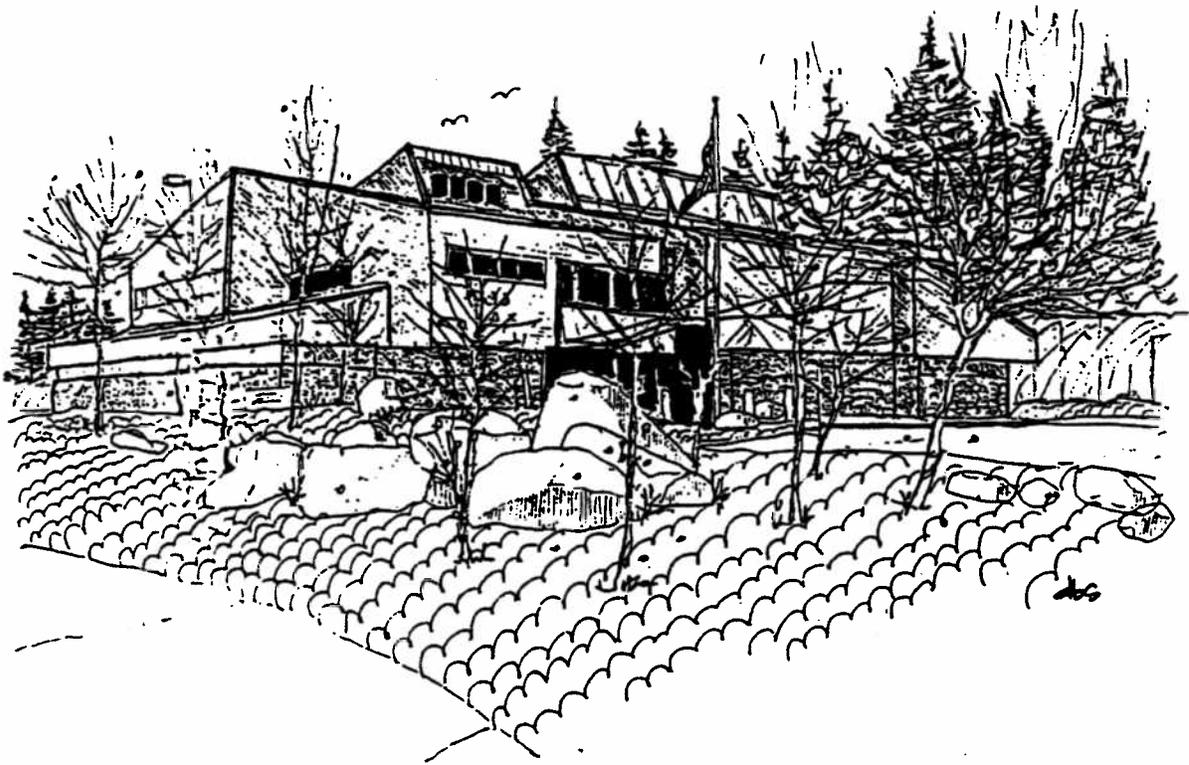


Kingsbury Community Plan



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Element
October 25, 2006

REGIONAL PLAN FOR THE LAKE TAHOE BASIN

KINGSBURY COMMUNITY PLAN

NOVEMBER 17, 1993

Prepared For
Douglas County and Tahoe Regional Planning Agency By

DOUGLAS COUNTY COMMUNITY PLANNING TEAM

Steve Teshara, Chairman

Curtis Patrick

Janet Beronio

Randy Lane

Barry Buehler

Jeff Rahbeck

Richard Kudrna

Mike Bradford

Scott Brooke

John Renz

Gordon Barrett

Chapter I

INTRODUCTION

A. PURPOSE

The Kingsbury Community Plan is designed and proposed to serve as the guiding doctrine for commercial allocations until 1997 and the planning of the community until 2007. The Plan establishes goals and objectives, special policies, programs, and strategies for funding and implementation. Elements of the Plan address land use, transportation, conservation, recreation, public service and implementation. The TRPA purpose for planning according to the Compact is "...to adopt and enforce a regional plan and implementing ordinances which achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities."

Pursuant to Chapter 14 of the TRPA Code of Ordinances, the Kingsbury Community Plan supersedes certain plans and regulations established by the TRPA Plan Area Statements (PAS) and the TRPA Code for the area within the Kingsbury Community Plan boundaries. Upon adoption by TRPA and Douglas County, the Community Plan (CP) is intended to serve as the mutual plan for Douglas County and TRPA and an advisory plan for other government agencies. This does not alter the provisions of Article VI of the Compact relating to gaming.

B. BACKGROUND

The overall planning concept, which guides future development in the three Douglas County Community Plan Areas, is to create separate, distinct and vital commercial areas. Each area will establish and build upon an identifiable character which reinforces the area's location, setting, economy and commercial theme. Land uses complement the desired character of the areas, as well as respond to market conditions and regulatory objectives. Transportation and trail systems will provide more efficient links between the three areas and encourage both residents and visitors to use alternative modes of transportation, such as bicycles, walking paths and public transit facilities. New recreational amenities will broaden opportunities for outdoor recreation and family activities. Programs for stream zone and land coverage restoration will not only enhance the quality of the environment, but will contribute to basin-wide goals for preservation of Lake Tahoe.

The three community plan areas currently each serve different, but related, markets and provide services which are distinct from one another. As a result, each area now has a different feeling or character which, to varying degrees, complements the land uses of each area. Round Hill is primarily a neighborhood shopping area with some small ancillary professional offices. It is surrounded by year-round and recreational residences and several hundred acres of undeveloped land owned by the U.S. Forest Service. Kingsbury Grade can be divided into two sub-areas: 1) along U.S. Highway 50, and 2) along Kingsbury Grade. U.S. Highway 50 currently has a mix of small casinos (the Nugget and Lakeside Inn and Casino), small office and retail uses and the Douglas County Administrative Building. The sub-area along Kingsbury Grade is comprised of

light industrial, service and warehousing uses. Stateline is the casino core area of South Lake Tahoe and the primary visitor attraction of the Lake. The demands of the casino visitor industry do, however, contribute to the viability and markets of many businesses in Round Hill and Kingsbury Grade.

Presently, the three community plan areas are linked by U.S. Highway 50, which provides the only through route from one area to the next. Most visitors to Stateline travel from the west along U.S. Highway 50, through the City of South Lake Tahoe and several miles of unbroken strip motel and retail development. Both the visual clutter and the seasonal roadway congestion along this route are considered, by the market assessment, to be significant factors which are limiting the economic viability of the visitor industry.

The Community Plans are based upon three primary influences:

1. Goals for the ultimate "character" of the area.
2. Economic trends and market considerations.
3. Environmental goals and regulatory framework.

These three influences are balanced as well as possible, given actual conditions and limitations, to make the best achievable land use program. In some cases, goals for the character of an area have been tempered by the reality of a limited economy. In other cases, the regulatory framework has influenced the amount and location of land uses. The preferred land use plan has considered these three influences and confidently proposes a program which will be economically viable, adhere to TRPA and Douglas County land use regulations, contribute to basin-wide environmental thresholds, and establish an urban character that makes each area a unique and memorable place.

C. KINGSBURY COMMUNITY PLAN GOALS AND OBJECTIVES

A fundamental cornerstone of this Community Plan is the conviction that Kingsbury should continue as a regional commercial area. To accomplish this goal, policies must encourage diversification of recreational and commercial attractions to create the high quality development expected in a destination resort community. The plan will still retain the character of the existing community.

Destination tourism demands a full complement of goods, services, and recreational opportunities located within an easily accessible area. The destination tourist travels further, stays longer, is more likely to utilize transportation systems, and spends more in the local economy than the short-term or day-use visitor. Efforts must focus on developing transportation systems that will tie the many opportunities found in Douglas County together.

As in any healthy, vital community, three qualities must be established in Douglas County: 1) the diversity and concentrated mix of uses that creates a strong, lively market; 2) the quality of physical environment that establishes a distinctive sense of place; and 3) transportation improvements that provide for both vehicular circulation and pedestrian circulation. A mixture of complementary uses in a concentrated area generates pedestrian activity and economic viability. The physical setting to be planned needs to be convenient, interesting, comfortable and easily accessible.

In addition to the goals of the Compact and the goals of the Regional Goals and Policies Plan, the following goals are adopted for the Kingsbury Community Plan. The related objectives for the goals are listed in the Community Plan Elements. The objectives are implemented by specific and enforceable policies.

Urban Design and Development Goal

Ensure the design elements of new, remodeled and rehabilitated development are compatible with the scenic, recreation, and community values of Kingsbury and the Region.

Commercial Development Goal

Maintain a balance between economic health and the environment by correcting past deficiencies in land use and being responsive to the needs and opportunities of Kingsbury.

Traffic Circulation and Parking Goal

Reduce dependency on the automobile and improve the movement of people, goods, and services within Kingsbury and the Region consistent with the economic and environmental goals of the community plan.

Environmental Threshold Goal

Ensure that physical development is consistent with the environment and ecology of the area.

Public Service Facilities Goal

Public services and facilities should be upgraded to support existing and new development and to ensure attainment of environmental targets.

Recreation Goal

Preserve and enhance the high quality recreational experience of Kingsbury and the Region.

D. ILLUSTRATIVE PLAN FOR 2007

The Community Plan is a guide for the enhancement of Kingsbury as a regional commercial node and tourist area. Through a series of programs and policies found in the Plan Elements, it provides a guide to the achievement of the Goals and Objectives. The policies and programs of the Plan are designed to be flexible enough to incorporate the changes that will come through implementation.

Recognizing that there are many possible variations of project design and location established in the Community Plan, the Illustrative Plan is provided to give guidance when making the required Section 6.3 findings of consistency. The Illustrative Plan represents the summation and the coordination of the Kingsbury Community Plan Elements.

The text, map, and accompanying illustrations in this section are provided to indicate the overall planning direction of the Community Plan. They are intended for planning purposes and not as a specific set of enforceable standards. The actual standards of the Community Plan are found in the following Community Plan Elements and the Appendix.

LAND USE

A key part of the Community Plan is to provide the opportunity and incentive to upgrade and expand the businesses of Kingsbury. The Land Use Element envisions a cluster of distinct areas within Kingsbury (see Figure 1). Each area described below has a design theme and suggested uses.

Lakeside/Government Center Area

Design Theme: Establish an attractive outdoor area between the casinos, the commercial uses, and the government center. This area should focus on its position as a cross road area linking highways, transit, and recreation trails. The focal elements of this area should be public plazas, with linkages to surrounding parks and recreation facilities. The Lakeside Inn and the Douglas County Administrative Center set the architectural theme. U.S. Highway 50 will function more as a limited access highway than a town main street; although, the character on the Lakeside Inn side is more urban streetscape.

Land Uses: A commercial area with a mixture of government uses, tourist serving commercial, casino/motel uses with shared activity plazas and shared parking.

Kingsbury Commercial Village Area

Design Theme: Establish a commercial village focused on the stream zone and on Kingsbury Grade. The uses should rely on shared parking with interconnecting walkways and small plaza areas. Kingsbury Grade improvements should be retail commercial in design while across the street they should be park like.

Land Uses: A retail commercial village of small stores, real estate offices, restaurants, banking services, gas stations, and other uses found in a small village.

Kingsbury Square Commercial Area

Design Theme: Build on the established Kingsbury Square complex in terms of design and use. The design concept is similar to a traditional shopping complex next to a highway. The design should rely on shared parking with interconnecting walkways and small plaza areas. The street frontage improvements and setbacks are similar to Kingsbury Village.

Land Uses: A community serving commercial area of retail, professional offices, restaurants, financial services.

Shady Lane/Market Street Commercial Area

Design Theme: Promote the industrial park concept of contained service/industrial uses within a screened and buffered area. Open space and landscaping should be concentrated to the outside of the area. Pavement and buildings should be in the center. Small areas of landscaping are not recommended in the interior. Roads and parking should be designed for large vehicles.

Land Uses: Shady Lane should contain the uses with the greatest need for screening such as auto repair, body shops, repair services, manufacturing, and contractor yards. Warehousing, storage, offices, and other uses of less impact are acceptable in both Shady Lane and Market Street.

Douglas County Park Area

Design Theme: Establish a central park to match the size and scale of the government center. A transitional area between the urban area and the natural environment.

Land Uses: This area should contain trail head facilities, community recreation complex, play fields, and a recreation vehicle park.

TRANSPORTATION

U.S. Highway 50 Improvements: Sidewalks, landscaping, and roadway improvements could upgrade Highway 50. The four travel lanes, limited access, and no parking should be maintained. (See Chapter 18 Design Review Standards and Guidelines.)

Kingsbury Grade Improvements: Sidewalks, landscaping, and roadway improvements could upgrade Kingsbury Grade. The two travel lanes, limited access, and no parking should be maintained except in the Kingsbury Village and Kingsbury Square areas. (See Chapter 18 Design Review Standards and Guidelines.)

Kingsbury Grade Intersection Improvements: The redesign of this intersection provides the opportunity to improve traffic flow while assisting with the upgrade of the area. The new intersection should be a landmark.

Connector Road and Intersection Improvements: The connector road, if needed should connect with Kingsbury Grade in the Market Street/Shady Lane area.

Transit and Parking Improvements: The government center area should provide a parking facility for park and ride, for government uses, and commercial uses.

CONSERVATION

Drainage Improvements: Three area-wide systems will be implemented in the Kingsbury area.

Stream Zone Improvements: Stream zone restoration could occur on Burke Creek next to the Nugget and Kahle Drive and on Edgewood Creek on NDOT site and the post office site.

Scenic Improvements: Provide design improvements and regulations related to a series of design theme/activity zones in the Kingsbury area. The urban character is established by upgrading of the overall architectural quality, by providing variety, by improving character, and by providing environmental improvements. Within each zone, the plan calls for a coordinated appearance (not the same appearance), an emphasis preserving views, the use of simple architecture, and an elimination of roadway distractions.

RECREATION

Douglas County Park: This could be the central urban park for Douglas County. It might contain meeting and recreation complexes, trail heads, and play fields. The drainage facilities should be integrated into the park design.

Trails: Recreation trails connecting Kingsbury to Round Hill, Stateline, and the Lake would be constructed.

PUBLIC SERVICE

Government Complex: The Douglas County Government complex in the Lakeside Inn area should be the site for future expansion of government offices and related uses.

LEGEND



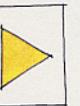
MAJOR ACCESS



FUTURE ACCESS



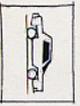
PEDESTRIAN / BIKE TRAIL



TRANSIT FACILITY



INTERSECTION IMPROVEMENTS



PUBLIC PARKING



HIGHWAY IMPROVEMENTS

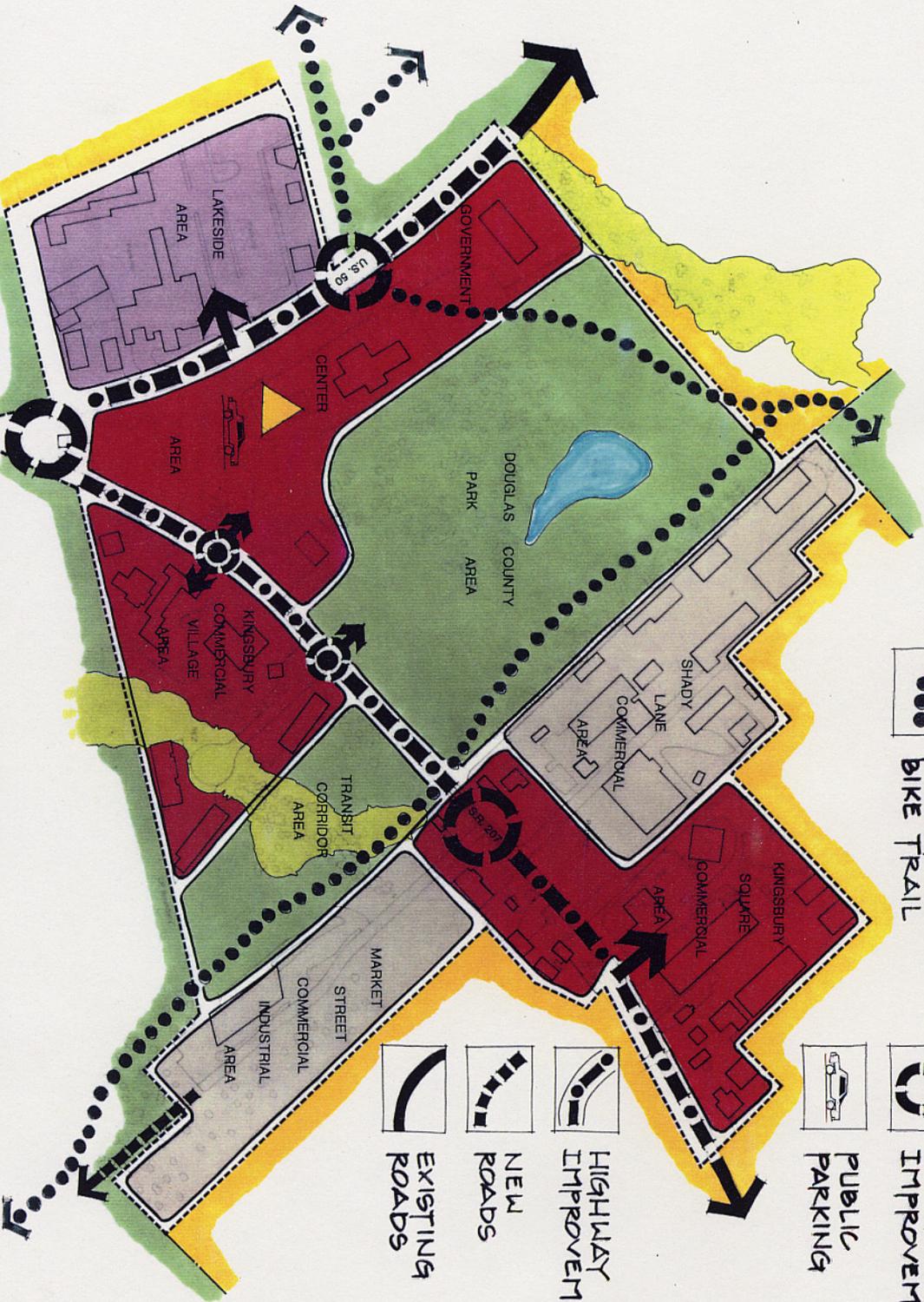


NEW ROADS



EXISTING ROADS

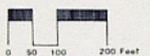
ILLUSTRATIVE PLAN FOR 2007



Douglas County Community Plan
KINGSBURY



Date: June 24, 1993
msh



Chapter II

LAND USE ELEMENT

This Land Use Element is a supplement to the Land Use Element of the TRPA Goals and Policies Plan. Consistent with the Regional Plan, this Element sets forth the land use regulations for the Community Plan and provides a Community Plan Area Statement which replaces the existing Plan Area Statement.

A. KINGSBURY COMMERCIAL COMMUNITY PLAN LAND USE REGULATIONS

Community planning is an option in which the local community in partnership with TRPA and local government may prepare their own plans and to some extent their own standards.

Chapter 14 of the TRPA Code of Ordinances sets forth the provisions for community planning. This section indicates what provisions of the TRPA Regional Plan are applicable and what standards are replaced with equal or superior standards.

This is a brief summary of standards applicable to the Kingsbury Commercial Community Plan. In general the standards of the TRPA Code apply except as noted by:

1. The Policies of the six Elements of this plan, replace Plan Area Statement policies;
2. The mitigation fee program of Chapter VII, supplements TRPA programs;
3. The Community Plan Sign Ordinance (Appendix B), replaces Chapter 26;
4. The Community Plan Parking Ordinance (Appendix B), replaces Chapter 24; and
5. The Community Plan Design Review Standards and Guidelines (Appendix B), replaces Chapter 30.

Pursuant to Subsection 14.5.B of the Code the following Community Plan Statement replaces the TRPA Plan Area Statements' regulations for this area.

The detailed check list of applicable standards in Appendix A is provided to assist in the review of projects within the Kingsbury Commercial Community Plan. The checklist also indicates which regulations are special to the Community Plan.

B. KINGSBURY COMMERCIAL COMMUNITY PLAN AREA STATEMENT

This Community Plan Area Statement supersedes TRPA Plan Area Statements and Douglas County zoning within the Community Plan boundaries.

