removed and the site restored to natural conditions. Alternatively, the permittee shall demonstrate diligent pursuit (in the opinion of the City of South Lake Tahoe) on placing a new use on the site that conforms to current planning requirements, including design standards and parking ratios. None of the nonconforming elements of the old use shall be considered "grandfathered," including type of use, structure, access drives, setbacks, parking, or signs. Legally existing land overcoverage may be banked for transfer or used on site as part of updated development plans.

- YES  NO Is the parcel already developed? If so, the parcel proposed for development must meet all of the following where applicable (Goal 2, Objective 1, Policy C):
- Have the land coverage to support the proposed development (including transferred coverage);
  - Complete installation of Best Management Practices for entire parcel consistent with Policy F of Goal 2, Objective 1;
  - Meet City of South Lake Tahoe parking/snow storage requirements on the permitted parcel for all uses;
  - Provide for and protect landscaped areas;
  - Retrofit all signs to be in compliance with the City Sign Ordinance (Chapter 25 of the City Code);
  - Provide screening consistent with Goal 1, Objective 1, Policies D or E.
  - Contribute \$15.00 per square foot of bonus allocation CFA obtained (not required for the automatically doubled amount) to a fund for Community Plan-benefiting improvements (or, if a D St. property, cost of construction of the required sidewalk along D St. credits to this required contribution).

NOTE: Not all of the existing developed parcels will meet the criteria to be eligible for the use of this incentive.

- YES  NO Is the parcel undeveloped? If so, the project must (where applicable):
- Meet current development standards;

Contribute \$15.00 per square foot of bonus allocation CFA obtained (not required for the automatically doubled amount) to a fund for the following Community Plan-benefiting improvements:

Sidewalk improvements along both sides of D Street, Julie Lane to Lake Tahoe Boulevard. (Either the dollar value of the sidewalk improvements must be constructed as part of the project [for D St. properties], or the dollar amount contributed to a City fund that will ultimately construct the improvements);

--AND--

Monitoring/maintenance of the Industrial Tract SEZ Restoration Project.

YES  NO Is the undeveloped parcel located within the man-modified amendment-eligible area? The following parcels have been predetermined to qualify for such an amendment: APNs 32-312-01; 32-313-03, 14, 15, 16, 17, 20, 21, 22, 23, 27, 28, 32, 35, 38, 42, and 43. If so, a complete man-modified amendment application must be submitted to TRPA and Lahontan before a request is submitted for the commercial floor area.

## 2) LAND COVERAGE INCENTIVE

YES  NO Does the project area meet or use less impervious coverage than the base Bailey land coverage limits? If so, skip the rest of this section.

YES  NO Was there no legally existing development on the parcel as of July 1987? If so, maximum land coverage is 70% of that portion of the project area that is located within land capability districts 4-7. (GOAL 2, OBJECTIVE 1, Policy H)

NOTE: The maximum land coverage is comprised of "base" land coverage (that which is allowed by the Bailey land capability system) and "transferred" land coverage. Any transferred land coverage must be obtained by the property owner, at his or her own cost, pursuant to the transferred land coverage ratios found in Chapter 20 of the TRPA Code. All transfers of land coverage must be from within the Upper Truckee Hydrologic Area. It is the property owner's responsibility to obtain a TRPA land capability verification to determine the amount of land area within capability classes 4-7 that would be eligible to receive transferred land coverage.

YES  NO Was there legally existing development on the parcel as of July 1987? If so, the maximum land coverage is 50% of that portion of the project area that is located within land capability districts 4-7. (GOAL 2, OBJECTIVE 1, Policy H)

NOTE: The maximum land coverage is comprised of "base" land coverage (that which is allowed by the Bailey land capability system) and "transferred" land coverage. Any transferred land coverage must be obtained by the property owner, at his or her own cost, pursuant to the transferred land coverage ratios found in Chapter 20 of the TRPA Code. All transfers of land coverage must be from within the Upper Truckee Hydrologic Area. It is the property owner's responsibility to obtain a TRPA land capability and land coverage) verification to determine the amount of land area within capability classes 4-7 that would be eligible to receive transferred land coverage.

NOTE: Some of the older uses within the Industrial Tract may have "grandfathered," pre-1972 land coverage of up to 100% of the parcel size. This legally existing coverage (when verified by TRPA) does not change. However, modifications to properties in this category would trigger TRPA requirements for coverage reduction or payment of an excess coverage mitigation fee pursuant to Chapter 20 of the TRPA Code of Ordinances.

## 3. AREAWIDE WATER QUALITY TREATMENT INCENTIVE

YES  NO Does the property for which the project is proposed gravity drain to the Industrial Tract Stream Environment Zone Restoration Project? If so, the project proponent may choose to discharge their run-off to the restoration project for complete treatment under certain circumstances (Goal 2, Objective 1, Policy F). Rather than provide for on-site infiltration of the 20-year, one-hour storm, this option requires the following:

The property owner must contact the City of South Lake Tahoe Public Works Department and submit a plan for water quality testing of their runoff (including what, where, how, initial testing and long-term testing). The cost of testing will vary and will be borne solely by the property owner. City staff will determine whether the water quality of the runoff is acceptable for contribution to the restoration project.

If the City agrees to accept the water to the project for treatment, the property owner shall: (1) install an on-site sand/oil separator (oil/water separator) and any other initial treatment indicated by sample results for the parcel to provide for initial water quality treatment; and (2) work with TRPA and/or Lahontan to ensure that the agencies concur that BMPs will be certified as complete and the agency data bases; and (2) propose a spill prevention control and countermeasure plan that meets the approval of the City Public Works Department, Lahontan, and El Dorado Environmental Management in order to prevent the potential discharge of petroleum products (and other industry chemicals) into the storm drain system in violation of Chapter 5.2 of the Water Quality Control Plan for the Lahontan Region (Basin Plan).

The property owner shall agree to deed restrict the property (with the City as a party to the restriction), to provide for long-term water quality monitoring and cleaning out of the sand/oil separator when required for appropriate function. In addition, the property owner shall pay an annual fee to the City to cover the cost of a yearly inspection of the initial treatment mechanism, clean out when required, and long-term monitoring as agreed to in the monitoring plan. Fee shall be paid one year in advance and the City shall deduct only the actual costs from the account. If it is found that the initial treatment device is not functioning, the City shall inform the property owner and allow one week for it to be cleaned out. If this cleanout does not occur, the City shall have it cleaned and the property owner shall pay a fee of double the market rate for the cleaning. If not paid, the fee will be collected through a collection agency.

#### 4) PERMIT PROCESSING INCENTIVE

NOTE: Some projects must be reviewed by both the TRPA and the City of South Lake Tahoe. The incentives below apply only to the City of South Lake Tahoe (Goal 2, Objective 3, Policy D).

YES  NO Is the project relocating an existing incompatible use, as defined by one of the following?

Either the business is found on the list of businesses in Appendix D, or The City of South Lake Tahoe determines that the use to be relocated is incompatible with other land uses in the vicinity of its current El Dorado County location, and, by relocating; it would eliminate the possibility of being replaced with an equally incompatible use. Specifically, the use must fit into one of the three incompatible categories described in the CFA incentive, above.

In addition, financial incentives are may be offered on a case-by-case basis after financial impacts to the City are assessed against project benefits to the community in order to reduce the initial cost of project processing and to free up funds to pay for the development of new improvements. The project's proponent is still required to obtain all other necessary permits, including from TRPA. The following incentives may apply:

Project Facilitator. A city planner will be assigned to projects qualifying for incentives to serve as the applicant's primary contact person. This staff member will serve as liaison with other permitting agencies and will facilitate the review and permitting process.

Reduced Fees. Eligible projects proposed that would qualify for this incentive would automatically be entitled to request that their project be eligible to receive a 50% reduction in City planning, environmental processing, and/or building permit fees. In addition, they can request that their business license fees be waived for the first two years in the new location. Their request would be made to their Project Facilitator, who would work with City staff to determine whether fees should be waived after considering the financial impacts to the City against the project's benefits to the community.

Fee Deferral. A three-year payment schedule for City fees may be agreed upon when requested by a project proponent eligible for incentives. Fees could be deferred subject to recordation of a lien to ensure that all fees would be paid within three years or prior to sale or transfer of the property or business, whichever comes first.

#### 5) SEZ RESTORATION CREDIT INCENTIVE (UP TO 5.46 ACRES)

YES  NO Is the project proposed for one of the following parcels: 32-312-01; 32-313-03, 14, 15, 16, 17, 20, 21, 22, 23, 27, 28, 32, 35, 38, 42, 43? (Only these parcels are eligible for this incentive.) Complete this section of this checklist only if the project occurs on one of these parcels.

If one of the seven undeveloped parcels: In order to complete the man-modified amendment, offsite SEZ restoration at a ratio of 1:1, or contribution to a TRPA mitigation fund at a rate of approximately \$200,000/acre, is required.

If one of the ten developed parcels: The desirability of completing SEZ restoration credit portion of the man-modified amendment process depends upon the motivation of the landowner. If no structural modifications are proposed, the cost of the amendment process might be an unnecessary expenditure. However, if a structural change is planned, then a cost-benefit analysis of the cost of the SEZ restoration credit versus the cost of excess coverage mitigation fees for the project for a Stream Environment Zone parcel would be in order.

YES  NO Does the project relocate a use determined by the City of South Lake Tahoe: (1) As incompatible with other land uses in the vicinity of its current El Dorado County location; and (2) By relocating, it would eliminate the possibility of being replaced with an equally incompatible use? Specifically, the use must either be listed in Appendix D of the Community Plan or fit into one of the three incompatible categories described in the CFA incentive, above. (Goal 2, Objective 3, Policy B)

--OR--

YES  NO Is the project a new or relocated City of South Lake Tahoe industrially-related public service use or one of the nonconforming public service uses listed in Chapter 6 of the Community Plan? These uses also qualify for this incentive.

\_\_\_\_\_ Square feet of SEZ restoration credit is needed for a man-modified amendment for this project.

First come, first served.

No more credit than needed for the relocating business will be provided.

Requestor (relocating business) must have site control through ownership or binding agreement with property owner.

### Section 3 PROJECT REVIEW

Some special project review considerations are identified for the Community Plan. They are presented here for the convenience of the project proponent.

#### NOISE

YES  NO Does the project have the potential to exceed the noise standard of 65 CNEL? The maximum community noise equivalent level for this Community Plan area is 65.

The following performance standards for the stationary or industrial noise sources or projects will be used to evaluate specific project impacts. Impacts will be measured at the property line of a noise-sensitive receiving use.

| Noise Level Descriptor | Daytime (7am-7pm) | Evening/Nighttime (7pm-7am) |
|------------------------|-------------------|-----------------------------|
| Hourly Leq, dB         | 55                | 45                          |
| Maximum level, dB      | 75 (single event) | 65                          |

Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

Projects determined by TRPA to have the potential to exceed the noise standards shall be required to submit a noise analysis as part of the environmental review process. Noise measurements conducted for noise analyses shall follow TRPA protocols for the CNEL measurements that are described in the 2001 Threshold Evaluation. Projects shall incorporate design features and self-monitoring components (to be determined during the permitting process) to ensure compliance with noise standards. Monitoring results should clearly indicate whether the standards are being met and they shall be provided to the City of South Lake Tahoe and TRPA. If project monitoring demonstrates that standards are consistently being met, the monitoring requirement may be discontinued after one year of data showing no violations. If standards are not being met, adaptations to attenuate the noise must be incorporated into the project and monitoring should continue until one year's worth of results demonstrate no noise violations.

(from Noise Environmental Target)

#### SOURCE WATER PROTECTION ZONES

NOTE: Source Water Protection Zones were broadly mapped by TRPA in 1999. As such, it is possible that the zone may actually transcend the mapped areas. Consequently, all parcels within the Industrial Tract may, at TRPA's discretion, be required to comply with Chapter 82 of the TRPA Code even if they are located outside of the mapped area.

YES  NO Is the project located within a TRPA-designated Source Water Protection Zone? The Source Water Protection Zone for well Number 03231413W11 includes all or portions of the following parcels:

Existing Developed Parcels: APNs 032-314-14, 02, 03, 35, 32, 22 and 032-313-21, 30.

Vacant, Developable Parcels: APNs 032-314-31, 032-313-38

Sensitive Lands Owned by the CTC: 032-313-27, 28

The Source Water Protection Zone for well Number 03231413W12 includes all or portions of the following parcels:

Existing Developed Parcels: APNs 032-314-32, 22, 16, 15, 24, 25, 35; 032-313-30.

Vacant, Developable Parcels: APNs 032-314-31,

Sensitive Lands, CTC-Owned: 032-313-44, 45, 46; 032-314-27, 34, 33, 30

These Source Water Protection Zones provide drinking water from an aquifer by a well with five or more service connections. The protection zone consists of a fixed 600-foot radius circle around a well.

If so, new project applications for uses that constitute possible contaminating activities within these zones must make the findings and meet the requirements of Chapter 82 of the TRPA Code in order to be approved. Existing possible contaminating uses must submit a spill control plan that meets the TRPA Code requirements. NOTE: Possible contaminating uses are noted on the permissible use matrix found in Section 1 of this document.

#### SPILL CONTINGENCY PLANS

YES  NO Does the businesses have a fuel tank or use other potentially contaminating materials as part of their operations? If so, a spill contingency plan may be required by TRPA, Lahontan, or County Environmental Management that address how to respond to accidental spills.

The Community Plan (Chapter 4) provides general SPILL RESPONSE PROCEDURES, SPILL REPORTING REQUIREMENTS, and a HAZARDOUS MATERIALS INCIDENT REPORT FORM to either supplement existing or future spill plans for individual properties, or provide basic guidance for those Industrial Tract properties without spill plans in the event of a spill.

