

**PROPOSED AMENDMENT**  
**TRPA CODE OF ORDINANCES**  
**CHAPTER 22.4 HEIGHT STANDARDS**  
**REVISED September 2010**

(Add new section 22.4.E)

**22.4.E Additional Height for Special Projects within the North Stateline Community Plan:**

TRPA may designate additional height for special projects that are located within the TRPA approved North Stateline Community Plan, and are designated through Resolution 2008-11 to be Special Projects pursuant to TRPA Code Subsection 33.3.D(3) as specified below.

The maximum height is 75 feet or three-fourths of the maximum height of the tallest trees within the project area, whichever is lower. TRPA shall determine the height of the tallest trees within the project area based on a tree survey provided by the applicant.

The area proposed for additional height is located on the mountain side of State Route 28 within the North Stateline Community Plan boundary. Additional height available under this Code Section will not be available on the lake side of SR 28.

- (1) Findings for additional height: Additional height may be specified within the North Stateline Community Plan subject to the following requirements:
  - a. Any existing buildings within the project area that have non-conforming height prior to the adoption of this ordinance shall be demolished; except when found to be historically significant and then the provisions of TRPA Code Chapter 29 shall prevail.
  - b. Land coverage otherwise permissible within the project area pursuant to the Regional Plan shall be reduced by a minimum of 10 percent.
  - c. In order to implement pedestrian/transit oriented development (PTOD), the project shall, at a minimum:
    - i. Satisfy the factors outlined in sub-sections (a-e) in TRPA Code Section 13.7.D (3); and
    - ii. Include and integrate major transit facilities, sidewalks, bike lanes and associated facilities; and
    - iii. Provide circulation connections and linkages between private open

spaces, public spaces and recreational opportunities (for example, streetscapes, alleys, easements, parks) and commercial, residential, tourist uses both on and off-site; and

- iv. Provide alternative parking strategies (which may include shared parking, parking structures, underground parking); and
- v. Be a mixed use development; and
- vi. Orient building facades to the street; and
- vii. Implement landscaping and hardscaping that enhances the scenic quality of the area and whenever possible, improves the scenic ratings per the adopted Scenic Quality Implementation Program and Technical Appendices (SQIP). This shall include improvements that:

- (a) blend vegetation to accentuate and provide visual breaks in building façades and rooflines, for example, with the use of low lying shrubs and various sized trees; and

- (b) enhance and emphasize pedestrian circulation routes with special design features that physically separate pedestrians from the flow of traffic or bike lanes, or provide direction. Features may include, garden beds, landscape planters, bollards, benches, sculpture/artistic elements, and/or other street furniture; and

- (c) provide appropriate screening for any street level parking areas by balancing the need to screen vehicles from view and provide a safe pedestrian environment.

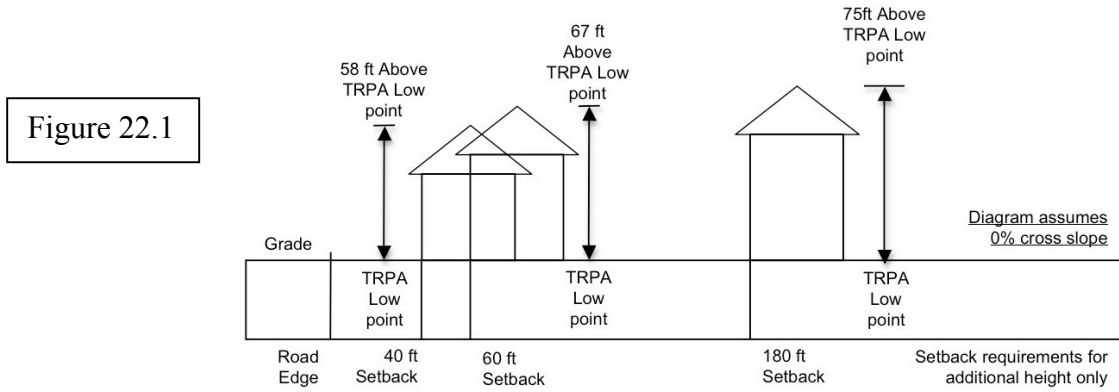
- d. New structures along State Route 28 shall be set back from the travel route edge of pavement a minimum of 40 feet and stair-stepped upslope, providing a transition of height across the site (See Figure 22.1). Additional height for new structures satisfying these requirements may be permitted as follows:

- i. The maximum permissible height for structures with a minimum set back of 40 feet from the State Route 28 edge of pavement is 58 feet.

- ii. The maximum permissible height for structures with a minimum set back of 60 feet from the State Route 28 edge of pavement is 67 feet.

- iii. The maximum permissible height for structures with a minimum set

back of 180 feet from the State Route 28 edge of pavement is 75 feet.



- e. The project shall result in an increase in the scenic threshold travel route rating for Roadway Unit 20D, North Stateline Core.
- f. The project shall retain and treat the 50-year one-hour storm utilizing on-site and offsite systems incorporating best available technologies.
- g. The project shall implement TRPA designated EIP Projects within the NSCP.
- h. The project shall achieve a reduction in vehicle miles traveled.
- i. Prior to approving additional height, TRPA shall make Findings (1), (3), (6), (8) and (9) of TRPA Code Section 22.7.

(2) Security for Improvements: The project shall ensure the public benefit(s) set forth in TRPA Code Subsection 22.4.E(1)(g), (h) and (i) are implemented consistent with the following provisions:

- (a) Project Approval. TRPA shall require, as a condition of approval, of any project which relies on the use of an additional height provision provided in TRPA Code Subsection 22.4.E that all necessary permits for development of the public benefits set forth in TRPA Code Subsection 22.4.E(1)(g), (h) and (i) be issued prior to commencement of construction of the project utilizing the additional height.
- (b) Project Funding. Prior to the commencement of construction of any project which relies on the use of an additional height provision provided in TRPA Code Subsection 22.4.E, the project applicant shall demonstrate, and TRPA shall find, for each project, that irrevocable commitments to fund the public benefit set forth in TRPA Code Subsection 22.4.E(1)(h), (x) and (xi) have been obtained or secured.

(c) Project Completion. For each irrevocable commitment, the project applicant shall demonstrate, and TRPA shall find, sufficient evidence of intent and ability to complete development of the public benefit set forth in TRPA Code Subsection 22.4.E(1)(g), (h) and (i).