PLAN DESIGNATION:

Land Use Classification	COMMERCIAL/PUBLIC SERVICE
Management Strategy	MITIGATION
Special Designation	TDR RECEIVING AREA FOR: 1. Existing Development 2. Multi-Residential Units SCENIC RESTORATION AREA PREFERRED AFFORDABLE HOUSING AREA MULTI-RESIDENTIAL INCENTIVE PROGRAM

DESCRIPTION:

Location: This area includes the commercial uses found at the U.S. Highway 50 and lower Kingsbury Grade area. This area is located on TRPA map H-16.

Existing Uses: This area contains two casinos, two small shopping centers, an industrial service area, the Douglas County Administration Center and other miscellaneous commercial uses. The area is 45 percent built out.

Existing Environment: This area is 7 percent high hazard, 46 percent moderate hazard, 8 percent SEZ and 39 percent low hazard. The land coverage is 50 percent plus an additional 6 percent disturbed.

PLANNING STATEMENT: This area should continue to serve as a commercial, tourist, and public service node for Douglas County.

PLANNING CONSIDERATIONS:

1. Rehabilitation of the Kahle Casino site as a park is necessary.
2. Traffic congestion occurs at the intersection of U.S. Highway 50 and Kingsbury Grade.
3. The Transportation Element calls for a study of a highway bypass through this area.
4. The structure that carries Burke Creek under U.S. Highway 50 is a barrier to fish migration.
5. Scenic Roadway Units 32 and 44 are in this area which is targeted for restoration as required by the scenic threshold.
6. Article VI Compact provisions related to gaming apply to the structures housing gaming in Special Area #1.

OBJECTIVES AND SPECIAL POLICIES:

- 0 **Urban Design and Development:** (see the Illustrative Plan, Chapter I for a description of the Plan's overall design framework)
1. Recognize the differences in character between the lower part of the Kingsbury CP along U.S. Highway 50 and upper part along Kingsbury Grade. Land uses and landscaping improvements along the U.S. Highway 50 frontage should emphasize a tourist-commercial and government center theme. Continue to treat the upper portion of the Kingsbury CP as a low-intensity residential retail, service commercial, and light industrial area.
 - a. *Policy: In Special Area 1 (Retail/Tourist/Public Service Area), tourist oriented uses and government center uses are encouraged by the permissible use list. Priority should be given to locating tourist retail uses on the lake side of U.S. Highway 50 with sidewalk frontages. The other side should have large set backs for the government and transit facilities.*
 - b. *Policy: In Special Area 2 (Commercial Service Area), mixed uses, retail, and primary service commercial services are encouraged by the permissible use list. The service commercial uses should not be visible or shall be screened from view from the scenic corridors.*
 - c. *Policy: In Special Area 3 (Recreation Area), public outdoor recreation uses are encouraged by the permissible use list. This area's focus should be for public recreation and environmental restoration.*
 - d. *Policy: In Special Area 4 (Commercial Industrial Area), light industrial; wholesale/storage and other similar uses should be located in the area of Shady Lane and Market Street.*
 2. On a human scale, provide unity and continuity of the U.S. Highway 50 commercial area and the upper Kingsbury commercial area through development of uniform sidewalk (trail) improvements, signing, landscaping, and street lighting program. Supplemental landscaping, sidewalks, special paving and street furnishing along U.S. Highway 50 should encourage pedestrians to walk between uses. Such a system would also unify the visual character and create a recognizable identity for the area. The character of the lower Kingsbury commercial area should reflect the character established by the Lakeside Inn and the Douglas County Administrative Center. Landscaping improvements along Kingsbury Grade should screen "out-of-character" buildings and industrial uses.
 - a. *Policy: All projects expanding units of use, or adding or relocating land coverage shall implement or commit to a five year schedule to implement, the sidewalk/landscaping improvements fronting its project area. Typical improvements are described in Chapter 19 of the Design Standards and Guidelines. This condition may be waived if the project is in an assessment district already committed to the improvements.*

3. Encourage rehabilitation by the remodeling, upgrading, and aesthetic improvement of buildings and structures in need of such improvements.
 - a. *Policy: All projects shall be reviewed pursuant to the Design Standards and Guidelines for Douglas County (Appendix B). Appropriate guidelines may be added as conditions of approval.*
 - b. *Policy: Projects which provide substantial rehabilitation by remodeling, upgrading, or other aesthetic improvements shall be eligible for the incentives listed in Subelement D of the Implementation Element.*
4. Encourage the upgrading or replacement of commercial advertising signs that detract from the aesthetic appearance of the community.
 - a. *Policy: Outdoor advertising shall be subject to the standards and guidelines established in the Community Plan Sign Ordinance, Appendix B.*
 - b. *Policy: Nonconforming signs shall be subject to an amortization plan and incentive program to provide for the eventual elimination or replacement of such signs. (See Sign Ordinance).*
5. Complete the undergrounding of overhead utilities for Kingsbury.
 - a. *Policy: Pursuant to Chapter IV, all projects within the scenic corridor shall be responsible for removing, relocating or screening overhead utilities as a condition of project approval. TRPA may waive this requirement if the project is part of an undergrounding program or the undergrounding has been determined by TRPA not to be necessary to meet the scenic targets of this Plan.*
6. Integrate more landscaping into both private development and public projects.
 - a. *Policy: Projects with existing coverage in excess of 75% of their project area, shall be required to provide an increase in landscaping equal to 5% of the project area. The landscaping requirement shall be met within the project area or, if not feasible, off site in a related area. This condition may be waived by Douglas County and TRPA, if the project is part of an assessment district which is providing the required increase in landscaping or the landscaping requirement has been met by a previous approval.*
7. Implement the recommendations described in the Conservation Element, Scenic Improvements Subelement, for improving overall scenic quality.
 - a. *Policy: The TRPA and Douglas County shall consider the recommendations of Chapter IV when reviewing projects and where appropriate incorporate conditions of approval to implement the recommendations.*

8. Preserve and enhance scenic views to Lake Tahoe and to other prominent areas of special interest.

- a. *Policy: Projects located between the scenic corridors and Lake Tahoe shall not cause a reduction of the views of Lake Tahoe from the corridors. TRPA may consider as an alternative, offsite improvements if it is determined there is a net increase in the lake views within the scenic unit.*

9. The plan should provide a gateway entrance to Lake Tahoe by providing visitor information services, implementing scenic improvements, and providing intermodal transportation facilities near the U.S. Highway 50/Kingsbury Grade intersection.

θ **Commercial Development:**

1. Encourage development and/or activities that will enhance the "year round" economy.
2. Special event area for arts and crafts shows, seasonal sales, and other similar events shall be established.

- a. *Policy: Special event area for arts and crafts shows, seasonal sales, and other similar events shall be established as part of the Lakeside Inn/Douglas County Park area. The design and regulation of the area should allow such events to occur as activities not subject to TRPA review.*

- θ **Traffic Circulation and Parking:** (See Chapter III Transportation Element for transportation related objectives and policies.)

- θ **Recreation:** (See Chapter V Recreation Element for recreation related objectives and policies.)

- θ **Public Service Facilities:** (See Chapter VI Public Service Element for other public service related objectives and policies.)

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

θ **Special Area #1 (Retail/Tourist/Public Service Area):** The following list of permissible uses is applicable in Special Area #1.

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

Commercial

- A. Retail
Eating and drinking places (A), food and beverage retail sales (A), furniture, home furnishings and equipment (S), general merchandise stores (S), mail order and vending (S), and service stations (S).
- B. Entertainment
Amusements and recreation services (A), gaming-nonrestricted (Nevada only) (A), privately owned assembly and entertainment (S), and outdoor amusements (S).
- C. Services
Broadcasting studios (A), financial services (A), health care services (A), personal services (A), professional offices (A), repair services (S), schools - business and vocational (S).
- D. Wholesale/Storage
Vehicle storage and parking (S)

Public Service

- A. General
Churches (A), collection stations (S), cultural facilities (A), day care centers/pre-school (A), government offices (A), hospitals (S), local assembly and entertainment (S), local post office (A), local public health and safety facilities (A), membership organizations (S), publicly owned assembly and entertainment (S), regional public health and safety facilities (S), social service organizations (S) and §threshold-related research facilities (S).
- B. Linear Public Facilities
Pipelines and power transmission (S), transit stations and terminals (A), transportation routes (S), and transmission and receiving facilities (S).

§ Amended 2/23/00

Recreation Cross country ski courses (S), day use areas (A), group facilities (S), outdoor recreation concessions (S), recreation centers (S), recreational vehicle parks (S), riding and hiking trails (A), and visitor information centers (A).

- Resource Management**
- A. Timber Management
Reforestation (A), sanitation salvage cut (A), thinning (A), and timber stand improvement (A).
 - B. Wildlife and Fishes
Early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), and structural wildlife habitat management (A).
 - C. Open Space
Allowed in all areas of the region.
 - D. Vegetation Protection
Fire detection and suppression (A), fuels treatment/management (A), insect and disease suppression (A), sensitive plant management (A), and uncommon plant community management (A).
 - E. Watershed Improvements
Erosion control (A), runoff control (A), and stream environment zone restoration (A).

θ **Special Area #2 (Commercial Service Area):** The following list of permissible uses is applicable in Special Area #2.

Residential Employee housing (A), multiple family dwelling (S), nursing and personal care (S), residential care (S), and single family dwelling (S).

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

Commercial

- A. Retail
Auto, mobile home and vehicle dealers (A), building materials and hardware (A), eating and drinking places (A), food and beverage retail sales (A), furniture, home furnishings and equipment (A), general merchandise

stores (A), mail order and vending (A), nursery (A), outdoor retail sales (A), and service stations (A).

B. Entertainment

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

C. Services

Animal husbandry services (A), broadcasting studios (A), business support services (A), contract construction services (S), financial services (A), health care services (A), personal services (A), professional offices (A), repair services (S), schools - business and vocational (A), and secondary schools (S).

D. Wholesale/Storage

Vehicle storage and parking (S).

Public Service

A. General

Cemeteries (S), churches (A), collection stations (S), cultural facilities (A), day care centers/pre-schools (A), government offices (A), hospitals (S), local assembly and entertainment (A), local post office (A), local public health and safety facilities (A), membership organizations (A), publicly owned assembly and entertainment (S), regional public health and safety facilities (S), schools - college (S), schools - kindergarten through secondary (S), social service organizations (A) and §threshold-related research facilities (S).

B. Linear Public Facilities

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

Recreation

Cross country ski courses (S), day use areas (A), group facilities (S), outdoor recreation concessions (A), recreation centers (A), riding and hiking trails (A), and visitor information centers (A).

Resource Management

Same as Special Area #1

§ Amended 2/23/00

θ **Special Area #3 (Recreation Area):** The following list of permissible uses is applicable in Special Area #3.

- | | |
|----------------------------|--|
| Residential | Employee housing (S), and multiple family dwelling (S). |
| Commercial | A. <u>Services</u>
Secondary storage (S).
B. <u>Wholesale/Storage</u>
Vehicle storage and parking (S). |
| Public Service | A. <u>General</u>
Collection stations (S), cultural facilities (A), day care centers/pre-schools (A), government offices (S), local assembly and entertainment (S), local post office (S), local public health and safety facilities (S), membership organizations (S), publicly owned assembly and entertainment (S), regional public health and safety facilities (S), social service organizations (S) and § threshold-related research facilities.
B. <u>Linear Public Facilities</u>
Pipelines and power transmission (S), transit stations and terminals (S), transportation routes (S), and transmission and receiving facilities (S). |
| Recreation | Cross country ski courses (S), day use areas (A), developed campgrounds (S), outdoor recreation concessions (S), participant sports facilities (A), recreation centers (A), recreational vehicle parks (S), riding and hiking trails (A), and visitor information centers (A). |
| Resource Management | Same as Special Area #1 |

θ **Special Area #4 (Commercial Industrial Area):** The following list of permissible uses is applicable in Special Area #4.

- | | |
|--------------------|--|
| Residential | Employee housing (S), and multiple family dwelling (S). |
| Commercial | A. <u>Retail</u>
Auto, mobile home and vehicle dealers (A), building materials and hardware (A), eating |

§ Amended 2/23/00

and drinking places (A), food and beverage retail sales (A), furniture, home furnishings and equipment (A), general merchandise stores (A), mail order and vending (A), nursery (A), outdoor retail sales (A), and service stations (A).

B. Entertainment
Amusements and recreation services (A), privately owned assembly and entertainment (S), and outdoor amusements (S).

C. Services
Animal husbandry services (A), auto repair and service (S), broadcasting studios (A), business support services (A), contract construction services (S), financial services (A), health care services (A), laundries and dry cleaning plant (S), personal services (A), professional offices (A), repair services (A), schools - business and vocational (A), and secondary schools (S).

D. Light Industrial
Food and kindred products (S), fuel and ice dealers (S), industrial services (S), printing and publishing (S), and small scale manufacturing (A).

E. Wholesale/Storage
Storage yards (S), vehicle and freight terminals (S), Vehicle storage and parking (S), warehousing (A), wholesale and distribution (A).

Public Service

A. General
Churches (A), collection stations (S), cultural facilities (A), day care centers/pre-schools (A), government offices (A), local assembly and entertainment (A), local post office (A), local public health and safety facilities (A), membership organizations (A), public utility centers (S), regional public health and safety facilities (S), social service organizations (A) and § threshold-related research facilities (S).

B. Linear Public Facilities
Pipelines and power transmission (S), transit stations and terminals (A), transportation routes (S), and transmission and receiving facilities (S).

§ Amended 2/23/00

Recreation Day use areas (A), outdoor recreation concessions (A), recreation centers (A), and riding and hiking trails (A).

Resource Management Same as Special Area #1

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

USE	MAXIMUM DENSITY
Residential	
Single Family Dwelling	1 unit per parcel
Mobile Home dwelling	10 units per acre
Multiple Family Dwelling	15 units per acre
Multi-Person Dwelling	25 people per acre
Nursing and Personal Care	25 people per acre
Residential Care	25 people per acre
Employee Housing	As per limitations above
Tourist Accommodation	
Bed and Breakfast	10 units per acre
Hotel, Motel and other Transient Units	
• with less than 10% of units with kitchens	40 units per acre
• with 10% or more units with kitchens	15 units per acre
Timeshare	15 units per acre
Recreation	
Recreation vehicle parks	10 sites per acre
Developed campground	8 sites per acre

RESIDENTIAL BONUS UNITS: Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Community Plan Area is ^{§§}130 units.

TOURIST ACCOMMODATION BONUS UNITS: Pursuant to Chapter 35, the maximum number of tourist accommodation bonus units which may be permitted for this Community Plan Area is ^{§§§}25 units.

^{§§} Amended 5/28/97

^{§§§} Amended 1/27/99

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

SUMMER DAY USES **0 PAOT** WINTER DAY USE **0 PAOT** OVERNIGHT USES **0 PAOT**

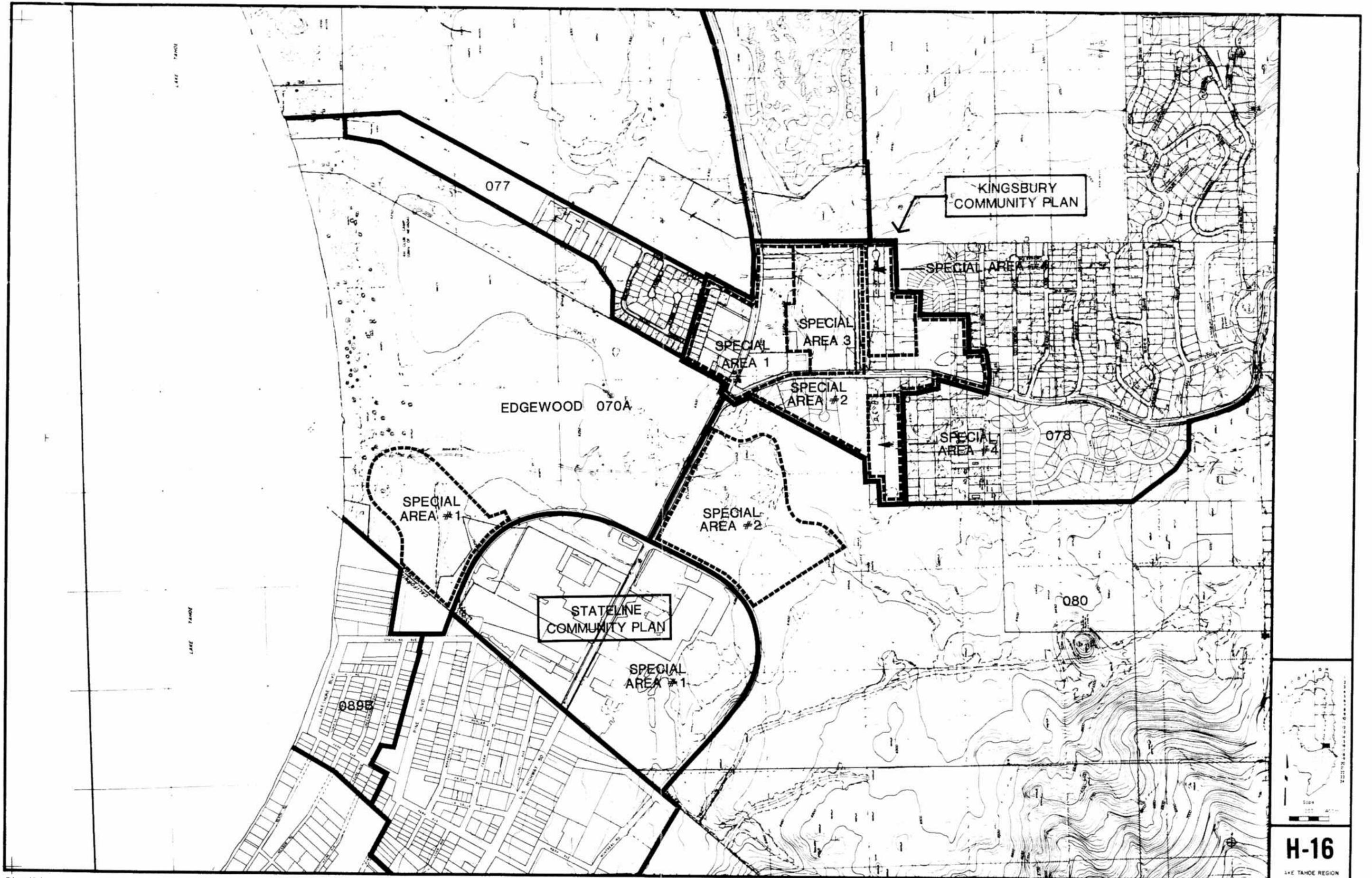
COMMERCIAL FLOOR AREA ALLOCATION: §§ Pursuant to Chapter 33, the maximum amount of commercial floor area which may be allocated for additional development in the Community Plan Area § is 17,050 square feet.

MAXIMUM CUMULATIVE NOISE LEVEL: The maximum cumulative noise equivalent levels for this Community Plan Area are as follows:

1. Where applicable, a maximum 65 CNEL override for the U.S. Highway 50 corridor and a maximum 55 CNEL for the Highway 207 corridor is permissible.
2. The maximum CNEL for Special Area #3 is 60 CNEL.
3. The maximum CNEL for all areas of the community plan except as noted in 1 and 2 above is 65 CNEL.

§§ Amended 10/25/06

§ Amended 03/22/00 deleted



Chapter III

TRANSPORTATION ELEMENT

This Transportation Element is a supplement to the TRPA Regional Transportation Plan (RTP). Consistent with the RTP, this element lists the specific objectives and policies applicable to the Kingsbury Community Plan and describes the improvements needed to implement the plan. Specific capital improvements and schedules are found in Chapter VII, Implementation Element.

A. EXISTING TRANSPORTATION SYSTEM

Streets and Highways

The private automobile serves as the primary mode of transportation in the Lake Tahoe Basin. Two main vehicle routes in and through the Kingsbury Community Plan area exist with several local streets intersecting these. U.S. Highway 50 traverses the community plan area and links Nevada and California through the Tahoe Region. In Nevada, this highway enters the Tahoe Basin at Spooner Summit. From that point, travelers can take State Route 28 to Tahoe's North Shore or continue on U.S. Highway 50 to the south Stateline area. U.S. Highway 50 enters California and the City of South Lake Tahoe just beyond the Stateline Community Plan area. It then continues through the southern portion of the Basin, exiting toward Sacramento at Echo Summit.

U.S. Highway 50 is the only connection between the Stateline, Kingsbury and Round Hill Community Plan areas and carries both local and regional traffic volume. Within this community plan area, it includes four through travel lanes and a continuous left-turn lane. Narrow road shoulders exist throughout the area. Several local streets and a state route intersect this highway within the community plan boundary.