#### STORM WATER POLLUTION PROTECTION PLANS

YES  NO Is a Storm Water Pollution Protection Plan required? If so, TRPA requests the following content:

I. BMP Design and implementation Site plan with appropriate BMPs delineated, Verified Land Capability

II. Operational BMP Plan Appropriate uses/delineated uses of area:

Equipment Staging/Storage Area

Hazardous Materials Containment

List of potentially contaminating activities

III. Spill Contingency Plan

Employee training:

Well-marked, posted steps to take in case of spill

Appropriate absorbent and containment materials on-site

Shut-off valve to prevent spill from entering on-site treatment system

IV. BMP Maintenance Plan

Parking Lots: Quarterly Sweeping

Quarterly or post-storm stormwater treatment system checks (i.e. clear debris clogging drop inlets)

Biannual factoring of system with appropriate disposal of materials

Other: e.g., vegetation maintenance

V. BMP Monitoring Plan  
Water Quality Monitoring

Discharges to surface water shall not exceed the following standards:

| Constituent                       | Max Concentration |
|-----------------------------------|-------------------|
| Dissolved Inorganic Nitrogen as N | 0.5 mg/l          |
| Dissolved Phosphorus as P         | 0.1 mg/l          |
| Dissolved Iron as Fe              | 0.5 mg/l          |
| Grease and Oil                    | 2.0 mg/l          |
| Suspended Sediment                | 250 mg/l          |

Discharges to groundwater shall not exceed the following standards:

| Constituent                       | Max Concentration |
|-----------------------------------|-------------------|
| Dissolved Inorganic Nitrogen as N | 0.5 mg/l          |
| Dissolved Phosphorus as P         | 0.1 mg/l          |
| Dissolved Iron as Fe              | 0.5 mg/l          |
| Grease and Oil                    | 2.0 mg/l          |
| Suspended Sediment                | 250 mg/l          |
| Visual effectiveness monitoring   |                   |

**BEST MANAGEMENT PRACTICES**

YES  NO Is the project a new development, major remodel, or addition? If so, Best Management Practices must be installed for the property at the time the project.

Storm water treatment facilities should be designed to treat at least the volume of the 20-year, one-hour storm from all impervious surfaces on the property. The entire Community Plan area is located within BMP Priority Area #2, which requires implementation of best management practices on all developed properties by 2006.

(Goal 2, Objective 1, Policy F)

**INDUSTRIAL-STYLE STORAGE CONTAINERS**

YES  NO Is an industrial-style storage container proposed to be added to an existing developed property? If so, a City of South Lake Tahoe Planning Division minor design review application is required. Installation of a container is considered an "addition" as related to the other requirements of this Community Plan (such as installation of Best Management Practices, etc.)

When used in association with commercial buildings and uses, these containers must have commercial floor area.

Storage containers may be placed only on TRPA-verified existing land coverage or create new land coverage after permitting consistent with the land coverage constraints of the property.

Installation of containers in existing parking lots may not reduce the amount of parking spaces available below that which is required to support the uses on the property (as evidenced either by the project approval or local parking ratios for the use mix). No storage containers shall encroach into a setback area.



Any storage container visible from D Street or Lake Tahoe Boulevard must comply with design review requirements related to prefabricated or factory built buildings or structures. Other containers need not comply with local design standards.  
(Goal 1, Objective 1, Policy G)

#### SIGNS

YES  NO Is the project a new or expanded commercial use or a commercial change in operation? If so, signs must be brought into compliance with the Citywide sign ordinance.  
(Environmental Target #4 – Scenic)

#### FENCES

YES  NO Is a new fence proposed? Modify the City's fence standards to provide for up to five-foot fences within the twenty-foot front yard setback within this Community Plan area only. This deviation from City fence standards is included to provide additional security and screening of industrial uses and it may occur between 10-20 from the frontyard property line. In order to qualify to use this option:

- The land area between the front property line and the fence shall be landscaped with native vegetation, including shrubs and trees planted outside of the "clear zone;"
- Must provide physical barriers to prevent parking in landscaped/open space areas;
- The landscape plan must be reviewed and approved by the City Planning Division;
- A "hold harmless agreement" with the City is required;
- The property's street address must be posted on the fence.
- The fence must otherwise conform to the construction standards required by Chapter 5 of the City Code.

(Goal 1, Objective 1, Policy F)

YES  NO Is the project located on a property that backs to Lake Tahoe Boulevard? All existing developed properties (by October 15, 2010) and all new development must be screened along the entire length of the property (unless there is a grandfathered access to Lake Tahoe Boulevard). Screening shall be by means of an eight-foot solid wood fence of the design specified in the Industrial Tract Fence Checklist, Appendix E of the Industrial Tract Community Plan. When built to this standard, no City building permit is required and the City Planning Division Fence permit's fee will be waived. No proof of engineering is required, as the City Engineering Division has approved the specifications.  
(Goal 1, Objective 1, Policy E)

## ACCESS DRIVES AND PARKING

YES  NO New or changed commercial developments should provide limited and clearly defined access drives rather than permitting unrestricted vehicle access along the entire property frontage.

YES  NO Review projects for conformance with the Citywide Design and Sign standards and parking requirements. Consider the special parking needs of the site, such as the need for larger parking spaces to support the semi trucks that patronize a certain business or other outside equipment or other storage needs that might use the parking area. Use the City of South Lake Tahoe parking ratios, found in Chapter 5 of the City Code, to provide guidance, but:

All new construction projects, major remodels, and building additions must submit a technically adequate, project-specific parking analysis (in Section 5-46.B of the City Code (Modification to the Parking Demand Ratios) as part of the project application.

All projects resulting in reductions to the parking demand ratios will be subject to obtaining a City of South Lake Tahoe use permit.

In approving a project where a parking reduction is proposed, require the applicant's site plan to include a parking design and snow storage that meets the parking ratios, indicating which of these parking spaces will not initially be constructed, as part of the project approval. Ensure that enough land coverage (including the potential for transferred land coverage) is available on-site in the event that the additional designed parking is needed in the future.

Condition the project that, if City staff determines the site to be underparked at any time in the future, the second phase of the parking be installed.

(Goal 1, Objective 1, Policy C)

## Section 4 SITE DESIGN

The following section will either refer the applicant to the Citywide Design Standards or provide the Community Plan-specific standards that supplement or replace the Citywide design requirements.

### SITE DETERMINANTS

#### (1) Standard: Natural Features

Yes / No / NA Refer to Citywide Design Standards and Chapter 71 of the TRPA Code of Ordinances regarding need for protection of 30" DBH trees.

#### (2) Standard: Use of disturbed areas/revegetation

Yes / No / NA Refer to Citywide Design Standards.

#### (3) Standard: Screening of service areas

Yes / No / NA Citywide Design Standards are REPLACED by the following.

Screening requirements for properties located along D Street only:

New construction, major remodels, and any building addition, as well as any new open storage, must screen the nearby residential areas and Lake Tahoe Boulevard from view, noise, and dust. If the environmental documents for these developments indicate that the use will have adverse effects related to view, noise and dust, then the environmental documents must define the appropriate level of screening. Parking and storage within the frontyard setback of D Street is prohibited.

For undeveloped properties, installation of a landscaped strip at least twenty feet wide is required, incorporating a sidewalk in the public right of way. This landscaped strip should consider incorporation of a vegetated berm, and must include either a solid wood fence or masonry wall in order to accomplish this visual screening. The heights and dimensions of the

berm and fence/wall must effectively screen the proposed industrial uses. The parking and building, if not visually part of the industrial use, need not be fully screened. For example, a 20-foot vegetated/bermed setback area may include trees and a fence to only partially buffer the building and parking area for a construction firm, and place a masonry wall behind these developments to fully screen the yard storing materials/heavy equipment from view, noise and dust.

Exception: These requirements will be waived if land is classified as stream environment zone (when SEZ-appropriate landscaping will be required) or if another environmental constraint should discourage or prohibit fill.

For existing developed properties proposing major remodels or additions, the intent of the requirement for undeveloped properties must be addressed within the constraints imposed by existing site development.

(Goal 1, Objective 1, Policy D)

Screening requirements for properties located along Lake Tahoe Boulevard only: All existing developed properties (by October 15, 2010) and all new development must be screened along the entire length of the property (unless there is a grandfathered access to Lake Tahoe Boulevard). Screening shall be by means of an eight-foot solid wood fence of the design specified in the Industrial Tract Fence Checklist, Appendix E of the Industrial Tract Community Plan.

(Goal 1, Objective 1, Policy E)

#### (4) Standard: Pedestrian Circulation

Yes / No / NA Citywide Design Standards related to on-site pedestrian circulation are RETAINED, while standards for off-site circulation are REPLACED by the following:

Sidewalk requirements for properties located along D Street only: Standard asphalt sidewalks (five feet in width) are required for projects located along D Street as part of any new development, major remodel, addition, or change in use to a special use. These sidewalks must be designed and developed so as not to be parked upon.

(Goal 2, Objective 1, Policy D)

There are no sidewalk requirements within the Industrial Tract off of D Street.

#### (5) Standard: Dumpster Enclosure Design Standards

Yes / No / NA Citywide Design Standards apply for all dumpsters visible from Lake Tahoe Boulevard or D Street. NOTE: Some dumpsters visible from these two streets could be located on Shop Street or Industrial Avenue. These standards do not apply where the dumpster is located such that it is not visible from D Street or Lake Tahoe Boulevard if the dumpster is located outside of the public street right of way.

#### DESIGNING FOR VIEWS

Yes / No / NA Citywide Design Standards are INAPPLICABLE because this section only refers to additional height areas, and the Industrial Tract is not included.

#### GRADING & DRAINAGE

##### (1) Standard: Cuts

Yes / No / NA Refer to Citywide Design Standards.

Fills

Yes / No / NA Refer to Citywide Design Standards.

(2) Standard: Grading

Yes / No / NA Refer to Citywide Design Standards.

(3) Standard: Roadway Dimensions

Yes / No / NA Refer to Citywide Design Standards. NOTE: In this case, "minimal" shall consider the size/type of vehicle intended to use the roadway and shall be designed appropriately.

(4) Standard: Disruption and revegetation of site

Yes / No / NA Citywide Design Standards are SUPPLEMENTED with the following direction:

Ensure all open space not dedicated to impervious coverage, including revegetated and landscaped areas, is protected from encroachment of industrial uses, snow removal, parking, and other uses that could create soft coverage. Achieve this policy through the installation of bollards, fences, boulders, or other barriers during design review of new construction, major remodel, and addition projects.

(Goal 1, Objective 1, Policy B)

(5) Standard: Slope Contours

Yes / No / NA Refer to Citywide Design Standards.

(6) Standard: Retaining Walls

Yes / No / NA Refer to Citywide Design Standards.

(7) Standard: Sediment Basins

Yes / No / NA Refer to Citywide Design Standards. These standards are SUPPLEMENTED with the following additional direction:

If the site cannot accommodate basins as described in the Citywide standard, such as for an existing developed site, an alternative is offered in order to meet water quality requirements. The alternative basin must be fenced and vegetated in order to preclude access for public safety purposes.

## SCREENING METHODS

Yes / No / NA Citywide Design Standards are REPLACED by the following.

Screening requirements for properties located along D Street only:

New construction, major remodels, and any building addition, as well as any new open storage, must screen the nearby residential areas and Lake Tahoe Boulevard from view, noise, and dust. If the environmental documents for these developments indicate that the use will have adverse effects related to view, noise and dust, then the environmental documents must define the appropriate level of screening.

For undeveloped properties, installation of a landscaped strip at least twenty feet wide is required, incorporating a sidewalk in the public right of way. This landscaped strip should consider incorporation of a vegetated berm, and shall include either a solid wood fence or masonry wall in order to accomplish this visual screening. The heights and dimensions of the berm and fence/wall must effectively screen the proposed industrial uses. The parking and

building, if not visually part of the industrial use, need not be fully screened. For example, a 20-foot vegetated/bermed setback area may include trees and a fence to only partially buffer the building and parking area for a construction firm, and place a masonry wall behind these developments to fully screen the yard storing materials/heavy equipment from view, noise and dust.

Exception: These requirements will be waived if land is classified as stream environment zone (when SEZ-appropriate landscaping will be required) or if another environmental constraint should discourage or prohibit fill.

(Goal 1, Objective 1, Policy D)

Screening requirements for properties located along Lake Tahoe Boulevard only: Screen development adjacent to Lake Tahoe Boulevard, including the retrofit of existing development (whether or not a new project or change in use is proposed). The fence must be constructed along the entire length of the property (unless there is a grandfathered access to Lake Tahoe Boulevard). Screening to the Community Plan standard is required for all developed properties adjacent to the roadway by October 15, 2010. Screening shall be accomplished by means of an eight-foot solid wood fence of the design specified in the Industrial Tract Fence Checklist, Appendix E of the Industrial Tract Community Plan.

(Goal 1, Objective 1, Policy E)

## Section 5. BUILDING DESIGN DESIGN

### (1) Standard: Building Design Compatible with Environment

Yes / No / NA Citywide Design Standards are SUPPLEMENTED as follows:

No specific architectural style or design theme is required. The community character is industrial, thus design solutions should be compatible with the industrial function of the individual use which is being constructed.

### (2) Standard: Screening of All Mechanical Equipment

Yes / No / NA Citywide Design Standards are MODIFIED as follows:

The architectural design of a project shall include elements that provide a positive visual screen of all mechanical equipment visible from D Street or Lake Tahoe Boulevard only. Mechanical equipment includes, but is not limited to, utility hardware on the roof, building or the ground; refuse containers, satellite receiving dishes; communication equipment, electrical transformer boxes, and the like.

### (3) Standard: Roof Treatment

Yes / No / NA Refer to Citywide Design Standards and Chapter 22 of the TRPA Code of Ordinances.

### (4) Standard: Roofing Material

Yes / No / NA Refer to Citywide Design Standards.

### (5) Standard: Scale and Massing of Structures

Yes / No / NA This Citywide standard is rendered INAPPLICABLE to the Industrial Tract. The Community Plan has screening requirements for uses visible from Lake Tahoe Boulevard and D Street; within the tract, industrial uses are permitted to dominate.

### (6) Standard: Building Materials & Color

Yes / No / NA Citywide Design Standards are REPLACED by the following.

Building materials must be appropriate to the area's industrial uses. Exterior building colors should be compatible with the surrounding environment and not compete with surrounding

elements for attention. Specifically, the building color should not become de facto "signing" for the site. Building colors shall be earth-toned in darker shades. Primary or other bright colors should be used sparingly as accents, such as on trim.

(7) Standard: Interior Spaces exposed to public view on Hwys 50 & 89 & Lake Tahoe Blvd.  
Yes / No / NA This Citywide standard is rendered INAPPLICABLE to the Industrial Tract, where industrial activities are appropriate for the area.

#### BUILDING & STRUCTURE HEIGHTS

(1) Standard: Citywide Design Standards are MODIFIED by the following.  
Yes / No / NA Design of structures shall be compatible with its environment.  
Based on the review process, buildings and structures shall be evaluated based on the impact the structure has on scenic backdrop as seen from the Lake Tahoe Boulevard and D Street.

#### HISTORIC STRUCTURES & SITES

Yes / No / NA Refer to Citywide Design Standards.

#### Section 6. SETBACKS OF BUILDINGS AND STRUCTURES

(1) Standard: Setbacks of buildings or structures  
Yes / No / NA Refer to Citywide Design Standards.

(2) Standard: SEZ Setbacks  
Yes / No / NA Refer to Citywide Design Standards.

(3) Standard: Other setbacks  
Yes / No / NA Refer to Citywide Design Standards.

#### Section 7. PEDESTRIAN CIRCULATION

(1) Standard: Pedestrian Circulation  
Yes / No / NA Citywide Design Standards are REPLACED by the following.

Sidewalk requirements for properties located along D Street only: Standard sidewalks (five feet in width if against the curb; four feet if separated from the curb) are required along D Street as part of any new development or major remodel/addition. These sidewalks must be designed and developed so as not to be parked upon.  
(Goal 2, Objective 1, Policy D)

#### Section 8. SNOW STORAGE

NOTE: The TRPA Code of Ordinances prohibits snow storage and infiltration within Stream Environment Zones unless there is no other land ability district present

(1) Standard: Snow storage areas  
Yes / No / NA Refer to Citywide Design Standards.

(2) Standard: Snow storage infiltration  
Yes / No / NA Refer to Citywide Design Standards.

#### Section 6. LANDSCAPING

(1) Standard: Landscape Plan  
Citywide Design Standards are SUPPLEMENTED by the following.

Yes / No / NA a. Protection: Ensure that landscaped areas and open space are protected from encroachment of industrial uses, snow storage, parking, and other uses that could create soft coverage though the installation of bollards, fences, boulders, or other barriers. Required during design review of new construction, major remodel, and addition projects.

(Goal 1, Objective 1, Policy B)

Yes / No / NA b. SEZ: If landscaping is placed in areas mapped as SEZ, SEZ-appropriate native species only are required. No irrigated turf may be used and no fill may be placed. No fertilizer may be used in SEZs.

(Scenic Environmental Target)

Yes / No / NA c. Placement: Landscape treatments should be encouraged for all properties as a means of softening building contours, mitigating building scale and to break up impervious coverage and reduce the amount of paved or dirt areas.

(Scenic Environmental Target)

Yes / No / NA d. D Street: Buffer walls and/or fences with landscape plantings where they front D Street.

(Scenic Environmental Target)

(2) Standard: Species

Yes / No / NA Citywide Design Standards are SUPPLEMENTED as follows:

Native, drought resistant landscaping with low fertilizer requirements is required within the Community Plan area.

(Goal 1, Objective 1, Policy B)

(3) Standard: Minimum Plant sizes and spacing for projects

Yes / No / NA Refer to Citywide Design Standards for trees. For shrubs and groundcovers, the standards are REPLACED as follows:

Yes / No / NA In general, shrubs shall be a minimum of one gallon pot size, although native plantings can be supplemented by super cells.

Yes / No / NA Groundcovers shall be a minimum of "six pack" size and planted to the recommended spacing specifications for the species.

(4) Standard: US 50 Landscape Concept

Yes / No / NA Citywide Design Standards are INAPPLICABLE because the Industrial Tract is not located along Highway 50.

(5) Standard: Obstruction of views

Yes / No / NA Refer to Citywide Design Standards.

(6) Standard: Landscaped Setbacks

Yes / No / NA Refer to Citywide Design Standards.

(7) Standard: Irrigation:

Yes / No / NA Citywide Design Standards are SUPPLEMENTED as follows:

When native plants are used for the landscape treatment, permanent irrigation may not be required depending upon the appropriateness of the species for the site.

Section 7. EXTERIOR LIGHTING

Yes / No / NA Refer to Citywide Design Standards.

Section 8. WATER CONSERVATION

(1) Standard: Water conservation devices

Yes / No / NA Refer to Citywide Design Standards

(2) Standard: Irrigation systems

Yes / No / NA Refer to Citywide Design Standards

Section 9. STREET RIGHT-OF-WAY IMPROVEMENTS

(1) Standard: New road construction projects

Yes / No / NA Refer to Citywide Design Standards AS MODIFIED. Specifically, sidewalk improvements are required on both sides of D Street for all development projects, major remodels, or additions as described in Site Determinates – Pedestrian Circulation section.

(2) Standard: Road Fixtures

Yes / No / NA Refer to Citywide Design Standards

(3) Standard: Color of Road fixtures

Yes / No / NA Refer to Citywide Design Standards

(4) Standard: Signal poles and their ancillary equipment and sign structures

Yes / No / NA Refer to Citywide Design Standards

(5) Standard: Retaining walls and other erosion control devices

Yes / No / NA Refer to Citywide Design Standards

(6) Standard: Street improvements required

Yes / No / NA Citywide Design Standards are INAPPLICABLE, with the exception of sidewalk improvements along D Street as described in Site Determinates – Pedestrian Circulation section, because the Industrial already has areawide BMPs in place.

(end, Industrial *Tract Design Review Checklist*)



# Appendix B

## COMPARISON MATRIX

Uses Permissible in PAS 113 Versus Permissible Uses in the Industrial Tract Area

| LIST OF USES  | PAS #113    | Industrial CP | Change?                             |
|---|-------------|---------------|-------------------------------------|
| Domestic animal raising   | No          | No            | <input type="checkbox"/>            |
| Nursing and personal care   | No          | No            | <input type="checkbox"/>            |
| Employee Housing  | No          | No            | <input type="checkbox"/>            |
| Residential care  | No          | No            | <input type="checkbox"/>            |
| Mobile home dwelling  | No          | No            | <input type="checkbox"/>            |
| Single family dwelling  | No          | No            | <input type="checkbox"/>            |
| Multiple family dwelling  | No          | No            | <input type="checkbox"/>            |
| Summer home   | No          | No            | <input type="checkbox"/>            |
| Multi-person dwelling   | No          | No            | <input type="checkbox"/>            |
| Bed and breakfast facilities  | No          | No            | <input type="checkbox"/>            |
| Time sharing (hotel/motel design)   | No          | No            | <input type="checkbox"/>            |
| Hotel, motel, and other transient dwelling units  | No          | No            | <input type="checkbox"/>            |
| Time sharing (residential design)   | No          | No            | <input type="checkbox"/>            |
| Auto, mobile home and vehicle dealers   | Allowed     | Allowed       | <input type="checkbox"/>            |
| General merchandise stores  | Special Use | No            | <input checked="" type="checkbox"/> |
| Mail order and vending  | Allowed     | Allowed       | <input type="checkbox"/>            |
| Building materials and hardware   | Allowed     | Allowed       | <input type="checkbox"/>            |
| Nursery   | Allowed     | Allowed       | <input type="checkbox"/>            |
| Outdoor retail sales  | Allowed     | No            | <input checked="" type="checkbox"/> |
| Eating and drinking places  | Allowed     | No            | <input checked="" type="checkbox"/> |
| Service stations  | Allowed     | Special Use   | <input checked="" type="checkbox"/> |
| Food and beverage retail sales  | Allowed     | No            | <input checked="" type="checkbox"/> |
| Furniture, home furnishings and equipment*<br><i><b>add footnote</b> *This use category only applies if the “furniture, home furnishings and equipment” are manufactured or (re)finished on site. Other types of retail sales that fit this permissible use category are not permitted within this Community Plan area.</i> | Special Use | Special Use   | <input checked="" type="checkbox"/> |
| Amusements and recreation services  | Special Use | No            | <input checked="" type="checkbox"/> |
| Outdoor amusements  | No          | No            | <input type="checkbox"/>            |
| Privately owned assembly and entertainment  | No          | No            | <input type="checkbox"/>            |
| Animal husbandry services   | Allowed     | No            | <input checked="" type="checkbox"/> |
| Personal services*<br><i><b>Add footnote</b> * After a use permit is issued or special use findings are made, change in use from one type of personal service to another must go through the special use process for a determination of the appropriate of the new use.</i>   | Special Use | Special Use   | <input checked="" type="checkbox"/> |
| Auto repair and service   | Allowed     | Allowed       | <input type="checkbox"/>            |
| Professional offices*   | Special Use | Special Use   | <input checked="" type="checkbox"/> |

# Appendix B

## COMPARISON MATRIX

Uses Permissible in PAS 113 Versus Permissible Uses in the Industrial Tract Area

|  |             |             |                                     |
|--|-------------|-------------|-------------------------------------|
| <i><b>Add footnote</b> *Only professional offices related to industrial uses can be considered. The type of office proposed must be consistent with the area's industrial focus and the permit will condition the specific type of office for the structure. This type of office cannot change without reinitiating the special use process.</i> |             |             |                                     |
| Broadcasting studios   | Allowed     | No          | <input checked="" type="checkbox"/> |
| Repair services  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Business support services  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Sales lots   | Allowed     | Special Use | <input checked="" type="checkbox"/> |
| Contract construction services   | Allowed     | Allowed     | <input type="checkbox"/>            |
| Schools – business and vocational*<br><i><b>Add footnote</b> *Only schools related to industrial-type uses can be considered (e.g., truck driving schools, etc.).</i>  | Special Use | Special Use | <input checked="" type="checkbox"/> |
| Financial services   | Special Use | Special Use | <input type="checkbox"/>            |
| Secondary storage  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Health care services   | Allowed     | No          | <input checked="" type="checkbox"/> |
| Laundries and dry cleaning plant   | Allowed     | Allowed     | <input type="checkbox"/>            |
| Batch plants   | Special Use | Special Use | <input type="checkbox"/>            |
| Printing and Publishing  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Food and Kindred products  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Recycling and scrap  | Special Use | Special Use | <input type="checkbox"/>            |
| Fuel and ice dealers   | Allowed     | Allowed     | <input type="checkbox"/>            |
| Small scale manufacturing  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Industrial services  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Storage yards  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Warehousing  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Vehicle and freight terminals  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Wholesale and distribution   | Allowed     | Allowed     | <input type="checkbox"/>            |
| Vehicle storage and parking  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Airfields, landing strips and heliports  | No          | No          | <input type="checkbox"/>            |
| Local public health and safety facilities  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Membership organizations   | No          | No          | <input type="checkbox"/>            |
| Cemeteries   | No          | No          | <input type="checkbox"/>            |
| Power generating   | No          | No          | <input type="checkbox"/>            |
| Churches   | Special Use | No          | <input checked="" type="checkbox"/> |
| Collections station  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Cultural Facilities  | Special Use | No          | <input checked="" type="checkbox"/> |
| Public utility centers   | Allowed     | Allowed     | <input type="checkbox"/>            |
| Publicly owned assembly and entertainment  | No          | No          | <input type="checkbox"/>            |
| Day care centers/pre-schools   | Special Use | No          | <input checked="" type="checkbox"/> |
| Regional public health and safety facilities   | Allowed     | Allowed     | <input type="checkbox"/>            |
| Local public health and safety facilities  | Allowed     | Allowed     | <input type="checkbox"/>            |