State Route 207, better known as Kingsbury Grade, climbs over Daggett Pass to connect the Minden/Gardnerville area with Tahoe. It provides the primary access for many Tahoe area workers who live in the Carson Valley. The Nevada entrance to Heavenly Valley Ski Area lies at the crest of the summit, on Tramway Drive. Kingsbury Grade is a narrow, winding, two lane road until it reaches the community plan boundary where it widens to allow a continuous left turn lane through the commercial area. It forms a "T" intersection at its terminus with U.S. Highway 50. Recent improvements at this intersection have increased the number of Kingsbury Grade through lanes from two to three. Local commercial and residential streets intersect this route along its length, including within the community plan boundary. Local streets of prominence include Kahle Drive, Pine Ridge Drive, Market Street, and Shady Lane. Kahle Drive forms a four-way intersection with U.S. Highway 50 and provides access to the highway for the dense residential neighborhood to the west and the Douglas County Administrative Building to the East. Pineridge Drive intersects with Kingsbury Grade in a "T" configuration and accesses a small residential area. Market Street and Shady Lane intersect Kingsbury Grade in a "T" configuration and access industrial areas.

Parking Facilities

Parking within the Kingsbury Community Plan area consists of a series of parking lots on private property serving commercial facilities. Currently, a shortage of parking spaces occurs during peak hours, particularly related to the Love Wedding Chapel. Overflow parking on this site sits on compacted dirt up and down a steep slope. The entire community plan area contains approximately 1,524 vehicle spaces.

Transit Facilities

South Tahoe Area Ground Express (STAGE) currently serves a portion of Douglas County within the Tahoe Region. This public bus system, based in South Lake Tahoe, is supported through California state subsidy and fare box receipts. Route B currently operates seven days a week from 6:10 AM to 2:10 AM the following day on one-hour headways. The route follows U.S. Highway 50 through the casino core to Kahle Drive, and loops around through the Lakeside Inn parking lot back to U.S. Highway 50.

Other transit systems available within the plan area include demand responsive systems provided by the three casino/hotels and several ski resorts. These services are available to all participants and provide free or limited fare service between overnight accommodations and the casino/hotels or resort areas. The buses or vans primarily travel U.S. Highway 50 and carry an undetermined portion of interested users. Taxi companies and limousine services also provide demand responsive services for a fee.

Pedestrian Facilities

Stretches of sidewalk fronting the Douglas County Administrative Building and the golf course are the only pedestrian facilities within or near the community plan boundary. Frequent pedestrian travel occurs between the casinos in this community plan area and those in the Stateline Community Plan Area. In addition, office workers and shoppers often attempt to walk between commercial businesses located on Kingsbury Grade. In other than the above two situations, pedestrians are either forced to share the pavement with highway traffic or walk in the dirt area adjacent to the pavement. This presents a dirty, unattractive situation as well as serious safety problems.

Bicycle Facilities

No designated bicycle facilities exist within the community plan area. Road shoulders along U.S. Highway 50 and Kingsbury Grade are two to three feet wide and provide a poor bicycle route. Thus, bicyclists throughout the area share the same right-of-way as the highway traffic which presents safety problems.

Existing Traffic Conditions

Evaluation of existing traffic conditions generally relies on a level-of-service analysis. Level of service (LOS) is a quantitative and qualitative measure of traffic conditions on isolated sections of roadway or intersections. LOS ranges from level A, with no congestion, to level F where the system fails with gridlock or stop-and-go conditions prevailing. The quantitative basis for determining LOS is the ratio between existing traffic volume (V) and the calculated capacity (C), the V/C ration.

In order to determine the existing LOS within the community plan area, turning movement counts were taken at five intersections. They are: U.S. Highway 50 and Kingsbury Grade, U.S. Highway 50 and Kahle Drive, Kingsbury Grade and Market Street, Kingsbury Grade and Pineridge Drive, and Kingsbury Grade and Tramway Drive.

These counts occurred on a Saturday between 11:00 AM and 1:00 PM during July, 1988 and formed the basis of the V/C and LOS analysis. The existing peak-hour LOS at the five intersections are shown in Table T-1.

**TABLE T-1
EXISTING PEAK HOUR INTERSECTION LEVELS-OF-SERVICE**

	<u>SUMMER</u>	
	LOS	V/C
U.S. Hwy 50/Kingsbury Grade	C/D	0.80
U.S. Hwy 50/Kahle Drive	A	0.57
Kingsbury Grade/Market Street	A	0.43
Kingsbury Grade/Pineridge Drive	A	0.68
Kingsbury Grade/Tramway Drive		0.41

Source: TKJM October, 1988

B. TRANSPORTATION OBJECTIVES AND POLICIES

The following numbered objectives relate to the Transportation Goal found in the Community Plan Goals section of Chapter I. To meet the objectives, the following specific policies are adopted as standards.

1. TRPA, Douglas County, NDOT, other transportation related agencies, and the business community shall take appropriate action to implement the Community Plan related measures listed in the Action Element of the TRPA Regional Transportation Plan.
 - a. *Policy: The improvements listed in the Proposed Transportation Improvement section below, shall be implemented as conditions of project review pursuant to Policy 1c. of the Conservation Element or as part of the implementation of the CIP of Chapter VII.*
 - b. *Policy: A first priority for available funds shall be for projects listed in the Chapter VII CIP, because they improve existing LOS to a Level D or better within the CP area and help achieve the Threshold Related Targets.*

2. Reduce dependency on the automobile by making more effective use of existing transportation modes and of public transit to move people and goods.
 - a. *Policy: Implement strategies to increase ridership of mass transit to encourage less reliance on private automobiles. This includes:*
 - (1) Extension of STAGE service to Kingsbury residential and commercial areas and to Round Hill;
 - (2) Expansion of long distance bus service;
 - (3) Increased use and coordination of private shuttle services;
 - (4) Provisions for transit facilities; and

- (5) Improved service to airports.
 - b. *Policy: Bus turn-outs, shelters, park and ride lots, and other related facilities or programs listed in TRPA, Douglas County, or STAGE CIPs may be required as conditions of approval for projects pursuant to Conservation Element Policy 1c.*
3. Provide a safe and efficient highway transportation system for the users of the Kingsbury area and the others passing through.
 - a. *Policy: The level of service on major roadways (i.e., arterial and collector routes) shall be LOS D, and signalized intersections shall be no lower than LOS D. (Level of Service "E" may be acceptable during peak periods, not to exceed 4 hours per day).*
 - b. *Policy: All projects shall analyze and mitigate their traffic quality impacts pursuant to Chapter 93 of the TRPA Code of Ordinances. The improvements listed in this element shall be added to the list of mitigation measures in subsection 93.3.C (2) and (3). Traffic/air quality impacts can be mitigated by the project or through an areawide assessment district or other plan CIP measures.*
 - c. *Policy: As a condition of project approval or as part of implementing the CIP, consideration should be given to reducing the number of ingress/egress points along the Kingsbury Grade and U.S. Highway 50 by combining and realigning driveways to improve traffic flow and eliminate pedestrian conflicts.*
 - d. *Policy: When warranted implement a connector road from upper Loop Road to Kingsbury.*
4. The transportation system shall be an integral part of the Community Plan and will be consistent with other objectives such as scenic restoration, community design, SEZ restoration, and open space.
 - a. *Policy: All transportation related projects shall be subject to mitigation programs and the Douglas County Design Standards and Guidelines (Appendix B).*
 - b. *Policy: The highway improvement projects shall be designed to help maintain the strong sense of the natural environment that is key to the attraction of the Lake Tahoe area. The U.S. Highway 50/Kingsbury Grade interchange should not be dominated by views of large expanses of highways, interchanges, and signage.*

5. Identify and provide sufficient funding to finance the projects in the capital improvement program (CIP).
 - a. Policy: TRPA shall continue to implement and refine the existing mitigation fee program (Chapter 93 of the Code) for funding transportation capital improvements.
 - b. Policy: Projects may be exempt from Policy a. above, if the projects meet the requirements of the incentive program described in Section D of Chapter VII.
 - c. Policy: Contributions to the implementation of improvements listed in the Chapter IV Matrix as eligible for substitute mitigation fees may be credited for the requirements of Policy a. above.
6. To improve circulation, reduce vehicle trips, and to improve access to the public recreational areas, a network of recreation trails and sidewalks shall be constructed.
 - a. Policy: Develop pedestrian linkages between parking lots throughout the CP area to allow free access and reduce VMT.
 - b. Policy: Develop a parking program throughout the CP area. The program shall consider employee parking and shared parking.
 - c. Policy: Pedestrian and recreation trail (bicycle) facilities identified in Figure 3 shall be constructed as part of the CIP of Chapter VII or pursuant to Conservation Element Policy 1c.
7. Transportation systems management (TSM) strategies shall be encouraged to reduce peak-period traffic and total vehicle miles traveled.
 - a. Policy: All transportation entities servicing the Community Plan area should become members of a Southshore transportation management association (TMA).
 - b. Policy: Encourage consolidation of existing shuttle buses through the TMA.
 - c. Policy: Implement transportation demand management (TDM) strategies such as an employer-based trip reduction program, transit incentives, directional signing, ride sharing program, and postal delivery system improvements.

C. 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 improvements of the Douglas County Transportation Plan. A further description of the transportation CIPs, including cost and scheduling of the improvements described below, may be found in the Implementation Element.

Streets and Highways

1. Intersection Improvements - Following or during the completion of the Loop Road Improvements (est. 2000), the intersection improvements at the U.S. Highway 50/Kingsbury Grade should be constructed as required by the TRPA RTP. These improvements will include more left turn storage onto U.S. Highway 50 and a longer, separate free right turn lane. To create the desired intersection improvements, the design will consider relocation of the wedding chapel at the corner, a change in grade, and access limitations. In addition, the signal must be timed to give greater preference for Kingsbury Grade travel during peak use in the winter.
2. Traffic Flow Improvements - To facilitate better traffic flow on Kingsbury Grade existing businesses need to share driveways and limit direct roadway access parking. This action will also reduce coverage, improve scenic quality and promote pedestrian travel between businesses. The properties northeast of U.S. Highway 50 should use a common access at the Kahle intersection.
3. Develop a Connector Road Between Kingsbury Grade and Loop Road - After completion of the Loop Road and Kingsbury improvements (est. 2000+) and when traffic counts warrant, construct a new local road to link from Kingsbury Grade to the Loop Road. This two lane road would terminate in a four-way intersection at Kingsbury Grade in the area of Market Street and Shady Lane. It shall be constructed to minimize SEZ disturbance with mature trees standing between it and U.S. Highway 50 to screen it from view. New access points along its length shall be severely limited and existing developments must share driveway encroachments to promote smooth traffic flow. Incorporated into the roadway design should be bicycle and pedestrian facilities. A Class I recreational trail is the preferred alternative. Chapter 18 of the Design Review Standards and Guidelines shows the improvements in the concept.

Parking Facilities

1. On-Site - All parking requirements shall be met on-site or with joint use parking facilities. Additional use of transit, sidewalks and bicycle facilities can absorb limited increases in use.
2. Multi-Use Facility - A multi-use parking and transit facility should be developed on the Douglas County properties abutting U.S. Highway 50. This facility should provide for joint use parking, casino employee parking, and park-in-ride parking. STAGE, casino shuttles, and ski area shuttles should serve this facility. Day care facilities should be included.

Transit Facilities

1. STAGE Extension - The RTP calls for STAGE service extension to the Kingsbury commercial and residential areas and on to Round Hill.
2. Long Distance Bus Service - The continuation and further implementation of bus systems (e.g. Greyhound, gambler specials, Carson Valley shuttle, etc.) to provide transit service for the day users of the casinos and the casino employees who live in Carson Valley.

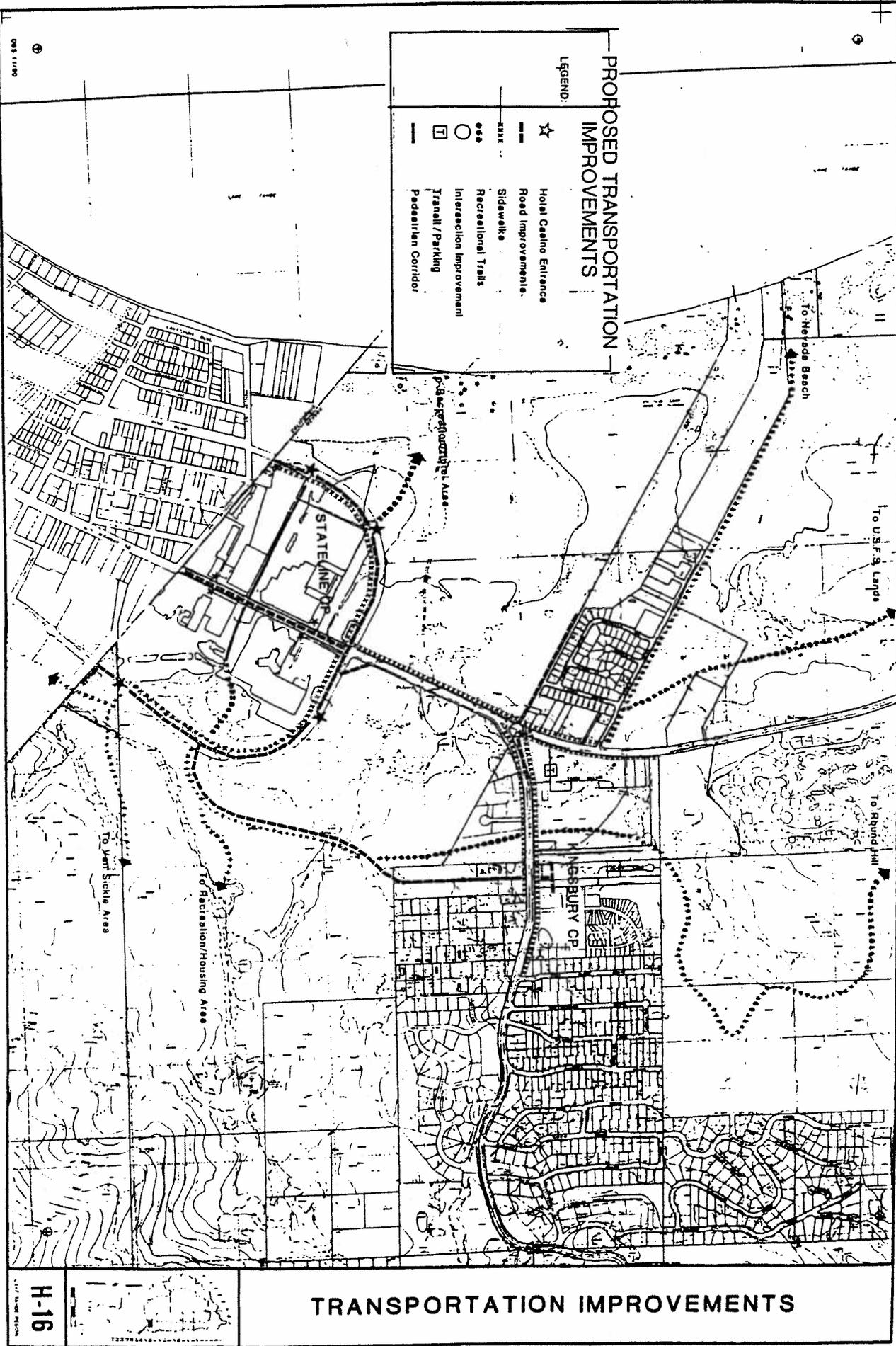
3. Casino Shuttles - The casinos should continue to implement the on-demand service, or "10 minute" shuttle system serving the Bijou to Kingsbury area as described in the Action Element of the RTP.
4. Ski Area/Tour Boat Shuttles - The region-wide and local ski area shuttle system along with the tour boat shuttles should continue with stops at each hotel.
5. Airporter Service - Lakeside Inn shall be provided with pick up and return to service to the South Lake Tahoe Airport and the Reno Airport, preferably through one service entity to maximize vehicle use.
6. Transit Facilities - A transit facility shall be located in the Kingsbury area (see Parking above) next to Douglas County Administrative Center. This CP encourages provisions for shuttle/bus stops.

Pedestrian Facilities

1. Sidewalks - The construction of sidewalks along Kingsbury Grade and U.S. Highway 50 shown in Figure 3 should occur in phases. This should include landscaping, lighting, trash receptacles, and bike racks. The sidewalks on U.S. Highway 50 from the Loop Road to Kingsbury and those sidewalks on Kingsbury Grade will be a combination of sidewalks and bike/recreation trails.
2. Linkages - Recognizing the difficulty in walking from one business to the next, calls for pedestrian linkages between parking lots. Two key linkages are important: 1) between the Ken Kjer Center and the Kingsbury Square; and 2) between the Dart Liquors and Lakeside Inn. Because of grade changes, staircases may be the appropriate pedestrian facility.

Bicycle Facilities

1. Recreational Trail System - To improve circulation, reduce vehicle trips, and improve public access to recreational areas, the construction of the conceptual trail system shown in Figure 3 is needed. The improvements include: 1) a pedestrian and bicycle trail linking Kingsbury Grade to Douglas County Middle School along the east side of the proposed park; 2) continuation of this trail behind and through Lake Village to Round Hill; and 3) a Class I bicycle facility linking this area with Stateline running parallel to the Loop Road extension.



DL 3/90

TAHOE REGIONAL PLANNING AGENCY

8/17/93 Figure 3

Chapter IV

CONSERVATION ELEMENT

This Conservation Element is a supplement to the Conservation Element of the TRPA Goals and Policies Plan. This element lists the required environmental targets which the Community Plan must achieve. Also, this element describes the area-wide drainage system, scenic improvements, and a land capability and stream zone analysis updating the TRPA Land Capability Overlay Maps for this area.

A. CONSERVATION OBJECTIVES AND POLICIES

The following numbered objective relates to the Conservation Goal found in the Community Plan Goals section of Chapter I. To meet the objective, the following specific policies are adopted as standards.

1. Ensure the attainment and maintenance of the environmental threshold related targets established for the Community Plan.
 - a. *Policy: Community Plan projects may rely on the incentives listed in Subelement D of Chapter VII once an entity (Douglas County, property owners, or an assessment district) makes an irrevocable commitment to implement the lower Kingsbury areawide improvements as noted in the Kingsbury Requirement List described in Chapter VII, Douglas County adopts the CIP in Chapter VII, and Douglas County submits the list of appropriate CIP projects to NDOT to be added to its STIP.*
 - b. *Policy: TRPA may review progress on target attainment periodically and make adjustments to the targets and implementation schedules. However, once the irrevocable commitment in Policy a. above has been made, the incentives (except for substitute mitigation fees) shall be in effect until December 31, 1996.*
 - c. *Policy: The implementation of requirements listed in the Environmental Targets Subelement shall be required as conditions of approval on projects relying on CP incentives where appropriate. Environmental mitigation required as conditions of approval shall be commensurate with the magnitude and impact of the proposed project.*

B. ENVIRONMENTAL TARGETS

The following identifies opportunities for environmental improvement associated with the Kingsbury Community Plan. Achievement of the environmental targets is an important consideration for approving CPs and any development bonuses and is linked to key implementation strategies. Chapter VII provides further details on the implementation programs.

KINGSBURY COMMUNITY PLAN FOR ACHIEVEMENT OF TARGETS
(symbols are explained in the text following the matrix)

KINGSBURY CP REQUIREMENTS 8/15/93	CP TARGETS	PROJECT REVIEW			CTHRESH. FIND	PLAN REQ.	SUB WQ FEE	SUB AQ FEE	COV. FEE	START PLANS	ALLOCATION
		CP CIP	CP EIS	EIR MIT							
CP MEASURES											
A. TRAFFIC/AIR QUALITY											
1. <u>LOS Policy</u>	N	X		X		RTP					
2. <u>Highway Improvements</u>											
Hwy 50/Kingsbury Intersection Improvements	N		X	X	X	RTP	X				X
Hwy 50 Flow Improvements	E	X	X				X				X
Kingsbury Flow Improvements	E	X	X				X				X
Kingsbury Connector	O			X							
3. <u>Parking Program</u>											
Parking Ordinance	N	X		X	X	PLN					
Facilities & Management Plan	E										
4. <u>Transit Improvements</u>											
STAGE Extension	N		X	X	X	RTP					X
Long Distance Bus Service	N	X	X	X	X		X				X
Casino Shuttles	N	X	X	X	X	RTP	X				X
Ski/Tour Shuttles	N		X	X	X						X
Airporter (s)	N		X	X	X	RTP					X
Transit Facilities	N		X	X	X	RTP					X
5. <u>Pedestrian Improvements</u>											
Loop/Kingsbury	N		X	X	X	RTP	X			X	X
Hwy 50 Area	M	X	X	X	X		X	X			X
Upper Kingsbury	N	X	X	X	X		X	X		X*	X
6. <u>Recreation Trail Improvements</u>											
Kingsbury/Lake Trail	N		X	X	X		X				X
Kingsbury/R.H. Trail	N	X	X	X	X	RTP	X				X
Casino/Kingsbury Trail	N		X	X	X		X				X
7. <u>Mitigation Fee</u>	N	X		X	X	CDE					
8. <u>Transportation Management Strategy</u>											
Membership	O										
Ridership Incentives	N	X		X	X	RTP	X				
Van Pools	N	X		X	X	RTP	X				
9. <u>Land Use</u>											
Recreation Facilities	N			X							X
Commercial/Tourist Development	E			X							

KINGSBURY COMMUNITY PLAN FOR ACHIEVEMENT OF TARGETS
(symbols are explained in the text following the matrix)

KINGSBURY CP REQUIREMENTS 8/15/93 CPMEASURES	CP TARGETS	PROJECT REVIEW	CP CIP	CP EIS EIR MIT	CTHRESH. FIND	TRPA REQ.	SUB WQ FEE	SUB AQ FEE	COV. FEE	START PLAN	ALLOCATIONS
B. SEZ RESTORATION											
1. <u>SEZ Target (3 acre)</u>											
Burke Creek Nugget (.25 acre)	N	X	X	X	X	208	X		X		X
Edgewood Creek (1.5 acre)	N	X	X	X	X			X			
Burke Creek Out (2 acre)	M		X	X						X	
Burke Creek Meadow (15 acre)	O		X	X	X	208					
C. SCENIC IMPROVEMENTS											
1. Design Standards & Guidelines	N	X		X	X	PLN					X
2. Sign Standards	N	X		X	X	PLN					X
3. Sign Program	N	X		X	X						
4. SQIP Program	N	X		X	X	CDE					
5. View Policy	N	X		X	X						
6. Underground Policy	N	X		X	X						X
7. Hwy 50 Improvements	M	X	X	X	X	SQP		X			X
8. Kingsbury Improvements	N	X	X	X	X	SQP		X			X
D. LAND COVERAGE REDUCTIONS											
1. <u>L.C. Target (2.3 acre)</u>											
Hwy 50 Improvement (.1 acre)	N	X	X	X					X		
Upper Kingsbury Improve. (.6 acre)	O	X	X	X					X		
NDOT Site (.5 acre)	N		X	X			X		X		
Private (1.5 acre)	N	X		X							
E. WATER QUALITY											
1. BMPs Required	N	X		X		208					
2. <u>80% Restoration Target (2.55 acre)</u>											
Hwy 50 Shoulders(.1 acre)	N	X	X	X		CDE		X	X		
Kingsbury Shoulder (.5 acre)	N	X	X	X		CDE		X	X		
NDOT Site (.5 acre)	N	X	X	X		CDE		X	X		
DC Park (1 acre)	N	X	X	X		CDE		X			
Private (2.7 acre)	E	X		X		CDE					
3. <u>Area-wide Drainage System</u>											
Lower System	M		X	X	X			X		X	X
Upper System	N		X	X	X	208		X			X
Edgewood System	N		X	X	X			X			X

KINGSBURY COMMUNITY PLAN FOR ACHIEVEMENT OF TARGETS
(symbols are explained in the text following the matrix)

KINGSBURY CP REQUIREMENTS 8/15/93	CP TARGETS	PROJECT REVIEW	CP CIP	CP EIS EIR MIT	CTHRESH. FIND	TRPA REQ.	SUB WQ FEE	SUB AQ FEE	COV. FEE	START PLAN	ALLOCATIONS
F. NOISE											
1. Noise Limits	N	X		X	X						
G. FISHERIES											
1. Burke Creek	N		X	X	X	PLN					
H. RECREATION TARGETS											
1. Beach Access Policy	N	X			X						
2. <u>Recreation Targets (650 PAOTs)</u>											
Stataline Area Beach (500)	E	X		X	X						X
Recreation Trails (50)	N		X	X	X	RTP					X
DC Park (100)	N										

The matrix indicates the projects and regulations considered for the achievement of environmental and recreational targets. The matrix indicates if the measure is (N) needed, (E) encouraged, or (O) optional for a target achievement. A (M) indicates that the measure is needed and must have an irrevocable commitment prior utilizing the incentive program. The (X) indicates the measure is considered for threshold findings, is considered as a condition of project approval, is an EIS assumption or mitigation measure, is linked to the allocation of units of use, or is linked to the substitute mitigation fees. The matrix also notes if the improvement is required by other plans, e.g. 208 Plan (208), Regional Transportation Plan (RTP), TRPA Code (CDE), or TRPA/Douglas County Plans (PLN).

The accompanying text in this Subelement and Chapter V further explain the matrix. Chapter VII provides further details on the key implementation strategies.

TRAFFIC

Traffic problems identified in the Kingsbury area and through out the region present numerous opportunities for air, water and traffic improvements.

Base Line: There were 1,700,000 vehicle miles traveled (VMT) in the region in 1981. Approximately 12,536 of those vehicle miles had origins or destinations in the Kingsbury Community Plan Area.

The TKJM Report indicates that in 1987, the U.S. Highway 50/Kingsbury Grade (S.R. 207) intersection operated at level-of-service C/D during the summer; but

during the winter, there were some backups on Kingsbury Grade because of skiers returning from Heavenly Valley. The U.S. Highway 50/Kahle intersection and the Kingsbury Grade/Market Street intersection operated at LOS A. See the Transportation Element for more detail.

There are no observed or modeled violations of air quality standards in this area.

TRPA Threshold: The TRPA Water Quality Threshold requires a 10% reduction in Region-wide VMT by 2007. The Air Quality Thresholds require a 7 percent reduction in traffic volumes on U.S. Highway 50 and also require attainment and maintenance of state and federal water and air quality standards.

Regional Plan Requirement: The TRPA Regional Transportation Plan (1992) requires Kingsbury to attain service level D on urban roads, attain service level D for intersections (four hours may be LOS E), implement parking restrictions on congested roadways, and to reduce dependency on the auto. The RTP requires implementation of improvements in the Action Element and the VMT control measures listed in the RTP EIS. The following LOS and VMT measures directly relate to Kingsbury:

LOS Measures

- a. Kingsbury Grade/U.S. Highway 50 Intersection Improvements
- b. Traffic Flow Improvements (pedestrian and vehicle access control)

VMT Measures

- a. Community Plans - 40,000 to 60,000 VMT.
- b. Casino Employee Van Pools - 20,000 to 25,000 VMT Basin-wide.
- c. Bus extensions from Stateline to Round Hill, up Kingsbury Grade, and to Zephyr Cove - 3,000 to 6,000 VMT
- d. Ridership Incentives - 5,000 to 10,000 VMT Basin-wide
- e. Airport/Shuttle - 6,000 to 9,000 VMT

Kingsbury Target: The CP targets are as follows:

- a. Attain Kingsbury's fair share of the CP target and provide assistance in implementation of improvements in b. through e. above. Kingsbury's estimated fair share of the a. above is 2.8 percent (based on 1981 Kingsbury VMT/Total 1981 CP VMT). The actual reduction for 2007 should be 1,672 VMT or 836 VMT for 1997.
- b. Implementation of the improvements which modeling shall indicate attain TRPA service level requirements at the EIS selected monitoring points by 2007.
 - (1) U.S. Highway 50/Kingsbury Grade
- c. Maintain TRPA air quality thresholds.

Key Implementation Strategies: The following improvements are key strategies to achieving the above targets:

- a. Besides the 1,670 to 3,140 VMT reductions for land use changes, the key non-land use strategies are:
 - (1) Parking Program Estimate unknown until program is adopted.
 - (2) Casino Shuttle Share of Kingsbury CP VMT for CP credit.
 - (3) Sidewalk/Recreation Trails System Estimate 205 VMT for CP credit.
 - (4) Long Distance Bus Service Program Share of Kingsbury CP VMT for CP credit.

CP Target Total 205 VMT

 - (5) Where appropriate assist the implementation of the other programs listed in b. through e. above.
- b. For LOS targets, the key strategies are the construction of the Loop Road project and the Kingsbury intersection improvements listed in the Transportation Element. Optional measures that may be considered are:
 - (1) Construction of the Kingsbury Connector and associated improvements.
- c. For the carbon monoxide air quality target of 6 ppm and the U.S. Highway 50 traffic reduction target, the strategies are the construction of the Loop Road project, the Kingsbury intersection improvements, and if adopted, the parking program.

STREAM ENVIRONMENT ZONES

There has been extensive disturbance of stream environment zones (SEZ) throughout the Region and Kingsbury. The identification and mapping of SEZs in Kingsbury indicates there are restoration opportunities.

Base Line: There are approximately 6.8 acres of SEZ in the Kingsbury CP, of which, about 2.8 acres are covered or disturbed.

TRPA Threshold: TRPA thresholds require restoration of 25% of disturbed SEZ in the Region within the 20 year life of the Regional Plan. According to Volume III of the 208 Plan, urban areas are targeted for 1,153 acres of restoration. Of this amount, 600 acres are required to be restored by the land acquisition agencies.

Regional Plan Requirement: The TRPA 208 SEZ Restoration Program initially targets 15 acres of SEZ restoration for the Kingsbury area. This is project PA 076 which calls for the restoration of the meadow along Burke Creek east of U.S. Highway 50.

Kingsbury Target: The CP Stream Zone Restoration Program targets approximately 25 percent or 0.7 acres for restoration in the next 20 years. The ten year CP target is 3 acres which is in excess of the 208 Plan target for this area.

Key Implementation Strategies: The following 20.5 acres are listed as possible areas for restoration. Restoration may occur in conjunction with implementation of the CIP and other proposed projects. Volume III, SEZ Protection and Restoration Program and this list may be updated as new information becomes available.

Site	Restoration
Burke Creek Nugget	0.5 acre
Edgewood Creek/NDOT	1.5 acres
Burke Creek Outlet	2 acres*
Burke Creek Meadow	15 acres*

* some or all outside CP

SCENIC

TRPA Scenic Thresholds identify opportunities for scenic restoration throughout the Region. The TRPA Scenic Implementation Program targets the Casino Area and Kingsbury Grade roadway units for specific scenic improvements to meet the thresholds.

Base Line: The scenic resources identified in the 1982 Inventory for Roadway Unit #32: Casino Area include focussed views of the lake across the golf course plus views of the mountain slopes across the meadow area (Subcomponent #3 as shown on the Roadway Unit map, Figure 4). Another identified resource, and the one with the highest quality rating is the wide stream zone of Edgewood Creek with its light cover of mixed riparian vegetation and pines (Subcomponent #4 on the Roadway Unit map). Both of these resources are located in the area just north of the casinos. Two subcomponents with much lower scenic quality are views from the commercial strip and casino area (Subcomponents #1 and #2 on the Roadway Unit map). The 1988 travel route rating and scenic resource threshold for the unit are as follows:

- Travel Route Rating: 11
- Scenic Resource Threshold: 2

The area of concern is the commercial development along U.S. Highway 50/Kingsbury area. The area extends from Kingsbury Grade north to Burke Creek (i.e. just beyond the Nugget). Some of the more recent development in this area (e.g. Douglas Co. Administration Building and Lakeside Inn) has introduced higher architectural and site development standards which tend to improve the overall quality of the area. Also development is not so dense or tall in this area, so views of the natural surroundings are still available.

The 1982 Inventory also identified a number of scenic resources related to Kingsbury Grade. The roadway's steep grade and frequent changes in direction provide numerous viewpoints with different perspectives of the surrounding landscape. These views include: long distance views of the lake with mountain backdrop (Subcomponents #2, 5 and 11 as shown on the Roadway Unit map, Figure 5); mid-distance and foreground views of small ravines, coniferous forest,

and steep slopes (Subcomponents #1, 4 and 8 on the Roadway Unit map); foreground views of unusual rock formations and outcroppings (Subcomponents #3 and 6 on the Roadway Unit map); and mid-distance views of Round Hill as seen against the lake (Subcomponent #10 on the Roadway Unit map). Two subcomponents identified by the Inventory which contribute significantly less to the scenic character of the unit include views of commercial and residential development (Subcomponents #4 and #9 on the Roadway Unit Map). The 1988 travel route rating and scenic resource threshold for the unit are as follows:

- Travel Route Rating: 13
- Scenic Resource Threshold: 5

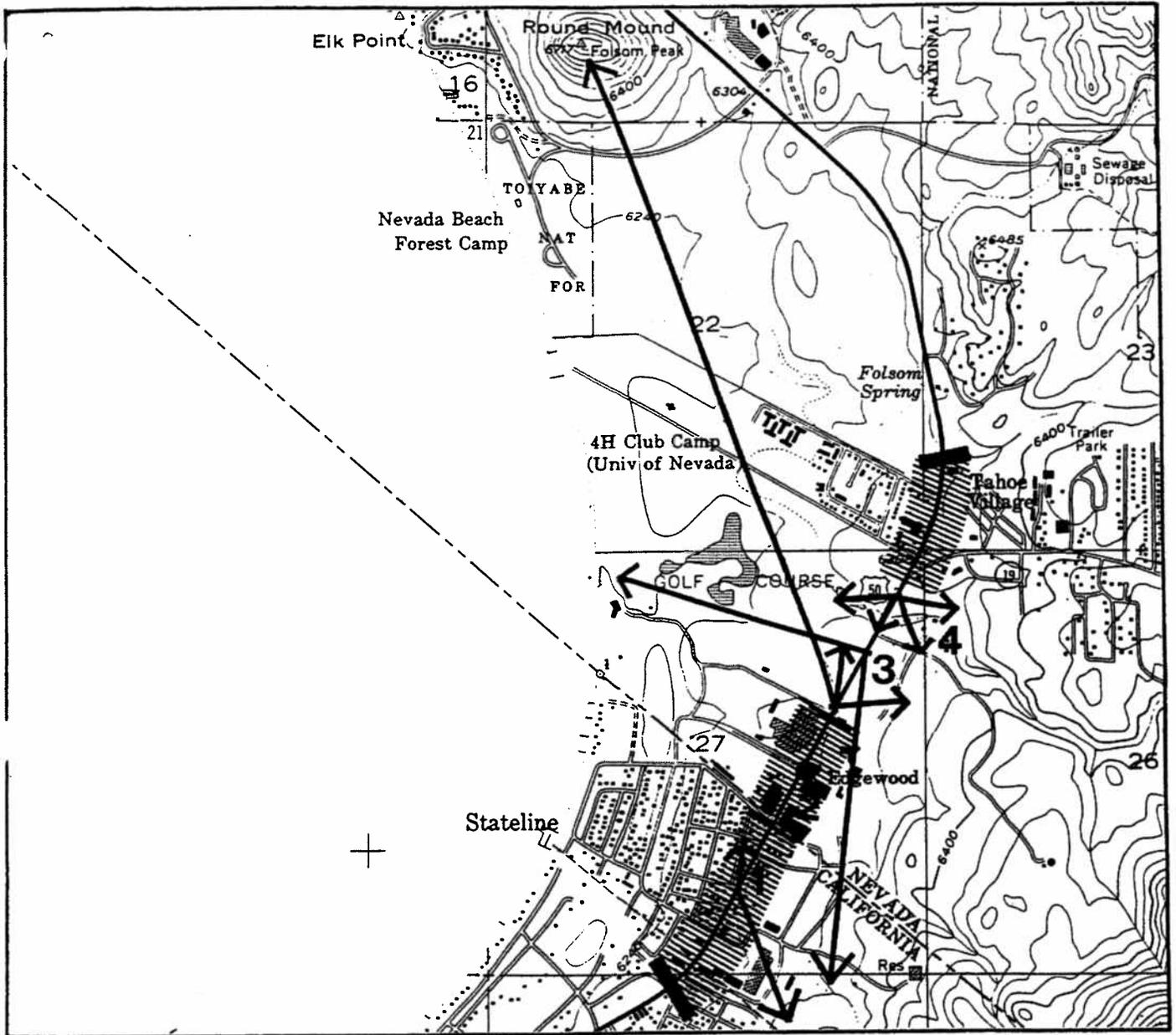
The main area of concern is the western portion of the unit below Meadow Lane where the commercial development exists. This development ranges from densely developed good quality shopping center development (Kingsbury Square, Kingsbury Center, et al.) along the north side of the road to less dense and less well-designed development along both sides of the road as one descends toward U.S. Highway 50. The quality of the commercial development varies widely and with it the visual quality of the area. Because of the distant lake views that are available from this area, the condition of the development in the foreground has a direct effect on the scenic quality of the more distant scenic elements. The commercial development suffers from many of the same problems that affect other urban/commercial areas as the result of the lack of consistent standards and planning. These problems include an uncoordinated array of signs, the presence of overhead utility lines, inadequate landscaping around structures, and poorly defined parking areas with little or no landscaping or separation from the roadway.

TRPA Threshold: TRPA Thresholds require TRPA to attain and maintain Scenic Route Ratings at 15+ for Highway Units and 7+ for Shoreline Units.

Regional Plan Requirements: The Regional Plan requires implementation of the Scenic Quality Improvement Program or an equal or superior program of the CP (including the Restoration Program, Design Review Guidelines, Design Standards and Outdoor Advertising Standards). The SQIP requires a 30 percent improvement in roadway unit cores by 1997, and a 60 percent improvement by 2003.

Kingsbury Target: The CP shall attain its share of the SQIP threshold targets for 1997. The basis of this share is documented in the EIS. The target scores for Unit 32 are 12.5 by 1997, 14 by 2003, and 16 by 2007. The target scores for Unit 44 are 14 by 1997, 15 by 2003, and 16 by 2007.