# Appendix B

## COMPARISON MATRIX

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### Uses Permissible in PAS 113 Versus Permissible Uses in the Industrial Tract Area

|  |             |             |                                     |
|--|-------------|-------------|-------------------------------------|
| Government offices*<br><i>footnote</i> *Only government offices related to industrial-type uses can be considered (e.g., public works, etc.). The type of office proposed must be consistent with the area's industrial focus and the permit will condition the specific type of office for the structure. This type of office cannot change without reinitiating the special use process. | Allowed     | Special Use | <input checked="" type="checkbox"/> |
| Hospitals  | No          | No          | <input type="checkbox"/>            |
| Schools – college  | No          | No          | <input type="checkbox"/>            |
| Local assembly and entertainment   | Special Use | No          | <input checked="" type="checkbox"/> |
| Schools – K through secondary  | No          | No          | <input type="checkbox"/>            |
| Local post office  | Allowed     | Special     | <input checked="" type="checkbox"/> |
| Social service organizations   | No          | No          | <input type="checkbox"/>            |
| Threshold related research facilities  | No          | No          | <input type="checkbox"/>            |
| Pipelines and power transmission   | Allowed     | Allowed     | <input type="checkbox"/>            |
| Transportation routes  | Special Use | Special Use | <input type="checkbox"/>            |
| Transit stations and terminals   | Allowed     | Allowed     | <input type="checkbox"/>            |
| Transmission and receiving facilities  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Beach recreation   | No          | No          | <input type="checkbox"/>            |
| Outdoor recreation concessions   | No          | No          | <input type="checkbox"/>            |
| Boat launching facilities  | No          | No          | <input type="checkbox"/>            |
| Participant sports facilities  | Special Use | No          | <input checked="" type="checkbox"/> |
| Cross country ski courses  | No          | No          | <input type="checkbox"/>            |
| Recreation centers   | No          | No          | <input type="checkbox"/>            |
| Day use areas*<br><i>footnote</i> *Neighborhood-serving day use areas buffered from industrial uses may be considered.   | Allowed     | Special Use | <input checked="" type="checkbox"/> |
| Recreation vehicle parks   | No          | No          | <input type="checkbox"/>            |
| Developed campgrounds  | No          | No          | <input type="checkbox"/>            |
| Riding and hiking trails   | No          | Special Use | <input checked="" type="checkbox"/> |
| Downhill ski facilities  | No          | No          | <input type="checkbox"/>            |
| Rural sports   | No          | No          | <input type="checkbox"/>            |
| Golf courses   | No          | No          | <input type="checkbox"/>            |
| Snowmobile courses   | Special Use | No          | <input checked="" type="checkbox"/> |
| Group facilities   | No          | No          | <input type="checkbox"/>            |
| Sports assembly  | No          | No          | <input type="checkbox"/>            |
| Marinas  | No          | No          | <input type="checkbox"/>            |
| Undeveloped campgrounds  | No          | No          | <input type="checkbox"/>            |
| Off-road vehicle courses   | No          | No          | <input type="checkbox"/>            |
| Visitor information centers  | No          | No          | <input type="checkbox"/>            |
| Reforestation  | Allowed     | Allowed     | <input type="checkbox"/>            |
| Special cut  | No          | Allowed     | <input checked="" type="checkbox"/> |
| Regeneration harvest   | No          | No          | <input type="checkbox"/>            |
| Thinning   | Allowed     | Allowed     | <input type="checkbox"/>            |

# Appendix B

## COMPARISON MATRIX

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Uses Permissible in PAS 113 Versus Permissible Uses in the Industrial Tract Area

|   |         |         |                                     |
|---|---------|---------|-------------------------------------|
| Sanitation salvage cut                    | Allowed | Allowed | <input type="checkbox"/>            |
| Timber stand improvement                  | Allowed | Allowed | <input type="checkbox"/>            |
| Selection cut                             | No      | No      | <input type="checkbox"/>            |
| Tree farms                                | Allowed | Allowed | <input type="checkbox"/>            |
|   |         |         |                                     |
| Early successional vegetation management  | Allowed | Allowed | <input type="checkbox"/>            |
| Structural fish habitat management        | Allowed | Allowed | <input type="checkbox"/>            |
| Nonstructural fish habitat management     | Allowed | Allowed | <input type="checkbox"/>            |
| Structural wildlife habitat management    | Allowed | Allowed | <input type="checkbox"/>            |
| Nonstructural wildlife habitat management | Allowed | Allowed | <input type="checkbox"/>            |
|   |         |         |                                     |
| Farm/ranch accessory structures           | No      | No      | <input type="checkbox"/>            |
| Range pasture management                  | No      | No      | <input type="checkbox"/>            |
| Grazing                                   | No      | No      | <input type="checkbox"/>            |
| Range improvement                         | No      | No      | <input type="checkbox"/>            |
|   |         |         |                                     |
| Fire detection and suppression            | Allowed | Allowed | <input type="checkbox"/>            |
| Prescribed fire/burning management        | No      | Allowed | <input checked="" type="checkbox"/> |
| Fuels treatment management                | Allowed | Allowed | <input type="checkbox"/>            |
| Sensitive plant management                | Allowed | Allowed | <input type="checkbox"/>            |
| Insect and disease suppression            | Allowed | Allowed | <input type="checkbox"/>            |
| Uncommon plant community management       | Allowed | Allowed | <input type="checkbox"/>            |
|   |         |         |                                     |
| Erosion control                           | Allowed | Allowed | <input type="checkbox"/>            |
| SEZ restoration                           | Allowed | Allowed | <input type="checkbox"/>            |
| Runoff control                            | Allowed | Allowed | <input type="checkbox"/>            |

(End, Appendix B)

# Appendix C

## Explanation Regarding Changes to Permissible Uses Between PAS 113 and the Community Plan

| <b>USES THAT CHANGED BETWEEN PAS AND THE CP</b>   | <b>PAS #113</b> | <b>Industrial CP</b> |
|---|-----------------|----------------------|
| General merchandise stores  | Special Use     | No                   |
| Outdoor retail sales  | Allowed         | No                   |
| Eating and drinking places  | Allowed         | No                   |
| Service stations  | Allowed         | Special Use          |
| Food and beverage retail sales  | Allowed         | No                   |
| Furniture, home furnishings and equipment*<br><i>footnote</i> *This use category only applies if the “furniture, home furnishings and equipment” are manufactured on site. Other types of retail sales that fit this permissible use category are not permitted within this Community Plan area.  | Special Use     | Special Use          |
| Amusements and recreation services  | Special Use     | No                   |
| Animal husbandry services   | Allowed         | No                   |
| Personal services*<br><i>footnote</i> * After a use permit is issued or special use findings are made, change in use from one type of personal service to another must go through the special use process rather than just a change in operation process.   | Special Use     | Special Use          |
| Professional offices*<br><i>footnote</i> *Only professional offices related to industrial uses can be considered. The type of office proposed must be consistent with the area’s industrial focus and the special use permit will condition the specific type of office for the structure. This type of office cannot change without reinitiating the special use permit process.                             | Special Use     | Special Use          |
| Broadcasting studios  | Allowed         | No                   |
| Sales lots  | Allowed         | Special Use          |
| Schools – business and vocational<br><i>footnote</i> *Only schools related to industrial-type uses can be considered (e.g., truck driving schools, etc.).   | Special Use     | Special Use          |
| Health care services  | Allowed         | No                   |
| Churches  | Special Use     | No                   |
| Cultural Facilities   | Special Use     | No                   |
| Day Care Centers/Pre-schools  | Special Use     | No                   |
| Government offices*<br><i>footnote</i> *Only government offices related to industrial-type uses can be considered (e.g., public works, etc.). The type of office proposed must be consistent with the area’s industrial focus and the special use permit will condition the specific type of office for the structure. This type of office cannot change without reinitiating the special use permit process. | Allowed         | Special Use          |
| Local assembly and entertainment  | Special Use     | No                   |
| Participant sports facilities   | Special Use     | No                   |
| Local post office   | Allowed         | Special Use          |
| Riding and hiking trails  | No              | Special Use          |
| Day use areas*<br><i>footnote</i> *Neighborhood day use areas buffered from industrial uses may be considered.  | Allowed         | Special Use          |
| Snowmobile courses  | Special Use     | No                   |
| Special cut   | No              | Allowed              |
| Prescribed fire/burning management  | No              | Allowed              |

## *Appendix C*

### Explanation Regarding Changes to Permissible Uses Between PAS 113 and the Community Plan

The previous table summarizes the changes to the Permissible Uses Matrix for the Industrial Tract between Plan Area Statement#113 and the adoption of the Industrial Tract Community Plan. The rest of the use matrix is consistent between the two documents.

The changed permissible uses are defined in this section using the definitions from Chapter 18 of the Tahoe Regional Planning Agency Code of Ordinances and the rationale for the change is noted. In general, the permissible uses are more narrowly focussed to industrial type uses under the Community Plan when compared with the former Plan Area Statement. While the previous Plan Area Statement also had a commercial/public service emphasis, the permissible use categories were somewhat broader than currently proposed. For example, day care centers were a permissible special use; however, there is a planning history of denying one applicant the opportunity to conduct such an activity due to an overall inconsistency with nearby land uses. These proposed changes to the permissible use categories make the Community Plan more consistent with the Preferred Industrial Area designation. In making both of the findings described below, neighborhood consistency should consider consistency with the industrial nature of the area as well as any sensitive surrounding uses (e.g., mobile home park). Uses with a greater potential for impacts or conflicts with neighboring uses shall be discretionary in nature, or "special uses."

TRPA's "special use" findings are outlined in Section 18.1.B of the TRPA Code of Ordinances. Special uses may be determined to be appropriate for the area after public hearings are conducted and the project is evaluated against the following standards:

(1) The project, to which the use pertains, is of such a nature, scale, density, intensity and type to be an appropriate use for the parcel on which, and surrounding area in which, it will be located.

(2) The project, to which the use pertains, will not be injurious or disturbing to the health, safety, enjoyment of property, or general welfare of persons or property in the neighborhood, or general welfare of the region, and the applicant has taken reasonable steps to protect against any such injury and to protect the land, water and air resources of both the applicant's property and that of surrounding property owners.

(3) The project, to which the use pertains, will not change the character of the neighborhood, detrimentally affect or alter the purpose of the applicable planning

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### Explanation Regarding Changes to Permissible Uses Between PAS 113 and the Community Plan

area statement, community plan and specific or master plan, as the case may be.

The City of South Lake Tahoe also has “use permit” findings that must be made and procedures that must be followed to approve any use designated as “special” in the permissible uses matrix of the Industrial Tract Community Plan. Section 32-60 of the City Code outlines the following findings to be made for use permits:

- (1) The use applied for is necessary or desirable on a specific parcel;
- (2) The use applied for is not injurious to the neighborhood;
- (3) The use applied for is consistent with the intent of Chapter 32 of the City Code; and
- (4) The use applied for is consistent with the permitted uses in the plan area.

In the cases of the required TRPA and City findings, either or both codes may someday be amended. Should amendments occur which modify any of the findings, the amended findings shall apply.

The reasons for the changes, along with the definitions for the uses (from Chapter 18 of the TRPA Code of Ordinances) that have changed, are described below:

**General Merchandise Stores – Definition:** Retail trade establishments such as department stores, variety stores, drug and discount stores, and general stores engaged in retail sales of one or more lines of new and used merchandise, including: dry goods, apparel and accessories; small wares, sporting goods and equipment, bicycles and mopeds, parts and accessories. Also includes the sale of miscellaneous shopping goods such as: books; stationary; jewelry; hobby materials; toys and games; cameras and photographic supplies; gifts; novelties and souvenirs; luggage and leather goods; fabrics and sewing supplies; florist and house plant stores; cigar and news stands; artist supplies; orthopedic supplies; religious goods; handcrafted items (stores for which may include space for crafting operations when such are accessory to retail sales); and other miscellaneous retail shopping goods.

This use would change from being a special use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting to be functional. In addition, attracting retail shoppers to the industrial area is unnecessary, as the other community plan areas provide incentives for concentration of retail commercial uses. The limited amount of land base within the Industrial Tract and its Preferred Industrial Area

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### Explanation Regarding Changes to Permissible Uses Between PAS 113 and the Community Plan

designation make the area a priority location for industrial activities, rather than activities that could be located elsewhere within the community.

**Outdoor Retail Sales** -- Definition: Retail trade establishments operating outside of buildings on a daily or weekly basis, such as roadside stands; flea markets; swap meets; seasonal sales regarding Christmas trees, fireworks, pumpkins, or other seasonal items; regular sales of art or handcrafted items in conjunction with community festival or art shows; and retail sales of various products from individual motor vehicle locations outside of the public rights of way, not including bakery, ice cream, or similar vending vehicles that conduct sales within the right of way and do not stop in any location except on customer demand. Outside storage or display is included as part of the use.

This use would change from being an allowed use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting and outdoor events could be in conflict with the industrial setting of the area (e.g., noise, trucks, etc.).

**Eating and Drinking Places** – Definition: Restaurants, bars and other establishments selling prepared foods and drinks for on-premise consumption, as well as facilities for dancing and other entertainment that are accessory to the principal use of the establishment as an eating or drinking place. Also includes drive in restaurants, lunch counters and refreshment stands selling prepared goods and drinks for immediate consumption.

This use would change from being an allowed use to being prohibited under the Community Plan. The rationale for the change is that restaurants and bars often attract a clientele. Consequently, a successful establishment would, by itself, create a “draw” to the industrial area that is not related to the area’s preferred industrial designation.

**Service Stations** -- Definition: Retail trade establishments primarily engaged in the sale of gasoline, which may also provide lubrication, oil change and tune-up services and the sale of automotive products incidental to gasoline sales. May also include towing, mechanical repair services, car washing and waxing, and trailer rental, as accessory uses but does not include storage of wrecked or abandoned vehicles, paint spraying body and fender work. Does not include the retail sale of gasoline as an accessory use to food and beverage retail sales when limited to not more than two pumps.

This use would change from being an allowed use to being a special use under the Community Plan. The rationale for the change is that a service station in this



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### Explanation Regarding Changes to Permissible Uses Between PAS 113 and the Community Plan

area could attract additional traffic beyond levels that are considered within this Community Plan analysis. The specific circumstances of any service station being established in this area deserve the serious assessment associated with special use findings and it is possible that some larger proposals could be determined inappropriate for the area.

**Food and Beverage Retail Sales** – Definition: Retail trade establishments primarily engaged in selling food for home preparation and consumption, as well as the retail sale of packaged alcoholic beverages for consumption off premises. This includes establishments such as grocery stores, convenience stores, and liquor stores. Such establishments may include no more than two gas pumps as an accessory use.

This use would change from being an allowed use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting and could be in conflict with a working district where industrial uses dominate. The neighborhood that could most benefit from retail sales in the area is also bordered by the South Y Preliminary Community Plan area, which includes the retail services offered under this use category.