Key Implementation Strategies: The Kingsbury Community Plan responds to the SQIP recommendations by providing design improvements and regulations related to a series of design theme/activity zones (see Chapter 19 of the Design Standards and Guidelines). The urban character is established by upgrading of the overall architectural quality, by providing variety, by improving character, and by providing environmental improvements. The following recommendations are made with the intent to simplify and upgrade the character and quality of the area:

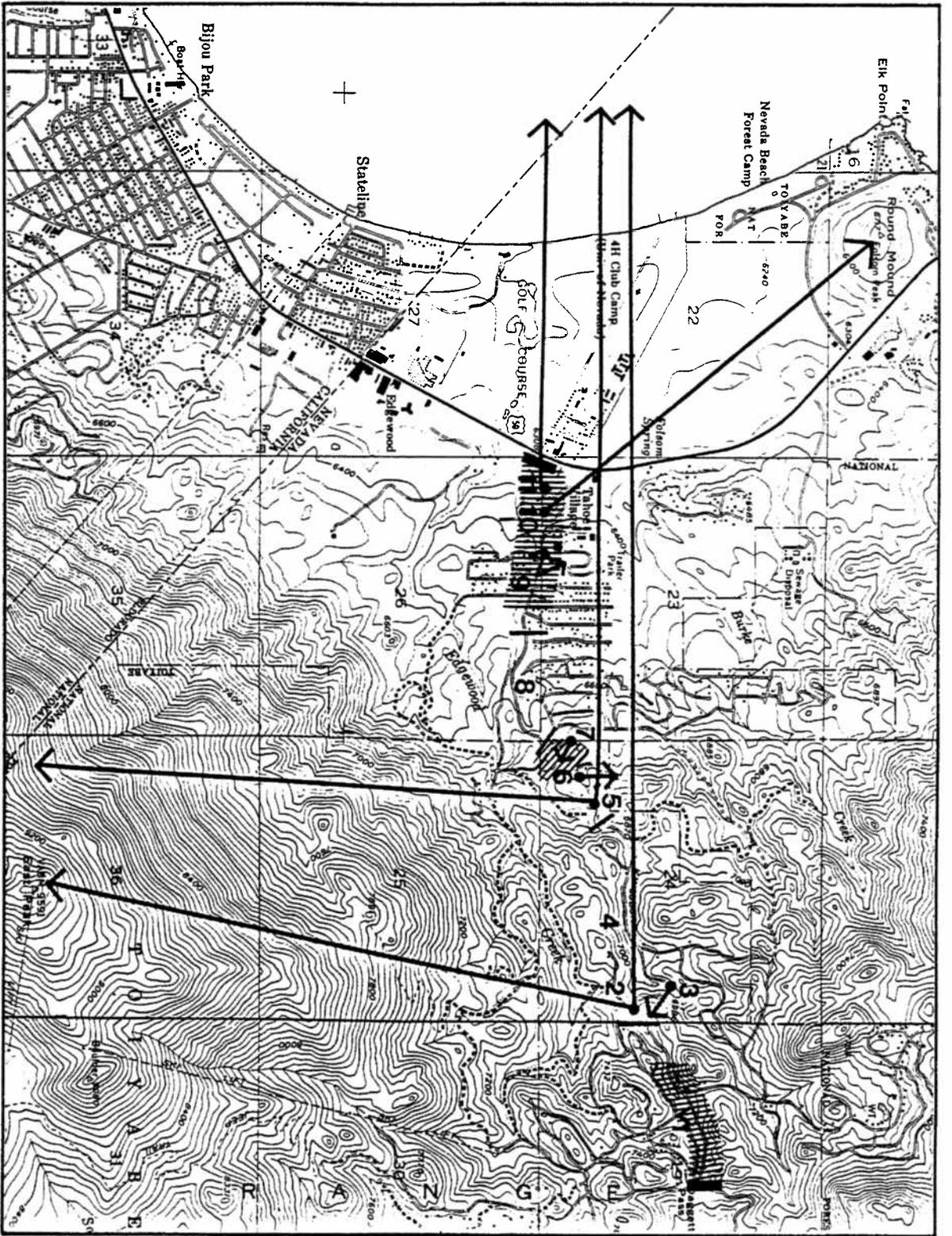


ROADWAY MAPS LEGEND

- | | | | |
|--|---|--|-----------------------------|
| | Roadway Unit Boundaries | | Typical View within Segment |
| | Roadway Segment within Unit with Consistent Character | | Panoramic View |
| | View of Specific Resource | | Areas of Concern |

ROADWAY UNIT 32. CASINO AREA

Figure 4



- ROADWAY MAPS LEGEND**
-  Roadway Unit Boundaries
 -  Roadway Segment within Unit with Consistent Character
 -  View of Specific Resource
 -  Typical View within Segment
 -  Panoramic View
 -  Areas of Concern

ROADWAY UNIT 44. KINGSBURY GRADE

Figure 5

- a. Architectural Style. Scenic and visual quality is not a question of style and no specific architectural style or design theme is being recommended. The goal should be for well-thought out design solutions that are compatible with the natural environment and contribute to the character and quality of the built environment. Lack of variety (sameness) is not a goal and should be discouraged as an end result. The linkage should be in the common street improvements as noted in the Design Review Standards and Guidelines.
- b. Building Materials. Building materials should be predominantly natural or natural appearing. Aluminum, steel, plastic and plywood board and batten type) siding should be discouraged. See Design Standards and Guidelines.
- c. Building Colors. Exterior building colors should be compatible with the surrounding natural and man-made environment, and not compete with surrounding elements for attention (i.e. the building color should not in any way become "signing" for the site). Generally, building colors should be subdued with natural colors being preferable. Primary or other bright colors, should be used only as accents and then sparingly such as upon trim. See Design Standards and Guidelines.
- d. Building Height. From the standpoint of scenic quality, it is important that building heights not exceed the height of existing forest cover. Even when taller buildings are not a visual problem from within the commercial district, when they rise above the natural screening provided by the forest they become visible from viewpoints at great distances around the lake and thus detract from the natural character of the environment. See Design Standards and Guidelines.
- e. Access Drives. Commercial developments should provide limited and clearly defined access drives rather than permitting unrestricted vehicle access along the entire property frontage. See Design Standards and Guidelines.
- f. Parking. Parking areas should be placed in the rear or side yards of commercial properties whenever possible rather than in front yard setbacks (as done in Kingsbury Square). When parking areas are located along the building frontage a landscaped buffer strip should be provided between the roadway and the parking area. Landscaping pursuant to the Design Review Standards and Guidelines should be utilized around the perimeter and within all parking areas to provide definition and to screen views of parked cars. See the Design Standards and Guidelines for possible solutions.
- g. Lighting. Lighting along the main roadway and in many of the larger parking areas utilizes tall light standards that result in the light sources (lamps) being visible from areas quite distant from the area being illuminated. The elevated lamps also result in a bright, even quality of light that covers large areas. Both these lighting characteristics detract from the scenic character of the area. Generally, night lighting should be

done in a selective fashion and not exceed the amount of light actually required by users and viewers. See the Design Standards and Guidelines.

- h. Landscaping. Landscape treatments should be encouraged around all structures as a means of creating more attractive and better integrated developments. Landscaping should be utilized to soften building contours, mitigate building scale, reduce the amount of paved or dirt areas, and provide a visual transition between building, site, and surrounding setting.
- i. Signs. Signs should be brought into compliance with the Sign Ordinance, Appendix B. The goal should be to provide a coordinated system of signs that clearly identifies individual enterprises yet minimizes the competition between signs and their contrast with the natural environment. Although the shopping centers at the east end of the commercial area have provided their own coordinated system of signs, the scale of the signage structures is quite imposing and should be reduced. It is usually not effective to put the name of every tenant in a shopping center on a sign figure adjacent to the roadway because travel speeds do not permit time to read them.
- j. Utility Lines. Overhead utility lines should be placed underground whenever possible. Any utility lines which must be maintained above ground should be located away from the main corridor or screened so as not to detract from views or the overall visual quality of the area. See Urban Design Policy in Chapter II and CIP in Chapter VII.

LAND COVERAGE

Numerous opportunities to mitigate excess land coverage exist throughout Kingsbury.

Base Line: Based on the updated Land Capability Map (Figure 6), the allowable land coverage is estimated to be 9.9 acres; the disturbed and soft coverage areas are estimated to be 6.4 acres; and the hard coverage is estimated to be 43.5 acres. The estimated land coverage in the area is 49.8 percent.

TRPA Threshold: TRPA Thresholds limit new land coverage to the Bailey coefficients (1% TO 30%).

Regional Plan Requirement: For the next 20 years, the Regional Plan requires the implementation of an excess coverage mitigation program.

Kingsbury Target: The twenty year CP target is 4.6 acres. The ten year target is one half of the 20 year target. The ten year target for the excess coverage is 2.3 acres of hard coverage.

Key Implementation Strategies: The following 2.3 acres are listed as possible areas for restoration and landscaping. Restoration may occur in conjunction with implementation of the CIP and other proposed projects. This list may be updated as new information becomes available.

Site	Hard Coverage
U.S. Hwy 50 Improvements	0.1 acre
Upper Kingsbury Improvements	0.6 acre
NDOT Site	0.5 acre
Douglas County Park	1.0 acre
Private	1.5 acre

WATER QUALITY

The opportunities to improve areawide BMPs, such as drainage systems, and increase landscaping are numerous throughout the area.

Base Line: Currently fewer than 15% of the private parcels are up to BMP standards. The part of the upper area of Special Area 2 is connected to an area-wide drainage facility. The lower area in Special Area 1 is planned to be connected to a drainage system.

TRPA Threshold: TRPA Discharge Standards found in Chapter 81 of the TRPA Code must be attained.

Regional Plan Requirement: The Regional Plan requires the application of Best Management Practices (BMPs) to all properties within 20 years. The Plan also requires the restoration of 80 percent of the disturbed lands within the Region. The TRPA CIP indicates the Kingsbury area needs at least \$500,000 for curb and drainage improvements.

Kingsbury Target: The CP shall complete its areawide drainage systems by 1997. The CP 1997 target for restoration is 2.55 acres.

Key Implementation Strategies: The following programs and improvements are key strategies to achieving the above targets:

- a. Areawide Solutions: To implement areawide solutions, the Plan proposes to construct a series of detention basins and wetlands, interconnected by pipes and stream channels. This is to be implemented by one or more improvement districts. The basic design principles of this plan are as follows:
 - (1) Use of existing or restored wetlands is the preferred method for retention and treatment of storm runoff. Artificial wetlands and engineered solutions may be considered as alternatives.
 - (2) Contributors to the areawide solutions may substitute those contributions for the TRPA mitigation fee requirement. While not exempt from Chapter 25 requirements, users may meet their BMP onsite infiltration requirements related to storm water storage and treatment, in whole or in part, through proven areawide systems.

- (3) Implementation and maintenance by one responsible entity is preferred. Where feasible the system should be designed to be implemented in phases consistent with these design principles. The proponents of the systems shall submit proof through modeling and/or testing that the proposed systems meet TRPA standards. However, upon completion it must operate as one unified system.

The areawide system concept is shown in Figure 8 (also see Chapter VII for CIP description). The areawide drainage system concept is described as follows:

S.A. #1 System - The lower area of the Kingsbury Community Plan area shall develop a drainage collection system that includes the casinos, the government center, the highways and other impervious surface areas. This storm water will be treated, ponded, and discharged into the Rabe Meadow.

S.A. #2/3 System - A needed component of the Kingsbury Community Plan is the installation of a storm runoff treatment system. This treatment system will be composed of collector pipes and drainageways running from the upper Kingsbury properties to the Kingsbury Park pond. Runoff waters will be collected in drop inlets placed throughout the commercial area and channeled through the collector pipes and drainageways. Runoff will be discharged into the detention pond and wetlands treatment areas. After treatment, the runoff waters will then be discharged into the waterways of Burke and Edgewood Creek and discharged into the Lake. The major parts of this now exist as part of previous approvals.

- b. On-site Solutions: In addition to the areawide solutions identified above, each project within the Community Plan Area shall be subject to Chapter 25 requirements for paving parking and drives, slope stabilization, revegetation, and providing snow storage areas. In cases where the property is not considered part of the area wide system, drainage improvements will be required pursuant to Chapter 25. In cases where the property is part of the area wide drainage system, but the area wide drainage system requires onsite improvements or recommends onsite retention systems to reduce loadings, mitigation funds should be made available.
- c. Restoration: The following 2.75 acres are listed as possible areas for restoration. Restoration and some paving of these areas may occur in conjunction with implementation of the CIP and with project approvals.

Site	Restoration
U.S. Hwy 50 Improvements	0.5 acre
Upper Kingsbury Improvements	0.25 acre
NDOT Site	1.0 acre
Douglas County Park	1.0 acre
Private	3.0 acres

NOISE

TRPA identifies noise standards through use of community noise equivalent levels (CNEL), measured in dBA over a 24 hour period. TRPA thresholds establish different limits for different uses.

Base Line: The TRPA staff measured CNEL for the NDOT site in Special Area #2 in 1990 as follows:

Special Area #2	50.9 CNEL
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TRPA Threshold: TRPA thresholds set the following limits: 65 CNEL for commercial areas, 55 CNEL for residential, tourist, and urban recreation, and up to 65 CNEL for highway corridors (300 ft. each side).

Regional Plan Requirement: The Regional Plan pursuant to the Compact, requires TRPA to attain and maintain the thresholds.

Kingsbury Target: The CP shall stay within the designated noise limits set in the CP Statement which are as follows:

Special Area #1	65 CNEL
Special Area #2	65 CNEL
Special Area #3	65 CNEL
U.S. Highway 50	65 CNEL
Kingsbury Grade	55 CNEL

Key Implementation Strategies: The following programs and improvements are key strategies to achieving the above targets:

- a. TRPA shall require application of techniques for noise control such as use of setbacks, use of barriers, site design, use of vegetation, use of sound absorbing materials, and building design.
- b. TRPA shall implement the requirements of Chapter 23 of the Code.

FISHERIES

TRPA has identified streams in the Region and has rated them as to habitat quality.

Base Line: The existing Stream Habitat Quality rating for Burke Creek is marginal (28 points for migratory and 33 points for resident). Edgewood Creek is considered part of the Stateline CP area.

TRPA Threshold: TRPA thresholds require the maintenance of 75 miles of excellent, 105 miles of good and 38 miles of marginal stream habitat. Burke Creek is designated to be improved to a status of good.

Regional Plan Requirement: The Regional Plan pursuant to the Compact, requires TRPA to attain and maintain the thresholds.

Kingsbury Target: The CP shall attain a stream habitat status of good for migratory fish habitat (35 to 50 points) and a status of good for resident fish habitat (55 to 68 points).

Key Implementation Strategies: The following programs and improvements are key strategies to achieving the above targets:

1. Improve substrate - 5 point increase
2. Stabilize channel - 3 point increase
3. Remove barriers - 5 to 10 point increase
4. Provide cover/overhead canopies/barrier to human intrusion - 5 point increase
5. Fish abundance - 10 point increase

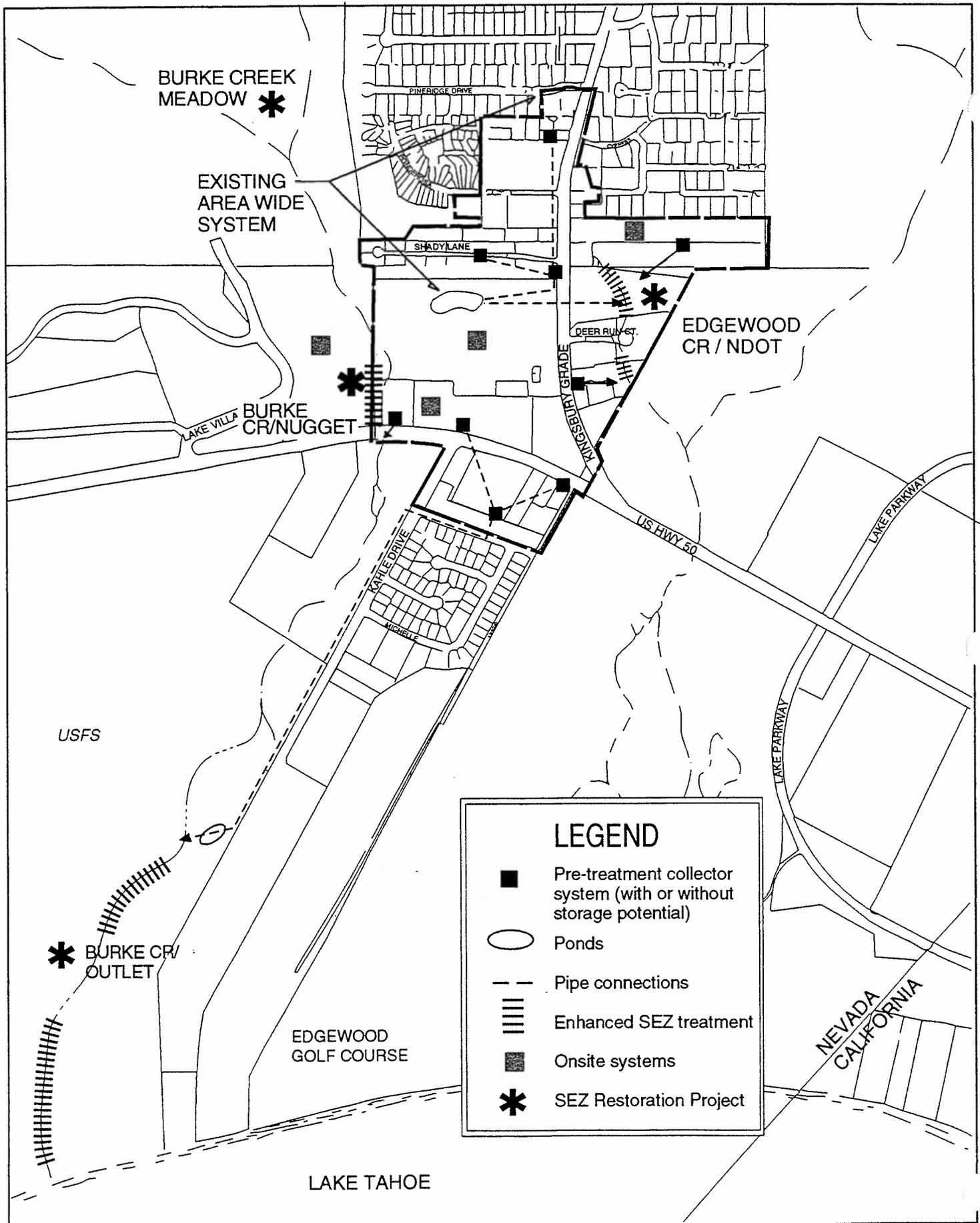


Figure 8

PROPOSED DRAINAGE / SEZ RESTORATION
Douglas County Community Plans

KINGSBURY



NOTE: Project locations are schematic. See the text for location descriptions.

Chapter V

RECREATION ELEMENT

This Recreation Element is a supplement to the Recreation Element of the TRPA Goals and Policies Plan. Consistent with the Regional Plan, this Element lists the specific recreation objectives and policies applicable to the Kingsbury Community Plan area. This Element describes the existing facilities, sets forth the CP Objectives and Policies, and lists the improvements needed to implement the Plan.

A. EXISTING RECREATION FACILITIES

No developed recreation amenities exist within the boundaries of the Douglas County community plan areas. The economic needs assessment indicates that lack of public recreational facilities in the vicinity may be one factor contributing to economic stagnation of the visitor economy. Also, many residents of Lake Tahoe move to the area to enjoy the natural setting. Poor access to beaches, meadows and the backcountry serve to hinder residents as well as visitors.

Recreation amenities within Douglas County in the vicinity of the three community plan areas include trails, beaches, a campground, a golf course, and an alpine ski area. These are described below.

<u>Recreation Feature</u>	<u>Description/Jurisdiction</u>
1. Nevada Beach	U.S. Forest Service property, currently providing beach access, hiking, picnicking, and camping.
2. Trails	U.S. Forest Service property east of U.S. Highway 50, providing a paved bicycle path between the Lower Kingsbury residential neighborhood and the Middle School. Other informal trails lie between Round Hill and Lake Village and in the Rabe Meadow.
3. Round Hill Pines Resort	U.S. Forest Service property operated by a concessionaire provides beach access, canoe and jet ski rental and picnicking.
4. Edgewood Country Club	A privately owned 18-hole golf course located on Lake Tahoe is available to the general public for a fee. Other facilities include a proshop, driving range and restaurant.
5. Heavenly Valley Ski Area	This destination ski resort operates on U.S. Forest Service property. Two main access points are the "California" side, off Ski Run Blvd. in the City, and the "Nevada" side, off Kingsbury Grade at Tramway Drive.

- | | |
|-------------------------------|---|
| 6. 4-H Camp | This property, owned by the University of Nevada, Reno, is available as a group camp for organizations such as the 4-H and the Gifted Music Students of Nevada. |
| 7. Elks Point Community Beach | This area includes 260' of beach front and a 40 slip marina. It serves the residents of the Elks Point subdivision and their guests. No |
| 8. Douglas County Park | This property is located behind the Douglas County Government Center. It is the site of an approved but undeveloped community park. The County is currently considering a recreation center for the site. |

PUBLIC RECREATION AGENCIES - The primary public agencies who provide recreational amenities in the planning area are Douglas County Parks Department, Douglas County Recreation Department and the U.S. Forest Service (USFS). In addition, Nevada State Parks plans future participation in offering area recreation opportunities. Figure 9 depicts the existing recreation facilities in the area.

Douglas County: The parks program for the Douglas County Parks Department is described in a document entitled "Douglas County 5-Year Park Development Plan." This document will guide development of Douglas County's parks for 5 years from 1993 to 1998. It serves as the guideline for recreation programs for the Douglas County community plans.

Douglas County Parks proposes specific developments for two sites within the general planning area. Kahle Park is located within the Kingsbury Community Plan area and includes the Douglas County Administrative Center on a portion of the property. In 1982 TRPA, as part of the Administrative center proposal, approved a park plan for the undeveloped portion of the site that includes retention ponds, small gathering areas, dispersed picnic facilities and a proposed fire station. Douglas County is now considering a master plan that includes a recreation center and play fields.

Located outside of the general study area, yet serving the county's resident population, is Zephyr Cove Park. Douglas County is now considering development of a recreation complex at Zephyr Cove Park near the senior center and fire station off U.S. Highway 50 north of Zephyr Cove Stables.

Most of Douglas County's existing recreational facilities within the basin are located at the Zephyr Cove Elementary School and Douglas County Library sites. This area has softball fields, playgrounds, and tennis courts.

U.S. Forest Service: The USFS owns land surrounding the community plan areas. The Round Hill Management Area encompasses land lakeward of U.S. Highway 50 between the state line and Cave Rock. The steeper terrain upslope of the commercial areas lies within the Heavenly Valley and Genoa Management areas. Within these units near the CP areas, the USFS operates the Nevada Beach campground and beach and owns the Round Hill Pines Resort, operated by a concessionaire. (The Zephyr Cove Resort and Logan Shoals, also owned by the USFS and operated by concessionaires, are nearby,

yet outside the area of immediate study and will not be addressed in this plan.) Heavenly Valley also operates on USFS land under the provisions of a special use permit.