**Furniture, Home Furnishings and Equipment.** Footnote *\*This use category only applies if the "Furniture, Home Furnishings and Equipment" are manufactured or (re)finished on site. Other types of retail sales that fit this permissible use category are not permitted within this community plan area.* -- Definition: Retail trade establishments primarily engaged in selling home furnishings such as furniture, floor coverings, draperies, glass and chinaware, domestic stoves, refrigerators, and other household electrical and gas appliances including televisions and home sound systems. Also included is the sale of office furniture.

This use would change from being a special use to being a special use with specific conditions described in the footnote under the Community Plan. The rationale for the change is that most businesses fitting this use category do not require an industrial setting and could be in conflict with a working district where industrial uses dominate. The exception is where, for example, the manufacturing of custom furniture or refinishing of antiques is occurring on the premises. By definition, this type of activity is noisier than neighbors in a more typical business/professional district would want to tolerate and thus could be more compatibly located in an industrial area.

**Amusements and Recreation Services** – Definition: Establishments providing amusements or entertainment for a fee or admission charge, such as: arcades

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### Explanation Regarding Changes to Permissible Uses Between PAS 113 and the Community Plan

and coin operated amusements; card rooms; billiard and pool halls, bowling alleys; ice skating and roller skating; dance halls, clubs and ballrooms which are principal uses rather than being subordinate to an eating or drinking place; gymnasiums, reducing salons, health and athletic clubs; indoor sauna, spa or hot tub facilities; tennis, handball, racquetball, indoor archery and shooting ranges and other indoor sports activities; and motion picture theaters.

This use would change from being a special use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting and could be in conflict with a working district where industrial uses dominate. The limited amount of land base within the Industrial Tract and its Preferred Industrial Area designation make the area a priority location for industrial activities, rather than activities that could be located elsewhere within the community.

**Animal Husbandry Services** – Definition: Establishments primarily engaged in performing services for animals, such as veterinary services, animal hospitals, and animal kennels, except publicly operated animal control and wildlife care which is included in “Local Public Health and Safety Facilities.”

This use would change from being an allowed use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting. The limited amount of land base within the Industrial Tract and its Preferred Industrial Area designation make the area a priority location for industrial activities, rather than activities that could be located elsewhere within the community.

**Personal Services.** ***Footnote \* After a use permit is issued, change in use from one type of personal service to another must go through the special use process for a new determination of appropriateness of the use.*** -- Definition: Establishments primarily engaged in providing non medically related services generally involving the care of persons including beauty and barber shops; shoe repair shops; saunas and hot tubs; laundromats (self service laundries); dry cleaning pick-up stores and small scale dry cleaners without pick up and delivery services; clothing rental; dating and escort services; funeral parlors, cemetery real estate sales and related facilities; offsite rental of sporting equipment, and wedding chapels. These uses may also include accessory retail sales of products related to the services provided.

This use would change from being a special use to being a special use with specific conditions described in the footnote under the Community Plan. The rationale for the change is to require that personal services offered be consistent

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with the industrial nature of the area. For example, an offsite snowmobile rental facility should not be allowed to change to a wedding chapel within the Industrial Tract.

**Professional Offices.** *Footnote \*Only professional offices related to industrial uses can be considered. The type of office proposed must be consistent with the area's industrial focus and the permit will condition the specific type of office for the structure. This type of office cannot change without reinitiating the special use process.* – Definition: A place where the following kinds of business are transacted or services rendered such as engineering, architectural and surveying services; real estate agencies; educational, scientific and research organizations; accounting, auditing and bookkeeping services; writers and artists; advertising agencies; photography and art studios; publishing with offsite printing facilities, employment, stenographic, secretarial and word processing services; off premise concessions (OPC); reporting services; data processing and computer services; management, public relations and consulting services; organizational offices; detective agencies; professional services; attorneys; and counseling services (other than licensed psychiatrists which are included under Health Care Services). Incidental offices are considered accessory uses to a primary use.

This use would change from being a special use to being a special use with specific conditions described in the footnote under the Community Plan. The rationale for the change is that this language provides clearer direction to project proponents so that they can better evaluate the possibility of success for the project application. Currently the special use and use permit findings provide "neighborhood compatibility" evaluation criteria; however, this footnote better clarifies the area's industrial focus, consistent with the preferred industrial classification. Professional offices is one of the use categories that can be most broadly applied elsewhere within the South Lake Tahoe community, thus preserving this limited land base for industrial uses. For example, a plumbing office is likely to be more tolerant of industrial area noise and traffic (and the adjacent uses more tolerant to the plumbing office's trucks and supplies!) than an accountant's office.

**Broadcasting Studios** – Definition: Communication establishments such as telegraph, telephone, radio and television broadcasting and receiving stations and studios, contained entirely within buildings. Transmission and receiving apparatus, such as towers, lines, reflectors and antennas are included under the definition for "Transmission and Receiving Facilities."

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This use would change from being an allowed use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting. The limited amount of land base within the Industrial Tract and its Preferred Industrial Area designation make the area a priority location for industrial activities, rather than activities that could be located elsewhere within the community.

**Sales Lots** – Definition: Outdoor sales are for permanent display of motor vehicles, recreational vehicles, mobile homes, construction equipment, farm machinery or other heavy equipment; outdoor equipment rental yards (not including recreational equipment rental); large scale permanent outdoor sales activities, such as livestock auctions and sales. Outdoor storage or display is included as part of the use.

This use would change from being an allowed use to being a special use under the Community Plan. The rationale for the change is that the discretionary special use findings enable each proposal to be evaluated on a case-by-case basis, allowing for a determination of consistency with the area's preferred industrial designation.

**Schools – Business and Vocational.** *Footnote \*Only schools related to industrial-type uses can be considered (e.g., truck driving schools, etc.).* – Definition: Business and secretarial schools and vocational schools offering specialized trade and commercial courses. Includes specialized non-degree granting schools including, but not limited to, music schools; dramatic schools; language schools; driver education schools; ballet and other dance studios; seminaries and other establishments exclusively engaged in training for religious ministries; and establishments furnishing educational courses by mail.

This use would change from being a special use to being a footnoted special use under the Community Plan. The rationale for the change is that this use category, in general, does not require an industrial setting and in fact could conflict with the industrial nature of the area. However, an industrially-related vocational school could be compatible with the other uses in the area.

**Health Care Services** – Definition: Service establishments primarily engaged in furnishing medical, mental health, surgical and other personal health services such as medical, dental and psychiatric offices (mental health-related services including various types of counseling practiced by licensed individuals other than medical doctors or psychiatrists, or unlicensed individuals, are included under professional offices); medical and dental laboratories; out patient care facilities; and allied health services. Associations or groups primarily engaged in providing

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medical or other health services to members are included. Nursing homes and similar long-term personal care facilities are classified in "Nursing and Personal Care."

This use would change from being an allowed use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting and could be in conflict with a working district where industrial uses dominate. The limited amount of land base within the Industrial Tract and its Preferred Industrial Area designation make the area a priority location for industrial activities, rather than activities that could be located elsewhere within the community.

**Churches** – Definition: Religious organization facilities operated for worship or promotion of religious activities, including churches and incidental religious education. Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals and other potential related operations (such as a recreational camp) are classified according to their respective activities.

This use would change from being a special use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting and in fact could conflict with the industrial nature of the area. The limited amount of land base within the Industrial Tract and its Preferred Industrial Area designation make the area a priority location for industrial activities, rather than activities that could be located elsewhere within the community.

**Cultural Facilities** – Definition: Permanent public or quasi-public facilities generally of a noncommercial nature such as art exhibitions, planetariums, botanical gardens, libraries, museums, archives, or arboretums.

This use would change from being a special use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting and in fact could conflict with the industrial nature of the area. The limited amount of land base within the Industrial Tract and its Preferred Industrial Area designation make the area a priority location for industrial activities, rather than activities that could be located elsewhere within the community.

**Day Care Centers/Pre-Schools** – Definition: Establishments used for the care of seven or more children residing elsewhere.

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This use would change from being a special use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting and in fact could conflict with the industrial nature of the area. The limited amount of land base within the Industrial Tract and its Preferred Industrial Area designation make the area a priority location for industrial activities, rather than activities that could be located elsewhere within the community.

**Government Offices.** ***Footnote*** ***\*Only government offices related to industrial-type uses can be considered (e.g., public works, etc.). The type of office proposed must be consistent with the area's industrial focus and the permit will condition the specific type of office for the structure. This type of office cannot change without reinitiating the special use process.*** – Definition: Buildings containing offices for public agencies including administrative offices, meeting rooms, and regional post offices, but does not include offices that are incidental and accessory to another government use, such as transit terminals, vehicle storage, campground, or storage yard.

This use would change from being an allowed use to being a special use with specific conditions described in the footnote under the Community Plan. The rationale for the change is that this language provides clearer direction to project proponents so that they can better evaluate the possibility of success for the project application. Currently the special use and use permit findings provide “neighborhood compatibility” evaluation criteria; however, this footnote better clarifies the area's industrial focus, consistent with the preferred industrial classification. Government offices is one of the use categories that can be most broadly applied elsewhere within the South Lake Tahoe community, thus preserving this limited land base for industrial uses while gaining efficiencies of co-locating specific government offices with their shops, for example. For example, a public works office is likely to be more tolerant of industrial area noise and traffic than an office that gets much public traffic by issuing permits, etc.

**Local Assembly and Entertainment** – Definition: Facilities for public assembly and entertainment for the local community not to exceed a capacity of 300 people, such as community centers, meeting halls, and multi-purpose rooms.

This use would change from being a special use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting and in fact could conflict with the industrial nature of the area. The limited amount of land base within the Industrial Tract and its

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### Explanation Regarding Changes to Permissible Uses Between PAS 113 and the Community Plan

Preferred Industrial Area designation make the area a priority location for industrial activities, rather than activities that could be located elsewhere within the community.

**Local Post Office – Definition:** Establishments providing local neighborhoods with mail service and delivery such as postal substations and neighborhood delivery centers.

This use would change from being an allowed use to being a special use under the Community Plan. The rationale for the change is that this use could affect traffic and circulation patterns and the transportation impacts should be assessed prior to determining whether such a project should be approved.

**Riding and Hiking Trails – Definition:** Planned paths for pedestrian and equestrian traffic; includes trailheads.

This use would change from being prohibited to being a special use under the Community Plan. The rationale for the change is that this use category, in general, does not suit an industrial setting. However, there are parts of the Industrial Tract where designated trails for neighborhood access may be appropriate.

**Participant Sports Facilities – Definition:** Facilities for various outdoor sports and recreation including, but not limited to, tennis courts, swim and tennis clubs, ice skating rinks, and athletic fields (non professional). Outside storage or display is included as part of the use.

This use would change from being a special use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting and in fact could conflict with the industrial nature of the area. The limited amount of land base within the Industrial Tract and its Preferred Industrial Area designation make the area a priority location for industrial activities, rather than activities that could be located elsewhere within the community.

**Day Use Areas. *Footnote \*Neighborhood day use areas buffered from industrial uses may be considered.*** – **Definition:** Land or Premises, other than participant sports, designated by the owner to be used by individuals or the general public, for a fee or otherwise, for outdoor recreation purposes on a daily basis such as regional and local parks, picnic sites, vista points, snow play areas, rafting facilities, and playgrounds.

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This use would change from being an allowed use to being a special use under the Community Plan. The rationale for the change is that this use category, in general, does not require an industrial setting and in fact could conflict with the industrial nature of the area. However, there are parts of the Industrial Tract near Julie Lane where a neighborhood day use are could be appropriate and buffered from the industrial activities by the Industrial Tract Stream Environment Zone Restoration Project (2001).

**Snowmobile Courses** –Definition: Mapped areas, pathways, and trails utilized in and approved for commercial snowmobile operations.

This use would change from being a special use to being prohibited under the Community Plan. The rationale for the change is that this use category does not require an industrial setting and in fact could conflict with the industrial nature of the area. The limited amount of land base within the Industrial Tract and its Preferred Industrial Area designation make the area a priority location for industrial activities, rather than activities that could be located elsewhere within the community. Much of the undeveloped land within the Tract is owned by the California Tahoe Conservancy and is in a sensitive, stream environment zone classification.

**Special Cut** – Definition: The cutting of trees for other than timber production purposes, for reasons such as: (1) maintenance of a healthy forest so that losses due to insect, disease or fire will not result in harmful effects to watershed or visual quality on land of capability levels 1a, 1c, 2 and SEZ where conventional logging techniques may cause unacceptable water quality impacts or permanent soil damage; (2) maintenance of a healthy forest, remove dangerous trees, and enhance foreground views on land developed for recreational, administrative or private purposes, or intensively used for dispersed recreation; and (3) provision of ski trails, convert meadow encroachments, provide vista openings, increase water yield, or increase range and wildlife forage. Harvesting may require aerial techniques, and cutting without removal for consumption may be necessary. Cut trees may be utilized on site for fuel wood, wildlife habitat, traffic barrier, or for other purposes.

This use would change from being prohibited to being allowed under the Community Plan. The rationale for the change is that the predominant amount of California Tahoe Conservancy-owned land in the Industrial Tract may someday require this vegetation management treatment in order to, for example, preserve the stream environment zone and prevent meadow encroachments.

**Prescribed Fire/Burning Management** – Definition: Planned burning under controlled conditions to dispose of slash or fuels, control unwanted vegetation,



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stimulate the growth of vegetation, control insects and pathogens, and maintain natural ecological succession in order to achieve vegetation and wildlife habitat management goals.

This use would change from being prohibited to being allowed under the Community Plan. The rationale for the change is that the predominant amount of California Tahoe Conservancy-owned land in the Industrial Tract may someday require these prescribed fire activities in order to, for example, treat slash from vegetation management activities.