The USFS "Land and Resource Management Plan", 1988, is the guiding document for operation and development of forest lands in the general study area. This plan makes few specific proposals, yet identifies several opportunities for expanded recreation opportunities. They include:

- 1) Trail linkages between Nevada Beach and Round Hill Pines beach.
- 2) Increased public beach access through development of use and development plans for Round Hill Pines Resort.
- 3) A trail and vista opportunity on Round Mound, accessed from Nevada Beach and Round Hill Pines Resort.
- 4) Trail and interpretive development in the Rabe Meadow and Jennings Casino site.
- 5) Expansion of the heavily used Nevada Beach Campground.

For Heavenly Valley, the 1988 Plan allows a ski area master plan revision to accommodate a maximum of 5,400 additional SAOT (skiers at one time) within the basin and 3,600 additional SAOT outside the basin. The plan recognizes the limits of additional parking and would allow an aerial tramway or other conveyance from the casino core to East Peak or the California base facilities. That master plan revision process is currently underway with a draft plan/DEIS scheduled for release in February, 1991. Erosion control and visual improvement is considered a high priority for the area.

Nevada State Parks: At present, the Nevada Division of State Parks operates recreation facilities further north along Tahoe's shore, outside the study area. It has just acquired the Van Sickle property located between the casino area and Heavenly Valley. The State could develop a campground, trails, and day use facilities with an interpretive area on this site. In addition, NSP hopes to obtain funds for a feasibility study of the Round Hill Pines Resort. This study could lead to redevelopment of the property and cooperative management between the State and Federal agencies.

B. RECREATION OBJECTIVES AND POLICIES

The numbered objectives below relate to the Recreation Goal found in the Community Plan Goal section of Chapter I. The following special policies are needed to implement the Objectives.

1. The plan recommends that the Douglas County park site should be improved to provide a combination of recreational and public service facilities, as follows:
 - a. *Policy: The 21 acre site recommended to be developed as a recreation center and a county park within the limits of the allowed coverage.*
 - b. *Policy: The existing storm drainage retention pond should be designed for passive recreation and landscaping improvements added to the lands that surround the pond.*
 - c. *Policy: This site should be considered a possible location for a water*

C. PROPOSED RECREATION IMPROVEMENTS

The following improvements are a list of improvements that would implement the policies above.

1. Improved Lake Access [500 DCP]- The plan relies on three basic approaches to improve access to Lake Tahoe in the target area noted on Figure 9. Due to the nature of development in the immediate area of the casino core, the primary method of access shall rely on increased use of trails and transit to reach new and existing public beach and marina facilities. This will allow increased use beyond the capabilities of the parcels to support parking. Beach access through the recreational trail system to Nevada Beach, the 4-H Camp Beach (if access acquired), and other beaches is part of the Plan.

The second approach is to increase the length of season public beaches are accessible (open) to the public. An example would be keeping the parking lots open at Nevada Beach year round.

The third approach with the most potential is to increase the beach front accessible to the general public by linking it to community plan development incentives. Development of a hotel facility in the Stateline Community Plan shall include provisions for additional public beach access.

2. Douglas County Park Site [100 DCP] - Policies 1.A - 1.D set the parameters for site development of the Douglas County Park site. The park development concept will be to combine recreational and public service facilities on the site in such a way as to provide a high-quality, natural, recreation experience while enhancing the quality of the natural and visual characteristics of the site. The following development criteria are necessary to accomplish that goal.

The majority of the 21 acre site is recommended to be developed as a recreation center and a county park within the limits of the allowed coverage. Based on the 1982 Douglas County Administrative Building approval, allowed coverage for the site coverage totals have already been established. This leaves approximately 2.5 acres available to accommodate park development. As most of the park site is located in Land Capability District 3, any additional land coverage for the final park master plan must show compliance with findings listed in Code Section 20.4.A (2) for location of land coverage for public outdoor recreation facilities.

The public will have access to the existing storm drainage retention pond and passive recreation and landscaping improvements to the lands that surround the pond. With some redesign to effect a more natural appearance, this feature could serve as a focal point for passive activities on the site.

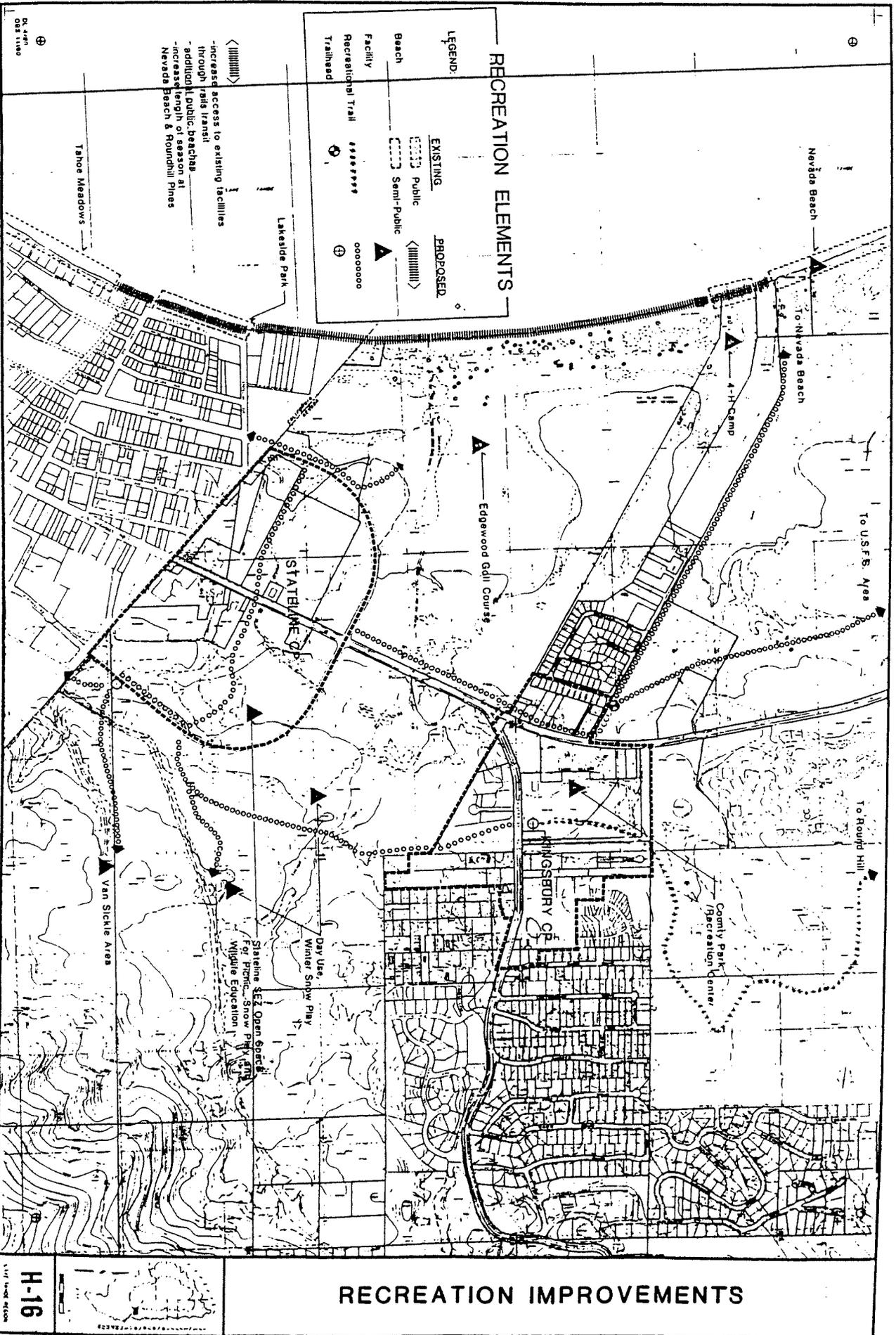
This site should be considered a possible location for a water storage tank, screened from view from Kingsbury Grade and U.S. Highway 50. See the Public Services Element for a complete discussion.

The recreational trail that proposed to link Stateline and Round Hill will traverse the park site. This 8'wide paved path will connect to the existing trail between the Middle School and a Lower Kingsbury neighborhood north of the park site. In addition, locate a trailhead here to access the recreation trail system (see trailhead design features, below).

3. Trailheads and Trail System [50 DCP] - The community plan calls for development of trailhead facilities to access backcountry and trail recreational experiences. These trailheads will consist of 3 to 5 parking spaces, picnic table(s), trash cans, and environmental and trail information.

In the Kingsbury Community Plan Area, locate a trailhead at the proposed Douglas County Park. In addition, the existing trailhead at the corner of Kahle Drive and U.S. Highway 50 requires a stable parking area, trash cans and interpretive information concerning the watershed restoration project and other environmental conditions. A third trailhead should be considered along the proposed Lake Parkway Extension to access trails up the mountain slope. See Transportation Element for trail description.

4. Kingsbury Recreation Center - The Community Plan calls for community park facilities and a possible community center. The community center should include a gym, tennis courts, swimming pool, and crafts/meeting rooms.



RECREATION IMPROVEMENTS

H-16

TAHOE REGIONAL PLANNING AGENCY

Chapter VI

PUBLIC SERVICE ELEMENT

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 identifies needed public service facilities.

A. EXISTING PUBLIC SERVICES

This section addresses the existing conditions with respect to selected public services in the Kingsbury Community Plan Area, and analyzes future needs. Other public services are discussed in the Transportation, Recreation and Conservation Elements. The public services addressed in this section include:

- Water Supply
- Wastewater and Solid Waste Disposal
- Police and Fire Protection
- School Facilities
- Governmental Services
- Community Center

Because a number of services provided for the Douglas County community plan areas are physically located outside of the CP boundaries, this section discusses the provision of public services on a regional basis.

1. Water Supply: Water purveyors in the Lake Tahoe Basin are numerous and the Douglas County community plan areas are supplied water by a total of four entities. Kingsbury is supplied by the Kingsbury General Improvement District (KGID) which draws water from Lake Tahoe to meet its needs. KGID operates with one water permit on which they file extensions annually. The outstanding water rights could be used for commercial or residential development in the CP area. The District owns water rights to 191 million gallons per year in excess of 1987 demand. This is sufficient to supply build-out of the planning area and is not considered a constraint to development.

Due to recent changes in the Federal drinking water standards, KGID must increase its level of water treatment. Essentially this requires longer contact time than is currently available and a new dedicated water line with storage tank may be necessary. A water tank location in Lower Kingsbury, possibly at the Douglas County Park site, would best serve the District's purpose.

2. Wastewater and Solid Waste Disposal: There are five separate wastewater collection service districts in the Douglas County portion of the Tahoe Region. Each of the community plan areas is served by a different collection district. Douglas County Sewer Improvement District #1 serves the Stateline Plan area, and the majority of the Kingsbury Community Plan area. KGID serves the most easterly point of the CP. Transportation of the collected sewage out of the Tahoe Basin, treatment, and disposal of the treated wastewater for all Douglas County CP areas is provided by Douglas County Sewer Improvement District #1.

The District's wastewater treatment plant, located one mile south of U.S. Highway 50 on Treatment Plant Road, has been operating at 2.5 MGD, a flow well below the approved design capacity of 3.0 MGD. In view of the limited growth in the Region and the present ample treatment capacity, the District has no plans or expectations that there will be a need to expand the treatment facility in the near future.

The Douglas County Landfill receives residential and commercial solid wastes from throughout Douglas County, from the portion of El Dorado County, California in the Lake Tahoe Basin, and from Federal agencies (primarily the US Forest Service in Alpine County, California). South Tahoe Refuse in South Lake Tahoe provides solid waste collection prior to transportation to the landfill. They also operate the increasingly successful "Buy-back" center for recycling as mandated by California state law.

The Douglas County landfill receives approximately 83,000 tons of refuse a year and is nearing capacity. In 1988, the Douglas County Board of Commissions instructed a task force to identify potential sites for a new landfill. After intense public opposition surfaced to the sites identified, the Board reformed the task force with more local representation and began the process anew. As of this date, Douglas County is planning to use Lockwood Landfill in Storey County. South Tahoe Refuse is currently investigating the costs and benefits to an extensive recycling program to help relieve the landfill burden. In addition, some private interest has been expressed in developing a similar service.

3. Police and Fire Protection: The Douglas County Sheriff's Department provides police services for unincorporated Douglas County, which includes the community plan areas. (Traffic enforcement on State Routes and U.S. Highways is provided by the State Highway Patrol.) The Lake Tahoe Substation, located in the Douglas County Administration Office in the Kingsbury Community Plan Area, is the base of operations for service of the Douglas County portion of the Tahoe Region. The Administration Office meets all the physical needs of the department.

The Tahoe substation officers respond to service calls and patrol observations. The casinos attract a high concentration of people and generate a significant portion of their work. Serious crimes require extended follow-up by detectives, hence the need for the department's five detectives.

The Tahoe-Douglas Fire District provides fire protection services from the state line to Glenbrook in the residential areas. Four fire stations cover this area; Round Hill is located within CP boundaries. The Round Hill station serves as the headquarters and provides primary response to Stateline with the Zephyr Cove station as back up.

The Fire District attempts to maintain a three to five minute response time. The response time is adversely affected by elevation changes, narrow roads, limited road access, resort traffic, and snow. No specific expansions to the District's facilities are contemplated at this time.

4. School Facilities: The Douglas County School District operates three schools for the residents at Lake Tahoe. They include the Zephyr Cove Elementary school, the Kingsbury Middle School, and George Whittell High School. The high school and elementary school sit on the same site near the Zephyr Cove Resort, while the Middle School is developed at the edge of the Lake Village subdivision. As with many school districts in the western states, the Douglas County School District has seen enrollment increase beginning in 1984, particularly in the elementary grades. To meet fluctuations in the grade populations, the District utilizes the school buildings in a flexible manner, changing the range of grades taught at each school. In the 1988-89 academic year, for example, the fifth grade was moved from the elementary to the middle school to relieve crowding in the younger grades. District officials feel the limited growth potential for the Tahoe area will assist in meeting classroom needs for the near future.

In addition to school capacity issues, access to the Middle School is also a concern. When the school was built, an agreement was reached with the neighboring residents to allow temporary access to the school via a privately owned roadway, with the understanding that such access would be a temporary arrangement.

5. Governmental Services: The Douglas County Administration Building sits on U.S. Highway 50 at the end of Kahle Drive. This structure, located in the Kingsbury Community Plan Area, houses the Sheriff Department's Lake Tahoe substation, a jail, courts, the District Attorney's office, general services, the public health nurse, and the Juvenile Probation Department. A Douglas County mental health office is located in the Round Hill Community Plan area on Dorla Court. At present, no new County administrative facilities are necessary.
6. Community Centers/Multi-Use Facilities: Currently, the senior citizens center and the Douglas County Library near Zephyr Cove serve as the primary public community meeting facilities. The casino hotels also provide meeting rooms, available to community groups under certain circumstances. No other general purpose facility exists.

B. PUBLIC SERVICE OBJECTIVES AND POLICIES

The following numbered objectives relate to the Public Service Goal found in the Community Plan Goals section of Chapter I. In order to meet the objectives, the following specific policies are adopted as standards.

1. Public and private infrastructure should be planned for a 20 year regional growth (estimated to be 1 percent a year) plus projected commercial, residential, tourist accommodation, and recreation growth permissible under the Community and Regional Plans.
 - a. *Policy: The supporting infrastructure (e.g. roads, parking, drainage, fire, schools, and police) of the community plan shall be designed for a minimum future growth equivalent of 50,000 sq. ft. of commercial floor area, and 400 tourist accommodation units.*

2. Study the alternatives to provide access along a public road to the Kingsbury Middle School.
 - a. *Policy: Alternative routes for a new road that access this school should consider coverage requirements and available coverage on the Douglas County Park site.*
3. Allow development of a recycling center under provisions of a special use located in Special Area #2.
 - a. *Policy: A collection center for recyclable materials, operated by South Tahoe Refuse or a private organization, could be developed in Special Area #2 with proper restrictions.*

C. PROPOSED PUBLIC SERVICE FACILITIES

The CP allows for the following new, relocated, or modified public service facilities, but does not require them to be constructed.

1. Kingsbury Water Storage Tank: The CP allows construction of a water storage tank in Lower Kingsbury. The Douglas County Park site is a potential location. The tank must meet scenic standards which could include siting out of view of the Kingsbury Grade and U.S. Highway 50, painting the exterior with a dark color, and vegetative and mechanical screening.
2. Kingsbury Middle School Road: Study the alternatives to constructing a public roadway to the Middle School and alternative routes. The study should explore the possibility of revising the agreement with Lake Village to allow permanent public access for the school along the existing private road. Alternative routes studied shall include access from Kingsbury Grade through the Douglas County Park site and from U.S. Highway 50 at Kahle Drive.
3. Recycling Center: A collection center for recyclable materials can help relieve the burden on a new Douglas County landfill. This facility could be located in the light industrial areas of Special Area #2. Many issues will be studied prior to development of this use under provisions of a special use permit. At a minimum they include: adherence with scenic standards, proper containment and storage of hazardous materials, odor and noise containment, and traffic impacts.

Chapter VII

IMPLEMENTATION ELEMENT

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

A. IMPLEMENTATION OBJECTIVES AND POLICIES^{§§}

1. From Community Plan adoption §an additional 17,050 sq. ft. of commercial floor area may be allocated within the Kingsbury Community Plan Area. Incentive programs should assign priority to commercial development projects which emphasize areawide improvements and rehabilitation of substandard development. The distribution of allocations between Stateline Community Plan and the Kingsbury Community Plan may be reconsidered two years after the adoption of this plan.
 - a. *Policy: Within the §17,050 sq. ft. limitation, allocations of commercial floor area shall be issued by TRPA upon project approval pursuant to Chapter 33 of the Code of Ordinances. However, TRPA shall only consider for approval, projects recommended by Douglas County. On a first-come first-serve basis, Douglas County shall review proposed projects based on the following criteria and make an appropriate recommendation. The County's recommendation shall expire two years after its action. Eligibility and amount of allocation shall be established by the Douglas County Community Plan Allocation Guidelines (Appendix D) consistent with one or more of the following criteria:*
 - (1) The project includes major rehabilitation of existing structures within the project area.
 - (2) The project makes substantial progress toward meeting the desired area-wide improvements noted for allocation in the Chapter IV requirement matrix. Substantial progress shall be calculated based on one square foot of allocation equals \$5 worth of listed improvements or contributions to an improvement district implementing any of the listed projects.
 - (3) The project will match the allocation requested for the project with transferred commercial square footage.

^{§§} Amended 10/28/98

[§] Amended 10/25/06

2. From Community Plan adoption until [§]December 31, 1996, provide other incentives such as 25 tourist accommodation bonus units to encourage areawide improvements. Incentive programs should assign priority to projects which emphasize areawide improvements or remodeling of substandard or inefficient development.
 - a. *Policy: Projects are eligible for the incentive listed in Chapter VII, except as noted above for commercial allocations. When considering projects relying on community plan incentives, TRPA shall only consider projects recommended by Douglas County. On a first-come first-serve basis, Douglas County shall review proposed projects based on the following criteria and make appropriate recommendation. The County's recommendation shall expire two years after its action. To be eligible for receiving community plan incentives, a project must contribute to improvements that provide benefits to the entire area and mitigation must contribute to improvements that provide benefits to the entire area. Improvements eligible for consideration are noted on the Chapter IV Requirement Matrix under allocation.*

B. CAPITAL IMPROVEMENT PROGRAMS

The following is a list of CIP projects that could be implemented to achieve the Goals and Objectives of this Plan. The Matrix in Chapter IV presents the ranking of the relative importance of the CIP projects. Funding for these projects comes from Douglas County funds, Nevada Bond Act funds, Burton-Santini funds, NDOT funds, TRPA mitigation funds, assessment district funds, USFS funds, private funding, and state and federal grants. For purposes of this CIP it is generally assumed Douglas County will be the recipient of grants and mitigation fees.

Project descriptions, schedules, and cost figures are preliminary and are subject to change. Project costs are estimated midrange costs. Question marks indicate the source or amount is unresolved.

[§] Amended 10/28/98

1. TRAFFIC/AIR QUALITY

a. Highway Improvements

Purpose: In order to achieve the level of service targets and the VMT target, certain road improvements need to be implemented.

Program Description: The road system as described in the Transportation Element will be implemented through special assessment districts, through the State Transportation Improvement Plan (STIP), or as project conditions of approval. The key improvements are the Kingsbury intersection improvements, the U.S. Highway 50 improvements, and the Kingsbury Grade improvements as described below.

<u>Improvement</u>	<u>Description</u>
U.S. Hwy 50/ Kingsbury Intersection	<p>Intersection and highway upgrades are required as part of a follow up to the Loop Road project. The following intersection improvements at the Highway 50/Kingsbury Grade intersection will be constructed. The project will include more left turn storage onto Hwy 50 and a longer, separate free right turn lane onto Hwy 50. Also, the project will create the desired four-way intersection with the 4-H Club Road. The design will consider relocation of the wedding chapel at the corner, a change in grade, and access limitations. In addition, the signal must be timed to give greater preference for Kingsbury Grade travel during peak use in the winter.</p> <p>Estimated cost: \$2,000,000 Funding: Douglas County/ NDOT</p>
Hwy 50 Traffic Flow Improvements	<p>As part of the Hwy 50 traffic flow improvements existing businesses will improve their site access by providing left and right turn lanes, by defining driveways, and by considering shared drives. The existing Hwy 50 road section will include: five lanes (two each direction with a center turn lane with medians); Class II Bikeways on each side; longer merge lanes; and curb and gutter. In addition, sidewalks shall be constructed as described under Pedestrian Facilities in this section. These improvements will be continuous on both sides of Highway 50 from Kahle Drive to Kingsbury Grade. The properties northeast of Highway 50 will use a common access at the Kahle intersection.</p> <p>Estimated cost: \$105,000 Funding: Douglas County/ NDOT/ Private</p>

Improvement	Description
Kingsbury Traffic Flow Improvements	<p>As part of the Kingsbury Grade street improvements existing businesses will improve their site access by providing left and right turn lanes, by defining driveways, and by considering shared drives. Also, the construction of the Hwy 50 and the Connector intersections will cause additional lanes and reduced access. The existing three lanes will be maintained with four feet wide bike lanes and no parking. This action in conjunction with the pedestrian improvements will also reduce coverage, improve scenic quality, and promote pedestrian travel between businesses. Phase I project for county and state properties will be completed as part of the recreation center project.</p> <p>Estimated cost: \$600,000 Funding: Douglas County/ NDOT/ Private</p>
Kingsbury Connector	<p>After completion of the Loop Road and Kingsbury Grade intersection improvements and if traffic counts warrant, construct a new local road linking Kingsbury Grade (S.R. 207) to the mountainside Loop Road. This two lane route will cross the Park Cattle Company Ranch screened by trees and will have limited access. The proposed alignment for this route is shown in Figure 5. The connector road will terminate in a four-way intersection at Kingsbury Grade along Market Street if a study shows no future connection to the Round Hill area is needed. The roadway specifications will be detailed upon project design. The existing Highway 50 alignment and lanes will remain for Southshore/ Eastshore traffic.</p> <p>Estimated cost: \$4,000,000 Funding: Douglas County/ NDOT/ Private</p>
Schedule	<p>The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.</p> <p>1997 – Kingsbury Intersection Improvements 1995 – Kingsbury Grade Improvements (Phase I) 1997 – Highway 50 Improvements 2000+ – Connector Road Improvements</p>
Responsible Jurisdiction	<p>Highway 50 and S.R. 207 Improvements – NDOT Loop & Connector roads - Douglas County</p>

c. Transit System Program

Purpose: To meet the target for reduction in vehicle trip ends and level of service targets, transit service shall be improved.

Program Description: The Transportation Element calls for an increase in STAGE services, implementation of a casino shuttle, and increased use of private transit.

<u>Improvement</u>	<u>Description</u>
STAGE Expansion	Provide STAGE service at 60 minute headways on Highway 50 and an increase hours of operation to 6:30 AM to 11:30 PM. Also included is an extension of the STAGE service area in Douglas County. Estimated cost: \$300,000 (for Douglas County) Funding: Douglas County
Long Distance Bus	The continuation of the bus systems serving the South Shore. This includes Greyhound, gambler specials, and charters. The Carson Valley shuttle will be restarted by TTD. Estimated cost: \$1,800,000 (Carson Shuttle only) Funding: TTD/Private
Casino Shuttle	Each casino will provide on demand bus service for the users of its facility. The casinos will individually or preferably as a group provide a system equivalent to the 10 minute headway service for the Kingsbury to Bijou area as described in the TRPA RTP Action Element. Estimated cost: \$9,000,000 Funding: Douglas County/STAGE/Private
Ski/Tour Shuttles	Heavenly Valley and other ski areas will continue to provide bus service between their facilities and the major hotels. The Tahoe Queen and other tour boats will provide bus service between their facilities and the major hotels. Estimated cost: Conditions of approval Funding: Private

<u>Improvement</u>	<u>Description</u>
Airporter(s)	<p>Each hotel will provide pick up and return service (preferably with the group system) to the South Lake Tahoe Airport. A jointly funded hourly service will be provided between the hotels and the Reno Airport.</p> <p>Estimated cost: Lake Tahoe Airport See Casino Shuttle Reno Airport \$1,200,000 operational contract</p> <p>Funding: Lake Tahoe Airport Private Reno Airport Private</p>
Transit Facilities	<p>The Highway 50 improvements will include transit stops for bus service on each side of Highway 50 at the Lakeside/Government Center area. Included with these stops will be transit shelters. In addition, the multi-use transit facility if constructed shall provide for transit stops.</p> <p>Estimated cost: \$200,000 Funding: NDOT/Douglas County/Private</p>
Schedule:	<p>The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.</p> <p>1993-96 – Increased STAGE Service 1993 – Casino Shuttle 1996 – Long Distance Bus</p>
Responsible Jurisdiction:	Douglas County, STAGE, ski areas, casinos, tour boats

d. Sidewalk System Program

Purpose: A sidewalk system shall be implemented along Highway 50 and the Kingsbury Grade to promote pedestrian traffic, to increase open space, and to implement scenic and drainage improvements.

Program Description: The sidewalk system as described and required in the Transportation Element will be implemented through special assessment districts or project conditions of approval.

<u>Improvement</u>	<u>Description</u>
Highway 50 Area	<p>Construct sidewalks at the locations shown in Figure 3 and described in the Kingsbury Design Standards. The proposed sidewalks (2000 lin. ft.) will be approximately 8-20' wide and shall incorporate landscaped areas, pedestrian lighting, trash receptacles and bicycle racks. Recognizing the difficulty in walking from one business to the next calls for pedestrian linkages between parking lots such as between Dart Liquor and the Lakeside Inn. Because of grade changes, staircases may be the appropriate pedestrian facility.</p> <p>Estimated cost: \$100,000 Funding: Assessment District/NDOT</p>
Upper Kingsbury	<p>In phases construct 4000 lin. ft. of pedestrian walkway both sides of Kingsbury Grade (Figure 3) which incorporates landscaped areas, pedestrian lighting, trash receptacles and bicycle racks. The proposed sidewalks (some areas trails) will be approximately 8-20' wide. Recognizing the difficulty in walking from one business to the next calls for pedestrian linkages between parking lots such as between the Ken Kjer Center and the Kingsbury Square or in the Post Office area. Because of grade changes, staircases may be the appropriate pedestrian facility. Phase I will include county and state property frontages.</p> <p>Estimated cost: \$400,000 Funding: Assessment District/Douglas County/NDOT</p>
Schedule:	<p>The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.</p> <p>1992 – Highway 50 Sidewalk (completed) 1995 – Upper Kingsbury Grade (Phase I) 1997 – Highway 50 Area</p>
Responsible Jurisdiction:	Douglas County, Assessment Districts, NDOT

e. Recreational Trail System

Purpose: To implement a bike and pedestrian trail system to promote access to the key recreation areas and to encourage non-auto trips.

Program Description: Construct a series of trails described in the Transportation Element. These trails are multi-use and connect the Lake,

recreation facilities, and the other community plan areas.

<u>Improvement</u>	<u>Description</u>
Kingsbury/Lake Trail	<p>Construct approximately 3/4 mile of multi-use trail from the Government Center area to the lake front beaches along Kahle Drive. The trail will be asphalt 8' to 10'wide with lighting.</p> <p>Estimated cost: \$200,000 Funding: Douglas County/USFS</p>
Kingsbury/R.H.Trail	<p>Construct approximately a 1.3 mile of multi-use trail from the County Park to the Round Hill area by way of the Intermediate School. The trail will be asphalt 8' to 10' wide. Half the trail (from the park to the middle school) is completed.</p> <p>Estimated cost: \$210,000 Funding: Douglas County</p>
Casino/Kingsbury Trail	<p>Construct approximately three quarters of a mile multi-use trail parallel to the Kingsbury Connector alignment. The trail will be constructed of durable material (e.g. asphalt, concrete, stone) and be of sufficient width to accommodate pedestrians, and vehicles (including emergency vehicles).</p> <p>Estimated cost: \$400,000 Funding: Douglas County/Private</p>
Schedule:	<p>The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised as needed by TRPA resolution.</p> <p>1993 – Kingsbury/Round Hill Trail 1996 – Kingsbury/ Lake Trail 1997 – Casino/Kingsbury Trail</p>
Responsible Jurisdiction:	Douglas County

2. SEZ RESTORATION PROGRAM

Purpose: To implement the TRPA SEZ Restoration Program for the Kingsbury area and to achieve the SEZ restoration target set forth in Chapter IV.

Description of Program: To achieve the Community Plan SEZ target of 3 acres of restoration, the following projects in and near the Kingsbury CP are to be implemented.

<u>Improvement</u>	<u>Description</u>
Burke Creek/Nugget	In conjunction with the development of S.A. #1 in PAS 073 and projects associated with the Nugget, restore the stream channel along the northern boundary of the Nugget. The estimated size is one half acre. Estimated cost: \$500,000 Funding: Private/USFS
Edgewood Creek	In conjunction with the drainage improvements, restore the northern branch of Edgewood Creek from Park Ranch to Market Street. The restoration should consider improvement of the fisheries, drainage treatment, and the visual impacts. The estimated size is 1.5 acres. Estimated cost: \$150,000 Funding: Douglas County/ NDOT
Burke Creek/Outlet	In conjunction with the Kahle drainage project restore approximately two acres of Burke Creek that is now in a ditch. This project would focus on creating a new channel, improving the fishery, and providing a drainage pond. Estimated cost: \$136,000 Funding: USFS
Burke Creek/ Meadow	This is a 208 Plan SEZ restoration project listed for the Burke Creek Meadow east of Highway 50, just outside the CP. The estimated project size is 15 acres and consists primarily of controlling access and revegetation. Estimated cost: \$50,000 Funding: USFS
Schedule:	The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised as needed by TRPA resolution. 1992 – Burke Creek/Outlet 1995 – Edgewood 1995 – Burke Creek/Nugget
Responsible Jurisdiction:	Douglas County

3. SCENIC IMPROVEMENTS PROGRAM

Purpose: To implement the improvements needed to attain the scenic thresholds.

Program Description: This program contains several programs, including:

<u>Improvements</u>	<u>Description</u>
Underground Utilities	Overhead utilities are to be undergrounded on Kingsbury Grade. This is required by Douglas County for new projects. Estimated cost: \$500,000 Funding source: Sierra Pacific Power
Highway 50 Street	See Sidewalk System Program Improvements
Kingsbury Street	See Sidewalk System Program Improvements
Sign Program	Nonconforming signs shall be removed pursuant to an amortization schedule or an individual schedule established with each of the businesses. The preferred method is to link the sign upgrading to development incentives. Estimated cost: NA Funding source: NA
Schedule:	The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution. 2007 – Sign Program 1995 – Kingsbury Undergrounding
Responsible Jurisdiction:	Douglas County/Sierra Pacific/Assessment Districts

4. LAND COVERAGE REDUCTIONS

Purpose: The purpose of this program is to reduce existing land coverage by 2.3 acres in or near the Kingsbury Community Plan. This is the Community Plan target and the estimate of how much land coverage will be needed for the substitute land coverage mitigation fee program.

Description of Program: To achieve the Kingsbury Community Plan land coverage reduction target of 2.3 acres of restoration, the following projects in and near the Kingsbury CP are to be implemented.

<u>Improvement</u>	<u>Description</u>
Hwy 50 Shoulders	The coverage reductions come from the Highway 50 improvements and the curbs and sidewalks described in Chapter IV and under the Sidewalk System Program. This should net about a half acre. Estimated cost: See Sidewalks and Drainage Funding: Douglas County
Upper Kingsbury Shoulders	The Kingsbury Grade area has some extra soft and hard coverage in the form of roads and parking areas. Most of this coverage (up to one half acre) will come from completing the curb and gutter for Kingsbury Grade and constructing a new intersection. Estimated cost: See Sidewalks and Drainage Funding: Douglas County
NDOT Site	There is about a half acre of soft and hard coverage and about an acre of disturbed area on this parcel. This coverage is generally in snow storage areas across the stream. Estimated cost: See Edgewood Creek Restoration Funding: Douglas County, See Edgewood Creek Restoration
Private 5% Rule	The application of the 5% on site coverage reduction policy should net about an acre.
Schedule:	The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution. 1997 – Highway 50 1995 – NDOT Site 1995 – Upper Kingsbury (Phase I)
Responsible Jurisdiction:	Douglas County/Assessment Districts

5. WATER QUALITY

a. 80% BMP Target

Purpose: The purpose of this program is to restore disturbed lands to help TRPA meet its 80% restoration target. The Kingsbury Community Plan target is 5.1 acres.

Program Description: In conjunction with other projects, restore the disturbed areas listed below by application of BMPs.

<u>Improvement</u>	<u>Description</u>
Hwy 50 Shoulders	The shoulder areas along Hwy 50 in the Kingsbury CP need BMPs. A combination of revegetation, drainage, sidewalks, and adequate vehicle barriers are needed to achieve an estimated half acre of restoration.
Kingsbury Grade Shoulders	See Land Coverage Reductions above. It is estimated up to a half acre of disturbed and covered land could be restored with the Kingsbury Grade road improvements.
NDOT Site	See Land Coverage Reductions above. It is estimated up to one acre of disturbed and a half acre of covered land could be restored.
Douglas County Kahle Park	See Land Coverage Reductions above. Major restoration is possible with the construction of a park on this site.
Private 5% Rule	The application of the 5% on site coverage reduction policy should net about an acre.
Schedule:	The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution. 1997 – Highway 50 1995 – NDOT Site/D.C. Park 1995 – Upper Kingsbury (Phase I)
Responsible Jurisdiction:	Douglas County, assessment districts

b. Area Wide Drainage System

Purpose: To implement an areawide drainage system by 2007 to help achieve the water quality targets. These systems are required for those projects in the service area needing an exemption to the onsite BMP requirement for drainage treatment and retention.

Description of Program: In phases, implement the areawide drainage plan described in the Conservation Element

<u>Improvement</u>	<u>Description</u>
Upper System	<p>A component of the Kingsbury Community Plan is the installation of a storm runoff treatment system. This existing treatment system is composed of collector pipes and drainageways running from the upper Kingsbury properties to the Douglas County Park pond. Additional runoff waters will be collected in drop inlets placed throughout the commercial area (e.g. Shady Lane) channeled to the pond. After treatment, the runoff waters will then be discharged into the waterways of Edgewood Creek. The major parts of this now exist as part of previous approvals.</p> <p>Estimated cost: \$ 20,000 Funding: Private/ Douglas County/ NDOT</p>
Lower System	<p>The lower area of the Kingsbury Community Plan area shall develop a drainage collection system that includes the casinos, the government center, the highways and other impervious surface areas. This storm water will be treated, ponded, and discharged into the Rabe Meadow.</p> <p>Estimated cost: \$405,000 Funding: Douglas County</p>
Edgewood System	<p>The area drained by the tributary of Edgewood Creek will be improved by collecting drainage, pretreating it, and discharging it to an expanded stream zone area. Retention will also be designed into the SEZ.</p> <p>Estimated cost: \$200,000 Funding: Private/ Douglas County/ NDOT</p>
Schedule:	<p>The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.</p> <p>1993 – Lower Kingsbury 1995 – Finish Upper Kingsbury 1995 – Edgewood</p>
Responsible Jurisdiction:	TRPA, Douglas County, NDOT, Private Projects

6. FISHERIES

Purpose: TRPA Thresholds call for the upgrading of Edgewood Creek as a fishery. The Stateline CP also has the same target.

Program Description: As part of an overall program to control sediment, to improve the golf course, and to provide drainage improvements, Edgewood Creek will be improved as a fishery.

<u>Improvement</u>	<u>Description</u>
<p>Burke Creek</p> <p>Schedule:</p> <p>Responsible Jurisdiction:</p>	<p>The channel shall be cleared of barriers, provided with fish ladders, provided with adequate water flows, not used for storm water treatment, provided with improved substrate, and provided with vegetative cover. The ponds and treatment systems shall be designed to protect the fishery.</p> <p>The following schedule is subject to change (based on changed in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.</p> <p>1991-92 - Burke Creek</p> <p>Douglas County, NDOT, Casinos, USFS</p>

7. RECREATION

Purpose: The purpose of this program is to improve public access and opportunities for outdoor recreation.

Program Description: In order to meet the recreation targets of Chapter V, a series of improvements are required to be implemented.

<u>Improvement</u>	<u>Description</u>
Improved Lake Access	<p>The improved lake access program includes increasing capacity by 500 PAOTs by:</p> <ul style="list-style-type: none"> a. Improved transit service - see Ski/Tour Shuttles, Casino Shuttles, STAGE, Recreation Trails b. Extended season - Nevada Beach to be open in the early Spring and late Fall. <p>Estimated cost: \$10,000 Funding: U.S. Forest Service</p> <ul style="list-style-type: none"> c. Additional beach - Within the target area increase the amount of beach open to the public. Future development in PAS 070A is linked to the creation a 250 PAOT size public beach. <p>Estimated cost: \$400,000 Funding: Park Cattle Co.</p>
Recreation Trails	See Recreation Trails
Winter/Summer Use	<p>In Special Area #3 (D.C. Kahle Park) create a year around day use recreation area that would include playfields, recreation building, a picnic area, a play area, a snow play area, trail heads, and cross-county skiing.</p> <p>Estimated cost: \$3,500,000 Funding: Douglas County</p>
Schedule:	<p>The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.</p> <p>1994-95 – Beach Access 1995 – Summer/Winter Day Use</p>
Responsible Jurisdiction:	TRPA, Douglas County, Casinos, Park Cattle Company, USFS, Nevada State Parks

C. MITIGATION FEE PROGRAMS

1. Excess Land Coverage Program

Purpose: The purpose of this program is to reduce excess land coverage and achieve targets in the Community Plan area and the related hydrologic area. This is the Community Plan program that is described in subparagraph 20.5.A(2)(e) of the TRPA Code of Ordinances.

Description of Program: Pursuant to subparagraph 20.5.A(2)(e), a land bank accounting system will be established to bank land coverage reductions with an agency such as Nevada State Lands. TRPA will credit to the Community Plan land coverage removed and lands restored as noted below. Eligible projects may utilize these option fees when they demonstrate that they have contributed to coverage removal projects such as:

- a. Public works restoration projects listed in Chapter VII Land Coverage (e.g., the areawide drainage system restoration work) may be credited to the Kingsbury Community Plan account.
- b. Projects, both private and public, providing the 5% landscaping requirements of the Urban Design and Development Special Policy 6.A may be credited to the Kingsbury Community Plan account.

Eligibility: Projects contributing to the implementation of the coverage reduction project credited to the Douglas County account may use the contributions as credit based on the coverage reduction schedule set forth in Section 20.5.

2. Water Quality Fee Program

Purpose: The purpose of this program is to provide an option to the TRPA Code of Ordinances Water Quality Mitigation Fund (subsection 82.2.B) for implementing water quality improvements in the Kingsbury Community Plan area. Participants in this program could credit contributions to the water quality CIP projects to the TRPA Water Quality Mitigation Fee requirement.

Description of Program: The Community Plan describes needed water quality improvement projects. Generally, these projects will be implemented through assessment districts, private projects, and public works projects. Property owners that contribute to such areawide projects may credit such contributions to the water quality fee requirements on their future projects. TRPA and Douglas County shall create a special Community Plan account under the requirements of Chapter 82 for the Kingsbury Community Plan to keep track of such contributions. Credits shall be calculated at the mitigation fee rates established in Chapter 82. Money spent to satisfy on-site BMP requirements through off-site facilities shall not be credited to off-site mitigation.