(End, Appendix C)



| <u>PAS</u>                   | <u>Name of Business</u>                          | <u>Address</u>                       | Appendix D<br>Industrial   | <u>Owner</u>  | <u>Parcel #</u>           | <u>Use Classification</u>                 |
|------------------------------|--|--------------------------------------|--|---|---------------------------|---|
|                              |  |                                      | <u>Nature of Non-Conformity</u><br>Refer to Goal 2, Objective 3,<br>Policy A of Community Plan |   |                           |   |
| S/SR CP District 2B          | Bonanza Produce Co.                              | 3717 Osgood                          | Category 3   | Burrows, John   | 27-072-231                | Food and Kindred Products                 |
| 99                           | U-Stor-It Security                               | 3100 Nevada Avenue                   | Category 3   | Jars Linen Inc  | 26-078-171                | Warehousing                               |
| 99                           | Kosmides Storage                                 | 847 Tallac Avenue                    | Category 3   | Kosmides, Steve   | 26-075-191                | Warehousing                               |
| 100                          | Tahoe Keys Corporation Yard                      | Unpaved road off of Tahoe Keys Blvd. | Category 1   | CTC (owner) Tahoe Keys Property Owners Association (leasee) |                           | Storage Yard                              |
| 103                          | Meeks Lumber                                     | 2763 Lake Tahoe Blvd                 | Category 1 or 2  | Cha Dor Realty  | 26-231-111                | Building Materials and Hardware           |
| 103                          | Lily's Tire Service                              | 2635 Lake Tahoe Blvd                 | Category 2   | Lilly, Peter  | 31-258-061                | Auto Repair/Service                       |
| 103                          | Lake Tahoe Glass                                 | 2621 Lake Tahoe Blvd                 | Category 2   | Moss, Alan  | 31-258-181                | Building Materials and Hardware           |
| 104 SA 1                     | Pacific Bell                                     | 2633 Sussex                          | Category 3   | Pacific Telephone & Telegraph                               | 31-255-171                | Public Utility Centers                    |
| 103                          | United Rentals                                   | 2724 Lake Tahoe Blvd.                | Category 2 or 3  | Meiring, Jack   | 31-091-051                | Industrial Services                       |
| 110                          | South Tahoe Block Co.                            | 2112 Lake Tahoe Blvd.                | Category 2 or 3  | Tiong, Charles Hung Ong                                     | 23-231-181                | Building Materials and Hardware           |
| 110                          | Ken's Tire Center                                | 2104 Lake Tahoe Blvd.                | Category 2 or 3  | Borge, Tim  | 23-231-191                | Auto Repair/Service                       |
| 112                          | (Unnamed) Corporation Yard                       | 772 Glorene Avenue                   | Category 3   | Uphold, John  | 23-341-171                | Storage Yards                             |
| 110                          | A-1 Glass Service                                | 1963 Tucker Avenue                   | Category 1   | Chavarria, John   | 23-522-061                | Building Materials and Hardware           |
| 110                          | Runnels Automotive                               | 986 Emerald Bay Road                 | Category 2 or 3  | Runnels, John   | 23-523-02, 10             | Auto Repair/Service                       |
| 110 (SA 1)                   | South Side Auto Body                             | 2132 Dunlap                          | Category 1   | South Tahoe Refuse Company                                  | 23-311-461                | Auto Repair/Service                       |
| 110 (SA 1)                   | Olsen Paving and Seal Coating                    | 950 Eloise                           | Category 1   | Dunn, Roland  | 23-191-231                | Contract Construction Service             |
| 110 (SA 1)                   | Sierra Pacific Power South Tahoe Warehouse       | 2129 Dunlap                          | Category 1   | Sierra Pacific Power Company                                | 23-301-071                | Secondary Storage                         |
| 110 (SA 1)                   | South Tahoe Plumbing Supply                      | 2193 Eloise                          | Category 1   | Solley, Billy   | 23-211-031                | Wholesale and Distribution                |
| 110 (SA 1)                   | Clark Sheet Metal                                | 2178 Eloise                          | Category 1   | Brunald, Robert   | 23-211-321                | Wholesale and Distribution                |
| 110 (SA 1)                   | Sierra Pacific Power Company                     | 933 Eloise                           | Category 1   | Sierra Pacific Power Co.                                    | 23-291-121 & 23-301-111   | Professional Offices                      |
| 110 (SA 1)                   | Myers Marine General Marine Service Power & Sail | 2140 Dunlap                          | Category 1   | Hassett, Robert   | 23-311-401                |   |
| 110 (SA 1)                   | U-Stor-It  | 2227 Eloise                          | Category 1   | Cefalu, John N  | 23-211-051                | Warehousing                               |
| 111 (SA 2)                   | Lukins Brothers Water Co.                        | 2031 West Way                        | Category 3   | Lukins, Melvin  | 23-111-32                 | Storage Yard                              |
| 111 (SA 2)                   | Lukins Brothers Water Co.                        | 843 Hazel Drive                      | Category 1   | Lukins Brother Water Co.                                    | 23-655-181                | Storage Yard                              |
| 11, 118                      | Sierra Tahoe Ready Mix                           | 1526 Highway 50                      | Category 1 or 2  | Wallace, Don  | 32-100-10, 32-181-02 & 03 | Batch Plant                               |
| Bijou/Al Tahoe CP District 4 | El Dorado County Vector Control                  | 1170 Rufus Allen Boulevard           | Category 3   | County of El Dorado   | 26-050-031                | Government Office                         |
| Bijou/Al Tahoe CP District 4 | Rufus Allen Corporation Yard                     | 1160 Rufus Allen Boulevard           | Category 3   | South Lake Tahoe City                                       | 26-050-041                | Local Public Health and Safety Facilities |

Appendix D  
Non-Industrial

| <u>No.</u> | <u>Plan Area Statement</u> | <u>Name of Business</u>           | <u>Address</u>                                    | <u>Nature of Non-Conformity</u>   | <u>Suggestions</u>   | <u>Photo Number</u> | <u>Owner</u>                 | <u>Parcel Number</u> | <u>Classification</u>                                    |
|------------|----------------------------|-----------------------------------|---|---|--|---------------------|------------------------------|----------------------|--|
| 6          | 103                        | Trader: Used Furniture, Antiques  | 2719 Lake Tahoe Blvd                              | disrupts scenic quality from road and bike trail                          | move or increase vegetation around building, clean up lot. | 24 (Rachel)         | Wilbur Carl Anderberg        | 31030071             | home furniture   |
| 10         | 103                        | Ambulance Company                 | 2605 Lake Tahoe Blvd                              | disrupt scenic quality from road (HW50)                                   | move   | 22 (taco)           | Ppringmeyer Marjorie J       | 31241241             |  |
| 11         | 110                        | USA Gasoline                      | 2762 Lake Tahoe Blvd.                             | Visible energy generator disrupts scenic quality                          | hide form view   | 27                  | Palisades Gas and Wash Inc.  | 31101111             | fuel and ice dealers                                     |
| 13         | 110                        | Open Lot/Parking Lot              | from Wedding Chapel 2680 to 2660 Lake Tahoe Blvd. | unpaved parking lots, pedestrian lane, bus stop                           | prevent erosion via run-off control                        | 25                  | Meadow Highlands CA LLC      | 31241141             | open space   |
| 14         | 110                        | Trout Creek Motel                 | 2650 Lake Tahoe Blvd.                             | unmaintained parking lot entrance   | improve  | 24                  | Barcellos, Joe               | 31241171             | hotel, motel, and other transient dwelling accomodations |
| 15         | 110                        | Sky Lake Lodge                    | 2644 Lake Tahoe Blvd.                             | visible rear of building disrupts scenic quality                          | improve design/repaint and improve lot entrance            | 23                  | Aronoff, Lloyd               | 31241161             | hotel, motel, and other transient dwelling accomodations |
| 16         | 110                        | Sportsman Boating Fishing Camping | 2556 Lake Tahoe Blvd.                             | outdoor advertising/merchandise displayed outside disrupts scenic quality | remove excess advertising and move merchandise indoors     | 22                  | Quam, Rita                   | 31073111             | general merchandise store                                |
| 17         | 110                        | Motel Nickelodeon                 | 2440 Lake Tahoe Blvd.                             | façade and embankment prone to erosion and disrupts scenic quality        | repaint façade and fix embankment to prevent erosion       | 21                  | Givant, Edward               | 31062011             | hotel, motel, and other transient dwelling accomodations |
| 18         | 110                        | House of Carpets                  | 2280 Lake Tahoe Blvd. empty fenced off lot        | unmaintained fence disrupts scenic quality                                | fix fence and revegetate                                   | 20                  | Metzelar, Peter and Beatrice | 23251081             | furniture, home furnishings and equipment                |

Appendix D  
Non-Industrial

| <u>No.</u> | <u>Plan Area Statement</u> | <u>Name of Business</u> | <u>Address</u>                      | <u>Nature of Non-Conformity</u>  | <u>Suggestions</u>   | <u>Photo Number</u> | <u>Owner</u>               | <u>Parcel Number</u> | <u>Classification</u>                                    |
|------------|----------------------------|-------------------------|-------------------------------------|--|--|---------------------|----------------------------|----------------------|--|
| 22         | 110                        | Liquor Wine Shop        | 1950 Lake Tahoe Blvd. Alpine Center | garbage piles, garbage bin partially unpaved parking lot disrupts scenic quality from the street | build garbage bin enclosure, remove garbage piles from behind the store, pave areas used by cars | 16                  | Cornell, Hazel             | 32291171             | food and beverage retail sales                           |
| 26         | 110                        | AT&T Service Building   | 924 Hwy. 89                         | The back of the building comes out into a SEZ, service trucks parked near the SEZ                | examine how the business affects the SEZ   | 11                  | Anika & Associates Inc.    | 23192051             | professional offices                                     |
| 27         | 110                        | Champion Floors to go   | 2121 James St.                      | Commercial/Industrial Use in possible SEZ and close to residential zone                          | move to industrial tract   | 21 (Rachel)         | G. Frank Sunkel            | 23201701             | furnitur, home furnishing and equipment                  |
| 30         | 110                        | Summit Carpets          | 2042 Fifth Street                   | Evidence of SEZ to North and South   | move to industrial tract   | 20(Rachel)          | Roland Dunn                | 23191231             | furniture, home furnishings and equipment                |
| 37         | Special Area 1)            | Moose Lodge             | 961 Eloise                          | SEZ  | move to industrial tract   | 19 (taco)           | South Lake Tahoe Lodge #16 | 23301061             | hotel, motel, and other transient dwelling accomodations |



# Appendix E

## FENCE STANDARD FOR INDUSTRIAL TRACT

**GENERAL:** All new fences within the Industrial Tract must conform to City of South Lake Tahoe fence construction standards and design standards (Chapter 5 of the City Code). All fences, with the exception of the required fence built to the standard described in this document located between the Industrial Tract and Lake Tahoe Boulevard, require a permit prior to construction.

**SETBACKS:** Retaining walls for erosion control are not considered a fence and therefore are exempt from the setback requirement unless they are over three feet high in the front or street side yard and located within the "clear zone."

**Frontyard:**

maximum 3' high up to 10' frontyard setback.  
 maximum 5' high between 10' and 20' frontyard setback. If so, fence must:  
 \* have a "clear zone" at the garage location and a clear zone at the interior side yard at the side property lines; and  
 \* land area between the front property line and the fence must be landscaped with native vegetation (including shrubs and trees outside of the clear zone) and must be barriered to prevent parking, and  
 \* have a "hold harmless agreement" with the City; and  
 \* have its street address posted on fence  
 maximum 8' high at and beyond 20' frontyard setback.

**Sideyard:**

Interior

maximum 8' high between 20' frontyard setback and rear property line.

Street

maximum 3' high up to 15' street sideyard setback  
 maximum 8' high at and beyond 15' street sideyard setback  
 The 8' high street sideyard fence may be placed 8' from the street if:  
 \* a "clear zone" is maintained at the street corner  
 \* a "clear zone" is maintained for all access drives/garages through the street sideyard, equal to the depth of the City Code's building setbacks; and  
 \* a "clear zone" is maintained where the fence intersects the adjacent interior property line, equal to the depth of the 8' fence setback; and  
 \* property owner has a "hold harmless agreement" with the City.

**Rearyard:**

Interior

maximum 8' high on rear property line.

Street

maximum 3' high up to 15' street rear yard setback  
 maximum 8' high at and beyond 15' rear yard setback

**CLEAR ZONES** are required for the purpose of creating visibility to and from the public-right-of-way, as well as preserving adjacent property views. Nothing over 3' high may be placed within the "clear zone". A tree is permitted within the clear zone if its branches are 8' above ground level.

**Street Corner:**

A "clear zone" must be maintained at all street corners. The clear zone is created by extending the front property line and street side property line to a point and measuring from the point along the front property line and street side yard property line to a distance of 25' to a point and connecting these two points to create a "clear zone" triangle

**Garage/access drives:**

A "clear zone" be maintained for all garages and access drives. This clear zone is created by drawing a 45-degree angle from each side of the garage door opening (or width of access drive away from the driveway). This 45-degree angle shall terminate at the setbacks.

**Interior property lines:**

A "clear zone" must be maintained between adjoining interior property lines should an alternative fence setback be used. This clear zone is created by measuring along the interior property line the distance equal to the standard fence setback to a point. From the point, draw a 45-degree angle onto the property that is taking advantage of alternative fence setback, to a point where the 45-degree line intersects the alternative fence setback.