Eligibility: Properties, both public and private, which contribute to water quality improvements listed for this Community Plan, may credit such contributions to the Douglas County-Kingsbury Community Plan Water Quality Mitigation fund.

3. Traffic and Air Quality Fee Program

Purpose: The purpose of this program is to implement the transportation improvements listed for the Kingsbury Community Plan and to provide a substitute to the TRPA Code program (Subsection 93.3.E) for collection of fees of offsite traffic and air quality mitigation.

Description of Program: Chapter VII lists the projects needed to meet the Community Plan's Transportation/Air Quality targets and mitigation requirements. These projects shall qualify as regional and cumulative mitigation measures under Subsection 93.3.C(2). As an option, properties, both public and private, contributing to these projects may credit such contributions to the air quality mitigation requirements of Chapter 93.

Eligibility: Properties demonstrating equivalent contributions to the construction of the improvements listed for their Special Area will be exempt from the TRPA Code Section 93.3 requirements.

D. INCENTIVE PROGRAM

The incentive program is created to link required 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 (i.e., the incentive zone). To encourage this concept, Douglas County and TRPA may provide following incentives to projects in these areas:

1. Land coverage: CP projects are eligible for the transfer coverage program pursuant to Section 20.3.
2. Commercial floor area allocation: CP projects are eligible for commercial floor area allocations pursuant to Implementation Policy 1.A. Douglas County may make special provisions for reserving allocations for projects in assessment districts. (see Allocation Guidelines Appendix D).
3. Tourist accommodation bonus units: Projects are eligible to receive bonus units based on the criteria in TRPA Code Chapter 35 and Implementation Policy 2.A.
4. Residential bonus units: Projects are eligible to receive bonus units based on the criteria in TRPA Code Chapter 35 if any area assigned in the future.
5. PAOTs: Projects are eligible for the listed PAOT allocations (if any are assigned) based on the criteria in Implementation Policy 2.A.
6. Program Substitutions/Mitigation Fee Waivers: Projects in the incentive areas shall be subject to the following special regulations:

Excess coverage fee - TRPA excess coverage fees shall not apply if the findings of Subparagraph 20.5.A(2)(e) of the TRPA Code are made.

Water quality fee - TRPA water quality fees shall not apply if there has been an irrevocable commitment to construct the water quality improvements listed below for the specific incentive area.

Air quality fee - TRPA traffic/air quality fees shall not apply if there has been an irrevocable commitment to construct the transportation improvements listed below for the specific incentive area.

7. Change in use - Commercial changes in use are exempt from project review if the following criteria are met:
 - a. The change in use is within the commercial land use classification,
 - b. The change is to an allowed use,
 - c. The property is a member of an approved parking assessment district,
 - d. The change does not increase the parking requirement to a greater requirement than 1 space for 200 sq. ft., or the number established upon creating the district, and
 - e. The proposed activity is consistent with the Plan, is not a project by other requirements of Chapter 4 of the Code.
8. Offsite parking - Use of offsite parking is permissible pursuant to the parking analysis in Appendix B of this Plan.
9. TDR retirement 4-7 lands - Land capability 4-7 parcels from which development is transferred need not be permanently retired pursuant to Chapter 34.
10. Height Bonus - Additional height pursuant to TRPA Code Subsection 22.4.B for tourist accommodation buildings.
11. Environmental documentation - Projects consistent with the plan description may tier off the Community Plan EIS.
12. Sign replacement - Arrangements shall be made through the County or assessment districts to give financial assistance for sign replacement for conformance.

E. MONITORING PROGRAM

The TRPA Code requires monitoring and periodic review of each community plan. TRPA Code Section 14.7 requires that community plans be reviewed on five year intervals to determine conformance with approved schedules, and to check the adequacy of programs, standards, mitigation and monitoring. The Community Plan Monitoring Program relies upon the existing TRPA Monitoring Program. The monitoring provisions of the community plan rely on certain key indicators listed in TRPA Code Chapter 32. The program is to measure progress in relationship to the targets established in the Conservation Element.

1. Target Monitoring

Element Monitored	Location	Sample Period	Agency
Traffic Counts, VTE, LOS	Hwy 50/Kingsbury	1 day/month	NDOT
SEZ Restoration	CP area	yearly	TRPA
Noise (CNEL)	Noise sites	5 year review	TRPA
Scenic Rating	Roadway #32/44 Shoreline #30	5 year review	TRPA
Land Coverage	CP area	yearly	TRPA
Water Quality	Drainage discharge systems	per discharge requirements	Permittee
	Edgewood Creek/ Highway 50	USFS schedule	USGS
	Kahle Drive	Storm events	TRPA
	Burke Creek	USGS schedule	USGS

2. CIP Schedule Monitoring

The projects listed in the CIP programs will be reviewed annually to see if they are being implemented on schedule.

APPENDIX A
APPLICABLE STANDARDS CHECKLIST

Appendix A

APPLICABLE STANDARDS CHECKLIST

The following is a summary of TRPA Code standards applicable to the three Douglas County Community Plans. The checklist is provided to assist in the review of projects within the Tahoe City Community Plan and is not intended to be all inclusive. The list indicates which regulations are applicable to review of projects and activities within the CP. The asterisk (*) notes which standards are substitute standards.

1. GENERAL PROVISIONS

For TRPA Chapters 1 through 11 of the TRPA Code of Ordinances are applicable in the Round Hill, Kingsbury, and Stateline Community Plan areas.

a. Reviewing Body

TRPA

(Exempt Activities)

_____ Sec. 4.2 and 4.3

(Staff/GB Review)

_____ Sec. 4.10

b. Processing

_____ TRPA Rules of Procedure

_____ Chapter 30

c. Special Code Provisions

TRPA

(Emergency)

_____ Sec. 4.11.A

(Modifications)

_____ Sec. 4.11.B

(Burn-Downs)

_____ Sec. 4.11.C

d. Environmental Documentation

TRPA Documents

_____ IEC

_____ EA

_____ EIS

_____ FONSI

e. Required Findings

(TRPA Findings)

_____ Sec. 6.3

_____ V(g) Checklist

2. LAND USE

The Community Plan Area Statement (CPS) determines a land use within a community plan area. Within the context of Chapter 18, the CPS determines which uses are permissible within the area. Community plan area statements replace the adopted plan area statements. Placer County will use the CP and TRPA use rules except for the nonconforming use rules.

a. *Community Plan Area Statement (See Land Use Element)

- ___ *CPS Special Designations
- ___ *CPS Special Objectives and Policies
- ___ *CPS Permissible Uses
- ___ *CPS Maximum Densities
- ___ *CPS Maximum CNEI
- ___ *CPS Commercial Floor Area Allocation
- ___ *CPS Tourist Accommodation Bonus Units
- ___ *CPS Residential Bonus Units
- ___ *CPS Additional Outdoor Recreation

b. General Land Use Rules (see Chapter 18)

- (Primary Uses) ___ Sec. 18.1
- (Accessory Uses) ___ Sec. 18.2
- (Definition of Use) ___ Sec. 18.4
- (Existing Uses) ___ Sec. 18.5

3. LAND COVERAGE

Chapter 20 land coverage regulations for community plan areas apply. Land coverage regulations include land coverage limits, transfer requirements, prohibitions in sensitive lands, excess coverage mitigation, and relocation rules. For community plan properties, land coverage limits (with transfer) for CPs are increased up to 50% for most uses and 70% for vacant commercial properties.

a. Land Coverage

- (Land Capability Sys.) ___ Sec. 20.2
- (Base Coverage) ___ Sec. 20.3.A
- (Transfers) ___ Sec. 20.3.B(3)-(7)
- (Transfers) ___ Sec. 20.3.C
- (Coverage Calcs.) ___ Sec. 20.3.D
- (Coverage Prohibitions) ___ Sec. 20.4
- (Coverage Mitigation) ___ Sec. 20.5.A
- ___ *CP Mitigation Program
- (Mitigation Exemptions) ___ Sec. 20.5.B
- (Coverage Relocation) ___ Sec. 20.5.C

4. DENSITY

Within the maximum limits for the Region as set forth in Chapter 21 (i.e. 15 units per acre for multi-residential and 40 units per acre for tourist accommodation), the community plan area statements establishes CP density limitations.

a. Density

- (Maximum Density for Region) ___ Sec. 21.2.D
- (Density Table) ___ Sec. 21.3
- (Single Uses) ___ Sec. 21.4.A
- (Mixed Uses) ___ Sec. 21.4.B
- (Existing Density) ___ Sec. 21.5

5. HEIGHT

The height rules of Chapter 21 of the TRPA Code apply. There are some special provisions for increased height up to 48 feet for tourist accommodation units in CPs.

a. Height

(Standards)	_____	Sec. 22.3
(Other Structures)	_____	Sec. 22.5
(Additional Height)	_____	Sec. 22.6
(Existing Structures)	_____	Sec. 22.8

6. NOISE

The noise limitations of Chapter 23 of the TRPA Code apply, however, the Community Plan Area Statement establishes equal or superior standards pursuant to the noise thresholds.

a. Noise

(Single Event)	_____	Sec. 23.2
(CNEL)	_____	Sec. 23.3
	_____	*Community Plan Statement Maximum Cumulative Noise Level
(Standards)	_____	Sec. 23.6
(Compliance)	_____	Sec. 23.7
(Exemptions)	_____	Sec. 23.8

7. DRIVEWAY AND PARKING

Douglas County has opted to use a substitute driveway and parking ordinance. Chapter 24 of the TRPA Code standards for driveways shall be replaced by CP standards below. Special parking and driveway standards for the Douglas County Community Plan Areas are established in Appendix B.

a. Driveway and Parking Standards (Appendix B)

(Access)	_____	*Chapter 4
(Circulation)	_____	*Chapter 5
(Parking)	_____	*Chapter 6
(Loading)	_____	*Chapter 7

8. BEST MANAGEMENT PRACTICES (BMPs)

The requirements of Chapter 25, which includes paving, drainage, and revegetation requirements, shall apply. The CP does provide for area wide improvements in lieu of some onsite requirements.

a. Best Management Practices

(Temporary BMPs)	_____	Sec. 25.2.A
(Permanent BMPs)	_____	Sec. 25.2.B
	_____	*CP Mitigation Program
(Priority)	_____	Sec. 25.4
(Standard BMPs)	_____	Sec. 25.5 A-F
(Additional Requirements)	_____	Sec. 25.6
(Special BMPs)	_____	Sec. 25.7
(Maintenance)	_____	Sec. 25.8

9. SIGNS

Douglas County Community Plan has opted to use a substitute sign ordinance. Special sign standards for Douglas County are found in Appendix B.

a. Signs

(Community Plan Sign Ordinance) _____ Chapter 12 of Appendix B

10. BASIC SERVICES

The basic service requirements (paved road, sewer, water, and electricity) of Chapter 27 shall apply.

a. Basic Services

(Paved roads) _____ Sec. 27.2
(Water) _____ Sec. 27.3 A and B
(Sewer) _____ Sec. 27.4
(Electric) _____ Sec. 27.5

11. HISTORIC

The standards for the protection of historical sites of Chapter 29 shall apply.

a. Historic Resources

(Resource Protection) _____ Sec. 29.2
(Standards) _____ Sec. 29.6
(Exceptions) _____ Sec. 29.7 A-C

12. DESIGN

Chapter 30 establishes design standards. The special design standards and guidelines for Douglas County, Standards and Guidelines for signage, parking, and design (Appendix B) includes siting, lighting, setbacks, and landscaping standards, and shall apply.

a. Design Standards

(Site Design) _____ *Chapter 1
(Grading and Drainage) _____ *Chapter 2
(Setbacks) _____ *Chapter 3
(Access) _____ *Chapter 4
(Circulation) _____ *Chapter 5
(Parking) _____ *Chapter 6
(Loading) _____ *Chapter 7
(Landscaping) _____ *Chapter 8
(Lighting) _____ *Chapter 9
(Architecture) _____ *Chapter 10
(Miscellaneous) _____ *Chapter 11
(Signs) _____ *Chapter 12
(Energy and Water Conservation) _____ *Chapter 13
(Design for Snow) _____ *Chapter 14
(Historic Buildings) _____ Chapter 15
(Scenic Highway Corridors) _____ Chapter 16
(Shorezone) _____ Chapter 17
(Stateline) _____ *Chapter 18
(Kingsbury) _____ *Chapter 19
(Round Hill) _____ *Chapter 20

13. ALLOCATIONS

The rate of new development for residential, tourist accommodation, commercial, public service and recreation is regulated by Chapter 33. The CP establishes, within the limitations of Chapter 33, its own additional criteria for scheduling commercial development.

a. Allocation of Development

(Residential Allocation)	_____	Sec. 33.2
(Commercial Floor Area Allocation)	_____	Sec. 33.3
	_____	*Implementation Policy 1A (Appendix D)
(Tourist Allocation)	_____	Sec. 33.4
	_____	*Implementation Policy 2A
(Public Service)	_____	Sec. 33.5
(Recreation)	_____	Sec. 33.6
	_____	* Implementation Policy 2A
(Conversion of Use)	_____	Sec. 33.7

14. TEMPORARY ACTIVITIES

Chapter 7 regulations for temporary activities shall apply and the CPS designates special event areas.

a. Temporary Uses and Activities

(Standards)	_____	Sec. 7.2
(Temporary Uses)	_____	Sec. 7.3
(Temporary Structures)	_____	Sec. 7.4
(Temporary Activities)	_____	Sec. 7.5 and 7.6
(Designated Special Event Area)	_____	*CPS Com. Dev. Policy 2A

15. OTHER - SUBDIVISION, TRANSFER OF DEVELOPMENT RIGHTS, SHOREZONE, GRADING, NATURAL RESOURCES, WATER QUALITY, AIR QUALITY AND TRANSPORTATION

The regulations set forth in the TRPA Code shall apply except as noted below.

a. Transfer of Development

(Residential)	_____	Sec. 34.2
(Allocations)	_____	Sec. 34.3
(Relocation)	_____	Sec. 34.4 A-C
(Retirement)	_____	Sec. 34.5.A-K
(Basic Service)	_____	Sec. 34.6

b. Bonus Unit Incentive Program

(Multi-Residential)	_____	Sec. 35.2
(Tourist)	_____	Sec. 35.3

c. Tracking (Chapter 38)

(Banking)	_____	Sec. 38.2.C
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d. Construction Schedules

(Schedules)	_____	Sec. 62.2
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e.	Grading Standards	
	(Seasonal Limits)	_____ Sec. 64.2 A-D
	(Discharge)	_____ Sec. 64.3 A-C
	(Dust)	_____ Sec. 64.4
	(Disposal)	_____ Sec. 64.5
	(Cuts)	_____ Sec. 64.6.A
	(Fills)	_____ Sec. 64.6.B
	(Groundwater)	_____ Sec. 64.7.A
	(Basements)	_____ Sec. 64.7.B
	(Minimum Excavation)	_____ Sec. 64.7.C
f.	Vegetation Protection	
	(Standards)	_____ Sec. 65.2.A-H
g.	Tree Removal	
	(General Standards)	_____ Sec. 71.2
	(Minimum Standards)	_____ Sec. 71.3
	(Reasons)	_____ Sec. 71.4
h.	Sensitive Plan Protection/Fire Hazard Reduction	
	(Sensitive Plants)	_____ Sec. 75.2
	(Wildfire Management)	_____ Sec. 75.3
i.	Revegetation	
	(Approved Species)	_____ Sec. 77.2
	(Soil Stabilization)	_____ Sec. 77.3
	(Revegetation Plans)	_____ Sec. 77.4
j.	Wildlife Resources	
	(Protection)	_____ Sec. 78.2
	(Standards)	_____ Sec. 78.3
k.	Fish Resources	
	(Lake Habitat)	_____ Sec. 79.2.A
	(Stream Habitat)	_____ Sec. 79.2.B
l.	Water Quality Control	
	(Discharge)	_____ Sec. 81.2
	(Snow Disposal)	_____ Sec. 81.3
	(Salt and Abrasives)	_____ Sec. 81.4
	(Pesticides)	_____ Sec. 81.6
	(Fertilizer)	_____ Sec. 81.7
m.	Water Quality Mitigation	
	(Offsets)	_____ Sec. 82.2
	(Fees)	_____ Sec. 82.3
	(Exemptions)	_____ Sec. 82.4
		_____ *Water Quality Fee Program
n.	Air Quality Control	
	(Appliances)	_____ Sec. 91.3
	(Open Burning)	_____ Sec. 91.4
	(Stationary Sources)	_____ Sec. 91.5
	(Idling)	_____ Sec. 91.6

o. Traffic and Air Quality Mitigation

(Additional/Transferred Dev.)

(CIO)

(Mitigation Fee Credit)

_____ Sec. 93.3

_____ Sec. 93.4

_____ Sec. 93.7

_____ *Air Quality Fee Program

p. Shorezone TRPA (Chapters 50-56)

q. Subdivision

(Permissible Subdivision)

(Subdivision Standards)

_____ Chapter 41

_____ Chapter 43

APPENDIX B
REFER TO COMMUNITY PLAN STANDARDS
AND GUIDELINES

APPENDIX C
ARTICLE VI GAMING REGULATIONS

Commercial buildings, 1978.

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

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

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

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

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

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

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

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

Highway construction.

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

Parking garage, construction.

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

Litigation.

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

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

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

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

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

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

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

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

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

- (A) Enlarge the cubic volume of the structure;
- (B) Increase the total square footage of area open to one approved for public use on May 4, 1979;
- (C) Convert an area devoted to the private use of guests to an area open to public use;
- (D) Increase the public area open to public use which is used for gaming beyond the limits contained in paragraph (3); and

(E) Conflict with or be subject to the provisions of any of the agency's ordinances that are generally applicable throughout the region.

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

Structure
housing
gaming,
modification.

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

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

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

Base area.

Enforcement provisions.

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

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

- (A) The location of its external walls;
- (B) Its total cubic volume;
- (C) Within its external walls, the area in square feet open or approved for public use and the area in square feet devoted to or approved for the private use of guests on May 4, 1979;
- (D) The amount of surface area of land under the structure; and
- (E) The base area as defined in paragraph (f)(3) in square feet existing on or approved before August 4, 1980.

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

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

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

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

APPENDIX D
COMMUNITY PLAN COMMERCIAL
ALLOCATION GUIDELINES

Appendix D

ALLOCATION GUIDELINES

I. PROCEDURE

Distribution of commercial floor area allocations shall be as follows:

- A. Application: Periodically, Douglas County shall provide appropriate notice as to the availability of commercial allocation. Applicants shall then submit applications to the reviewing authority. (Douglas County staff). The application shall include preliminary site plans, cost estimates relating to the criteria, description of work relating to the criteria, and elevations along with the evaluation form.
- B. Evaluation: Based on the information submitted and the order of submittal, the reviewing authority shall review projects pursuant to the criteria in II below. Within the allocation limits, a preliminary allocation for the project shall be established for the proposed project. The preliminary allocation will expire pursuant to the time limit set forth in the applicable Community Plan.
- C. Issuance of Allocation: Projects given a preliminary allocation shall be reviewed by TRPA and the local government. Pursuant to Chapter 33, the approval of the project by TRPA shall be considered issuance of the allocation.
- D. Improvement Credit: Projects shall be scored based on improvements proposed as part of the project and those projects approved and completed by the applicant after July 1, 1987. Improvements that were used to obtain previous allocations do not qualify. If a project does not use the total allocation it has qualified for, then future projects within the project area may utilize the unused allocations if they are still available. Allocations related to unused credits are not reserved for or assigned to a project area nor is it transferable.
- E. Guideline Amendment: These guidelines may be revised by local government staff consistent with development allocation policy in the Community Plan if the Zoning Administrator, the Planning Commission, or the Commissioners approve the changes at a noticed hearing in the Tahoe area.

II. EVALUATION

The reviewing authority shall assign preliminary allocations based on the following criteria.

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

Kingsbury	10,000 sq. ft.
Stateline	10,000 sq. ft.
Round Hill	N/A
- A preliminary allocation expires two years after it is established by reviewing

authority unless renewed annually by the authority.

- The authority may proportion allocation assessments for partial achievements.
- Total allocation established may be adjusted because of unique circumstances plus or minus 10% of the score if the variance findings of Douglas County can be made and the variance is consistent with Community Plan Land Use Element.
- Evaluation criteria.

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

A. Traffic/Circulation improvements beyond Community Plan requirements.

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

B. Overall community planning improvements

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