**CONSTRUCTION STANDARDS:**

**Appropriate Fence Material:** A fence may be constructed of a permanent material such as wood, chain link, stone/rock, concrete block/brick, iron, other material approved by staff. Non-dimensional lumber may be used if the fence is a split rail or log-type fence. Some fences, such as solid wood fences, are site obscuring. Use of chain link fencing shall be limited to protecting property *while allowing for the visual surveillance* of the property from outside the fence. By definition, the interior of the property is exposed to view and use of slats for commercial properties is prohibited. If the property owner seeks a site-obscuring fence, chain link fence material should not be selected. Barbed wire-topped fencing may be permitted for security purposes within the Industrial Tract, if approved by City planning staff, under the following specific conditions:

Three stands or less of barbed wire may be approved for placement on the top of a 6' or taller *conforming* fence when:

- The subject property has documented a security problem. Examples of such documentation could be from a government agency mandating the use of barbed wire, police report indicating vandalism, or the necessity to keep stored items outside that could be considered a potential safety hazard. Such documentation shall be subject to city review on a case-by-case basis, and
- The barbed wire is screened with landscaping that is subject to City review and approval, and
- The property owner signs a "hold harmless" agreement with the City.

**Prohibited Fence Material:** Fencing types prohibited include, but are not limited to, razor wire, chicken wire, wire mesh, pallet fences, spiked fences, trailers other similar storage units, paper, visqueen plastic, electrified fences, etc.

Construction standards for **wooden and chain link fences** and provisions for **entry portals** are the same that are required elsewhere in the City. Refer to City fence standards.



**NONCONFORMING FENCE REGULATIONS**

City standards for nonconforming fences apply. Nonconforming fences are fences that were legally constructed that do not comply with one or more City fence requirements, such as height, material, setback, or clear zone.

**SPECIFIC CONSTRUCTION STANDARDS FOR INDUSTRIAL TRACT PROPERTIES  
ADJACENT TO D STREET:**

This standard applies to new construction, major remodels, and any building addition to existing uses, as well as any new open storage on properties within the Industrial Tract that are adjacent to D Street. The goal of this standard is to screen the nearby residential areas from view, noise, and dust.

Installation of a landscaped strip at least twenty feet wide, incorporating a sidewalk and, preferably, a vegetated berm, as well as **either a solid wood fence or masonry wall** must be used along D Street to accomplish visual screening. The heights and dimensions of the berm and fence/wall must effectively screen the proposed industrial uses from view and noise. The parking and building, if not visually part of the industrial use, need not be fully screened. For example, a 20-foot vegetated/bermed setback area may partially buffer the building and employee parking area for a construction firm, with a masonry wall placed behind these developments to screen the yard storing materials and heavy equipment from view.

**SPECIFIC CONSTRUCTION STANDARDS FOR INDUSTRIAL TRACT PROPERTIES  
BACKING TO LAKE TAHOE BOULEVARD:**

This standard applies to all properties backing to Lake Tahoe Boulevard. Fence improvements must be installed on all properties by the end of the 2010-building season. When built to this standard, no City building permit is required and the City Planning Division’s Fence Permit fee will be waived. No proof of engineering is required, as the City Engineering Division has approved the specifications.

- Material shall be of 1x6 dog-eared cedar
- Wooden fence posts shall be 6x6 Douglas fir, #1 or better, pressure treated with Ammoniacal Cooper Zinc Asernate (ACZA) at 0.40 PCF retention.
- Fence postholes shall be a minimum of 12 inches in diameter and 36 inches deep.
- The lower 3" of the posthole shall be filled with 3" of gravel or crushed stone.
- Postholes shall be filled with concrete after installation of the post.
- Fence specifications: eight feet high with six feet between posts. Incorporate three 2x6 cross rails that run horizontally along the length of the fence. The first is eight inches up from ground level, the second is eight inches down from the top of the fence, and the third is in the middle of the other two. Cross rails shall be attached to posts with 2-16d galvanized box nails at each end, using metal hangers to give additional support. All fence boards shall be attached with 2-8d galvanized nails at each end and at the cross rails.
- The fence shall have no setback from the rear property line.
- Fence boards must be applied to the Lake Tahoe Boulevard side of the fence.
- Fence boards must be finished with a clear finish.

**FENCE MAINTENANCE:** All fences and any required landscaping must be properly maintained so as not to present a safety hazard, nuisance or blight.

(end)



# *Appendix F*

## **MAN MODIFIED REPORT**

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### SOUTH “Y” INDUSTRIAL TRACT AMENDMENT OF LAND CAPABILITY OVERLAYS FOR MAN-MODIFIED AREAS BMP FEASIBILITY

#### **Introduction**

The City of South Lake Tahoe (CSLT) and the Tahoe Regional Planning Agency (TRPA) have jointly initiated the process to amend the TRPA land capability overlays in order to make a “man- modified” determination for the South “Y” Industrial Tract. TRPA has concluded the initial report (Appendix C) phase of the amendment procedure and made the determination that additional information was needed to make the necessary findings of TRPA Code of Ordinance Section 20.2.F(3)(d).

A purpose of this report is to objectively evaluate the five findings of the Code subsection. See the “Man-Modified Amendment” section in the report.

In addition the CSLT wishes to identify the status of BMP (208 Plan) compliance of the public rights of way and commercial parcels within the South “Y” Industrial Tract. Status and potential compliance strategies are identified in the “BMP Feasibility” section of this report.

#### **Project Location**

Sheet 1 of 5 of the attached Plans shows the limits of the project area in consideration. The project area is identical to the proposed Industrial Tract Community Plan Area, or Plan Area Statement 113.

Mapped land capability, shown on Sheet 1, is a mixture of high capability (Classes 5, 6 and 7) and low capability (Classes 1a, 1b and 1c). Land Capability is a land use TRPA policy that allocates allowable land coverage and restricts development on low capability land.

Provisions of the TRPA code (Section 20.2.F) allow conversion of land with an original mapped land capability that was altered by man to a land capability that more represents the current condition.

The CSLT and TRPA have considered an area within the proposed Community Plan (CP) that is mapped as Class 1b or streamzone (SEZ) as meeting the definition of man modified status. This area along Shop Street is shown on Sheet 1. The area in question has been filled with imported soil and no longer exhibits the characteristics of a SEZ.

The TRPA Code requires BMP compliance for all public and private lands. Compliance constitutes: 1) treatment of runoff from impervious surfaces, 2) stabilization of eroding slopes, and 3) revegetation of denuded areas. Because the Tract is relatively flat there are no eroding slopes. Curb and gutter improvements have controlled vehicular traffic and allowed the public right of way outside the curb to establish adequate vegetative cover. The focus of the report for BMP compliance is the City of South Lake Tahoe right of way for surface runoff treatment.

## Existing Conditions

The CP area contains paved city streets with concrete curb and gutters. Topographic gradients are generally flat with a grade differential of 5 feet from south to north. A storm drain system conveys runoff through the tract.

Land ownership is a mix of public and private. The CSLT has a corporation yard within the CP. Caltrans owns a developed parcel and the California Tahoe Conservancy (CTC) has a number of undeveloped parcels. Private land includes industrial uses such as Tahoe Asphalt, UPS, corporation yards and a propane storage facility. Miscellaneous commercial uses include auto repair, window sales and storage units.

The man-modified area in question is approximately 50% developed and contains some of the only large vacant parcels with development potential within the CP. Other undeveloped private parcels with high land capability are concentrated on Shop Street immediately across from the man-modified land.

## Hydrology

Results of HEC-HMS modeling, conducted by Avalex, Inc., are shown on Sheet 2 of the Plans. Their report is attached as Appendix B.

The watershed for the CP contains the developed industrial tract and recreational National Forest System (NFS) Lands, (Sand Pits and Twin Peaks) to the south. Runoff from the NFS lands is intercepted by Industrial Avenue at two locations. The first location near Barkley Meats conveys runoff via a grass channel to the intersection of "D" and Shop Streets. The second location near Tahoe Asphalt conveys runoff via culverts to the intersection of "D" Street and Julie Lane.

There is an opportunity to redirect runoff at Industrial Avenue from the Barkley Meats drop inlet towards the Tahoe Asphalt drop inlet. This is practical because the Barkley Meats location is 4 feet higher than the Tahoe Asphalt location allowing for redirection by gravity flow.

## Man-Modified Amendment

TRPA Code Section 20.2.F requires certain findings to be made in support of a man modified determination. These findings follow, and they could apply to the entire area that could be eligible for a change to man-modified. While this entire area is eligible for conversion to man-modified, the official application to TRPA may request less than the total number of parcels actually be processed for conversion. Each of the required ordinance findings is followed by a response. Ordinance findings are shown in italics.

### ***Finding (a): The land was modified prior to February 10, 1972.***

Aerial photography indicates that the site was modified prior to August 23, 1965.

### ***Finding (b): Further development will not exacerbate the problems resulting from the modification of the land and will not adversely impact sensitive lands adjacent to or nearby the man-modified area.***

New development of the graded area will not increase runoff or erosion, as it would meet TRPA standards for new construction. Such standards require properly conceived and designed best management practices be installed and maintained. In addition, modified areas not used by development would be revegetated, thus enhancing nutrient uptake and minimizing surface erosion potential. New construction can be designed with full consideration of groundwater depths.

***Finding c): The land no longer exhibits the characteristics of land bearing the original land capability classification.***

The original land capability classification of the parcels was 1b. The site now exhibits the characteristics of capability class 7 land as per a September 20, 1999 memo by Joe Pepi of TRPA. During subsequent conversations between Lisa O'Daly of the City of South Lake Tahoe and Mr. Pepi, prior to his departure from TRPA, Mr. Pepi indicated that wells #1 and #5 did not meet the key indicator criteria for SEZ in 2000 (groundwater above 20 inches for a period exceeding three weeks). Consequently, it was his opinion that these two parcels should be included in the proposed man- modified area rather than be bifurcated from that grouping.

***Finding (d): Restoration of the land is infeasible because of factors such as the cost.***

There are 18 parcels in the 15-acre area proposed for classification as man-modified. Mapped land capability is predominantly streamzone with higher capability strips at the east and west. Ten of the parcels are developed.

| <u>DEVELOPED PARCELS</u> |                                 |
|--------------------------|---------------------------------|
| <u>Number</u>            | <u>Type</u>                     |
| 2                        | Storage Units                   |
| 3                        | Industrial                      |
| 1                        | Public Works                    |
| 3                        | Auto Body                       |
| 1                        | Propane Storage/Fueling Station |
| <hr/>                    |                                 |
| 10 Total                 |                                 |

The TRPA man-modified report determined: “the current surface includes 12 to 18 inches of imported fill that has buried the natural soil surface.”

Restoration of this area is infeasible because of the high cost to restore ten developed parcels and seven undeveloped parcels. All parcels would require the removal of imported fill (25,000 cubic yards). Relocation and demolition of existing commercial businesses would cost millions of dollars.

***Finding (d): A more positive cost-benefit ratio would be achieved by offsite restoration.***

The TRPA Study concludes that:

“Parcel 32-314-12 has a much higher potential to support current and additional SEZ vegetation and restore SEZ function, if surface water is directed to that portion of the Industrial Tract Community Plan Area, rather than parcels 32-313-42, 32-313-38 and 37, which are being considered for the man-modified determination.” APN 32-314-12 is the vacant City-owned parcel within the area proposed for Alternative A Streamzone Restoration (see Sheet 3 of 5).

Alternative B Streamzone Restoration (Sheet 4 of 5) encompasses the three parcels referenced above.

Furthermore the Study states:

“...however, other parcels in the Industrial Tract Community Plan Area which includes APNs 32-314-08, 12, 26, 27, 33, 34 and 39 have a more positive cost-benefit ratio than the parcels proposed for man- modified consideration.” These seven parcels mentioned above are all located within or near Alternative A SEZ Restoration. Privately owned parcels have not been incorporated into the project as drawn. Alternative B includes the “parcels proposed for man-modified consideration.”

The cost-benefit ratios of offsite and onsite restoration was determined by estimating the cost to implement SEZ restoration plans as shown on Sheets 3 and 4 (Alternatives A and B, respectively). Alternative A proposes to remove 400 feet of Industrial Avenue or approximately 14,800 square feet of SEZ coverage. Currently 16.2 cfs (10 year – 24 hour design storm) of runoff flows under this section of road via an 18 inch culvert. SEZ restoration would be enhanced by forcing the 16.2-cfs to surface and also be redirecting 20.8 cfs from the Tahoe Valley Watershed to the abandoned road.

Currently the 20.8 cfs flows through the central grass channel (see Sheet 1) and into the “Tahoe Valley Watershed Erosion Control Project.” By redirecting this flow across watershed subboundaries into the old street, SEZ function will be improved on City and Conservancy controlled land.

Alternative A is essentially all mapped SEZ and was confirmed by TRPA soil borings to have the primary SEZ “key indicator” near surface groundwater. TRPA staff does not believe that fill was imported in this area.

Whereas Alternative B (proposed man-modified determination) is mapped SEZ but TRPA found that, “Well sites 2 through 4 did not have the secondary riparian vegetation, location in a designated floodplain, or the Be, Ev, Mh, Lo or Gr soil map units, required to meet the criteria defining a SEZ.” Well sites 2, 3 and 4 are shown on Sheet 1 and run the length of the man-modified land. It would be necessary to remove the fill (12–18 inches) from the land of Alternative B in order to achieve restoration. The cost-benefit ratios of the alternatives is based on the information shown below:

| <b>Alternative A</b>                |                  | <b>Alternative B</b>              |                    |
|-------------------------------------|------------------|-----------------------------------|--------------------|
| <u>Description</u>                  | <u>Cost</u>      | <u>Description</u>                | <u>Cost</u>        |
| 1. Remove AC and curb               | \$20,000         | 1. Remove 25,000 CY fill          | \$450,000          |
| 2. Construct cul de sac             | \$15,000         | 2. Relocate commercial businesses | \$2,500,000        |
| 3. Grass Channels                   | \$40,000         | 3. Pretreatment Vault             | \$50,000           |
| 4. Pretreatment Vault               | \$50,000         | 4. Revegetation Restoration       | \$200,000          |
| 5. Basins, Check Dams, Revegetation | \$25,000         |                                   |                    |
|                                     | \$25,000         |                                   |                    |
| <u>Total</u>                        | <u>\$150,000</u> | <u>Total</u>                      | <u>\$3,200,000</u> |

| <b>Alternative A</b>  | <b>Alternative B</b>  |
|---|---|
| <u>Benefit</u>  | <u>Benefit</u>  |
| Restore 0.5 acres of mapped SEZ by removal of asphalt and curb. Improve the function of 3.5 acres of disturbed SEZ by redirecting all of the runoff intercepted by Industrial Avenue. | Restore 12.7 acres of disturbed mapped SEZ to functioning SEZ by removal of fill. |
| <u>Cost-Benefit Ratio</u>   | <u>Cost-Benefit Ratio</u>   |
| <u>\$150,000</u> = \$38,000 / acre<br>4 acres   | <u>\$3,200,000</u> = \$252,000 / acre<br>12.7 acres                               |

Therefore a more positive cost-benefit ratio would be achieved by offsite restoration. Alternative A proposes offsite restoration and Alternative B prescribes restoration onsite.

***Finding (d): Onsite restoration would cause environmental harm.***

Onsite restoration of the graded area to the original land form would require removal of fill material. The environmental harm to onsite restoration would include the air quality and water quality impacts of clearing and grubbing 12.7 acres and the removal and disposal of 25,000 cubic yards of fill.

***Finding (d): Restoration onsite would interfere with an existing legal use.***

Onsite restoration would require displacement of approximately ten commercial businesses located on ten developed parcels that are conforming to the allowed uses within the Industrial Tract Plan Area.

***Finding (d): The land is not identified for restoration by any TRPA program.***

Per TRPA, APNs 32-313-37, 38 and 42 were identified for restoration on the 1980's Capital Improvement maps. TRPA acknowledges this but recognizes that other parcels in the tract have a more positive cost-benefit ratio. These three parcels are located within Alternative B. It should be noted that the TRPA Environmental Improvement Program (EIP) has superceded the 1980 CIP. Alternative A restoration is included in the EIP, whereas no portion of Alternative B restoration is.

***Finding (e): Further development can be mitigated offsite.***

The primary impact related to the change in land capability of these parcels is related to the increased amount of land coverage that could be approved. Mitigation of the increase in allowed land coverage could occur through offsite retirement of coverage when the parcel is proposed for development. All new land coverage would be subject to the standard TRPA water quality mitigation fee.

***Finding (f): Mitigation to offset the losses caused by the modification of the land and pertinent land capability district shall be as follows: (i) onsite and offsite mitigation, (ii) a maintenance program, including a schedule of maintenance proposed by the owner and approved by TRPA and, (iii) collection of a security, if deemed necessary by TRPA, to guarantee mitigation.***

By determining these parcels to be man-modified, there is a benefit to the landowners by increasing the land's viability for development. In its natural state (SEZ), these parcels would not be allowed to develop to the same amount of land coverage. Increased land coverage opportunity, especially once the Community Plan is approved, will be complemented by the installation of Best Management Practices to infiltrate run off as sites are developed. These onsite mitigation measures, when implemented in association with a project proposal, will comply with the TRPA BMP Handbook. Offsite mitigation measures include the proposed Industrial Avenue restoration project. Additional stream environment zone restoration projects may be required for offsetting new coverage. Land coverage retirement (potential or existing) from within the hydrologic transfer area to allow additional land coverage to be transferred in to the Industrial Tract in conformance with Chapter 20 of the TRPA Code of Ordinances could also be considered offsite mitigation. This retirement could be accomplished by the property owner acquiring other lands offsite and retiring land coverage, or the owner could pay (on a per foot basis) a mitigation fee to TRPA to be passed through to another entity for retirement of potential land coverage. Any subsequent project approvals will require a schedule of BMP maintenance. No security would be necessary at this time for this determination, as it is not tied to a specific project approval. However, a security will be required at the time of proposed development as a condition of approval to ensure completion of the necessary BMPS.

### **BMP Feasibility**

The feasibility of implementing BMPs across the project area was evaluated to determine:

- 1) Eligibility for grant funding
- 2) Comparison of Alternatives A and B SEZ Restoration Plans
- 3) Evaluation of BMP Compliance for public rights of way runoff and BMP Compliance for a combination of public right of way and private runoff

Six BMP areas were delineated to analyze providing water quality treatment for the City and County right of way within the Industrial Tract subdrainage basin (see Sheet 5 of the Plans). Private parcels that are not currently in compliance with either TRPA or Lahontan BMP requirements and that gravity drain to the proposed Alternative A SEZ Restoration were also included in BMP areas 1 and 2. Publicly owned developed parcels were also included in drainage area 3. These parcels are owned by the City and Caltrans. The City operates a corporation yard and Caltrans leases a commercial building. Areas 4 through 6 include only the public right of way. Tahoe Asphalt was not included in this BMP study because they are currently under a Lahontan NPDES. Other private parcels with active Lahontan Board Orders, but that have not complied, were included in the study only if these private parcels drain to the proposed Industrial Avenue Restoration.

Areas 1 and 2 drain to the proposed Alternative A restoration. All areas drain through the Tahoe Valley Erosion Control Project that eventually discharges into the Tallac Lagoon via the Tahoe Valley School.



BMP compliance for street runoff is typically accomplished by installation of facilities to convey water to treatment areas. Opportunities to disperse runoff to sediment basins, restored streamzones, or other infiltration/nutrient uptake measures are evaluated for effectiveness in reducing flow volumes and nutrient loading.

The Industrial Tract provides the opportunity to mitigate the loss of streamzone from past man modifications and also to develop an effective treatment facility for BMP areas 1 and 2. BMP compliance for private or public development can be onsite or offsite. In most cases it is not practical or possible to treat runoff downstream for a particular parcel. However there are conditions that allow property owners and regulatory agencies to consider sharing the cost and benefit of regional treatment facilities. This is the case in BMP areas 1 and 2. Runoff from both public and private lands could be cost-effectively treated by the large capacity Alternative A restoration and provide a side benefit of inputting additional water to the stream environment zone area to enhance its function.

An analysis of the BMP Areas is depicted below. This table shows the impervious coverage and subsequent runoff volumes for each area. Runoff volume was based on the required design storm (20 year – 1 hour) with a value of 0.9 for the “c” factor.

BMP AREA TABLE

| <u>BMP Area</u> | <u>Impervious Coverage</u><br>(acres) |               |                |             | <u>20 Year-1hour Runoff</u><br>(cubic feet) |               |               | <u>Proposed Treatment</u>                     | <u>Treatment Capacity</u> |
|-----------------|---------------------------------------|---------------|----------------|-------------|---|---------------|---------------|---|---------------------------|
|                 | City/<br>Caltrans<br>(1) (3)          | County<br>(2) | Private<br>(3) | Total       | Public                                      | Private       | Total         |   |                           |
| 1               | 0.5                                   | 0.3           | 5.5            | 6.3         | 2,600                                       | 18,000        | 20,600        | Industrial Avenue Basin                       | 200,000CF                 |
| 2               | 0.7                                   | 0             | 1.9            | 2.6         | 2,300                                       | 6,200         | 8,500         |   |                           |
| 3               | 5.7                                   | 0             | 0              | 5.7         | 18,600                                      | 0             | 18,600        | Existing Tahoe Valley Erosion Control Project | Unknown                   |
| 4               | 0.2                                   | 1.1           | 0              | 1.3         | 4,300                                       | 0             | 4,300         |   |                           |
| 5               | 0.5                                   | 0             |                | 0.5         | 1,600                                       | 0             | 1,600         |   |                           |
| 6               | 1.0                                   | 0             | 0              | 1.0         | 3,300                                       | 0             | 3,300         |   |                           |
| <b>Total</b>    | <b>8.6</b>                            | <b>1.4</b>    | <b>7.4</b>     | <b>17.4</b> | <b>32,7000</b>                              | <b>24,200</b> | <b>56,900</b> |   |                           |

- (1) Assumes 34' road
- (2) Assumes 56' road
- (3) Assumes 100% coverage on developed lots

This table indicates that all of the private and public runoff from BMP Areas 1 and 2 can be treated by the proposed Industrial Avenue basin. The redirected flow from Area 1 will be attenuated by the basin and will not impact the carrying capacity of the storm drain system downstream.

Treatment for Areas 3 through 6 is either currently provided by the Tahoe Valley ECP or will need to be provided by future onsite or offsite improvements. The capacity versus load for the Tahoe Valley ECP was never analyzed. If additional treatment is required, the City could install treatment facilities in the vicinity of the Shop and "D" Street intersection or construct other offsite treatments downstream.

Private parcels were intentionally withheld from inclusion in Areas 3 and 6 because of the probability that insufficient treatment is located downstream. Treating the private parcels onsite would be more economical and efficient.

Results of the BMP study reveal that Alternative A Restoration would be eligible for grant funding with a sediment reduction efficiency of 7.0 pounds/dollar. However, Alternative B with the high cost of business replacement does not at an efficiency of 0.2 pounds/dollar. The study also shows that there are 5 private parcels that could mutually benefit with the City by sharing Alternative A treatment facilities. Currently the CTC requires that grant eligible projects obtain an efficiency of 6.3 pounds per state grant dollar.

**Sediment Reduction Efficiency**

Pursuant to methodology utilized by the California Tahoe Conservancy, the sediment reduction efficiency for the project is as shown:

SEDIMENT REDUCTION EFFICIENCY

Alternative A

| <u>Erosion Problems</u> | <u>Description</u>   |
|-------------------------|--|
| 0 Tons/Year             | There is no measurable amount of sediment generated from public right of way because of existing curb and gutter source control and flat topography. There is a potential sediment source from undeveloped USFS lands above Industrial Avenue. |

SEDIMENT TRAP

Alternative A

| <u>Sediment Trap</u> | <u>Quality</u> | <u>Sediment Reduction (tons/year)</u> |
|----------------------|----------------|---------------------------------------|
| Vault                | 5000 gal       | 4.0                                   |
| Pretreatment Basin   | 3000 cf        | 1.2                                   |
| Check Dams           | 32,000 cf      | 12.8                                  |

Sediment Trap Total 18.0 (tons/year)

Total Sediment Reduction 18.0 (tons/year)

$$\text{Sediment Reduction Efficiency} = \frac{18 (20) (2000)}{130,000}$$

$$= 5.5 \text{ pounds/dollar}$$

SEZ RESTORATION FACTOR

100% Flows through SEZ @ 50% efficiency

|  |                        |   |                          |
|--|------------------------|---|--------------------------|
| Adjusted Sediment Reduction Efficiency | = 5.5 [1 + (1.0 x .5)] | = | <b>7.0 pounds/dollar</b> |
|--|------------------------|---|--------------------------|

SEDIMENT REDUCTION EFFICIENCY

Alternative B

| <u>Erosion Problem</u> | <u>Description</u>  |
|------------------------|---|
| 0 Tons/Year            | There is no measurable amount of sediment generated from public right of way because of existing curb and gutter, source control and flat topography. There is a potential sediment source from undeveloped USFS lands above Industrial Avenue. |

SEDIMENT TRAP

Alternative B

| <u>Sediment Trap</u> | <u>Quantity</u> | <u>Sediment Reduction</u><br>(tons/yr) |
|----------------------|-----------------|--|
| Vault                | 5000 gal        | 4.0                                    |
| Restored SEZ         | 22,000 cf       | 8.8                                    |

Sediment Trap Total                      12.8(tons/yr)

Total Sediment Reduction                12.8 (tons/yr)

$$\begin{aligned} \text{Sediment Reduction Efficiency} &= \frac{12.8 (20) (2000)}{3,200,000} \\ &= 0.16 \text{ pounds/dollar} \end{aligned}$$

### SEZ RESTORATION FACTOR

56% Flows through SEZ @ 50% efficiency

$$\text{Adjusted Sediment Reduction Efficiency} = .16 [1 + (.56 \times .5)] = \mathbf{0.2 \text{ pounds/dollar}}$$

### **Key Design Issues**

Key Design issues that warrant further discussion and public input are:

- 1) Industrial Avenue Abandonment
- 2) South Tahoe Public Utility District (STPUD) Wells
- 3) Shared Treatment Facilities

The proposed abandonment of Industrial Avenue as well as the TRPA man modified Amendment will require public hearings. Potential traffic impacts of street closure will need to be addressed.

STPUD has identified a concern with treatment basins up-gradient from their water wells and the potential to contaminate groundwater. To mitigate this, pretreatment facilities are proposed at two locations above Restoration Alternative A. A lined basin behind Barkley Meats and a grease-oil vault at the cul de sac near Tahoe Asphalt would reduce the risk of spills entering the infiltration basins. The proposed infiltration basins have been designed as shallow and noncontiguous as possible to maximize the distance between groundwater and bottom of the treatment facility and to protect existing STPUD sewer and water utilities. Groundwater monitoring of the proposed project near "D" Street between District wells and the streamzone restoration would be established to test potential contamination.

Shared treatment facilities require that the parties enter into a contract that defines cost, benefit, liability and maintenance. The cost-effectiveness of sharing regional treatment facilities must be weighed against the disadvantages of administering the contract.

### **Conclusion**

The necessary findings for a "Man-Modified Amendment" have been made in order to continue the review and potential approval process to amend land capability for the area of concern.

Offsite SEZ restoration with a more positive cost-benefit ratio was identified as Alternative A SEZ Restoration. In order to accomplish this restoration, an existing public right of way (a portion of Industrial Avenue), will be restored. Alternative A has the added benefit of increasing runoff for improved function of the SEZ by diverting all available runoff through it.

BMP compliance for the majority of the Industrial Tract is practical on-site with the restoration of Alternative A acting as a treatment facility for a significant amount of impervious coverage.