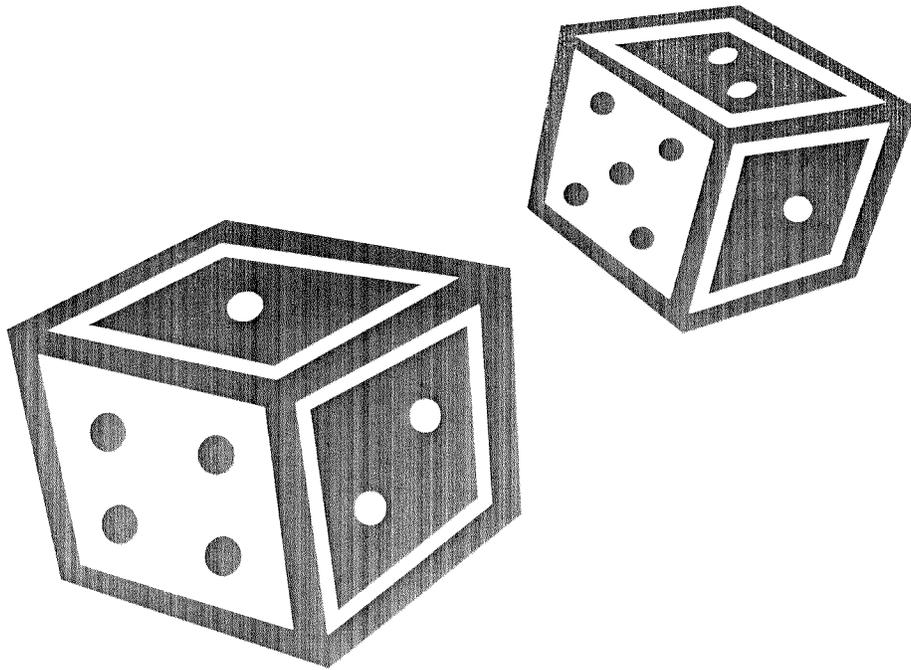


Stateline Community Plan



REGIONAL PLAN FOR THE LAKE TAHOE BASIN

STATELINE COMMUNITY PLAN

NOVEMBER 17, 1993

Prepared For
Douglas County and Tahoe Regional Planning Agency By

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Chapter I

INTRODUCTION

A. PURPOSE

The Stateline Community Plan is designed and proposed to serve as the guiding doctrine for commercial allocations until 1997 and the planning rehabilitation of the community until 2007 1997. 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, and public service. 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 Stateline Community Plan supersedes certain plans and regulations established by the TRPA Plan Area Statements (PAS) and the TRPA Code for the area within the Stateline Community Plan boundaries. For purposes of Douglas County land use regulation, the Community Plan and the Douglas County General Plan and implementing ordinances shall become one and the same. 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.

The Community Plan process addresses land use issues and opportunities for the general Stateline area, including land in adjoining plan area statements. Pursuant to Chapter 14 of the TRPA Code of Ordinances, this community plan is accompanied by recommendations for amendment to PAS 070A and 080.

The Community Plan presents general land use goals and objectives, as well as specific plans and programs for both the Community Plan and adjoining PAS 070A. The amended plan area statements do reference the Community Plan, but generally do not repeat the goals and objectives or specific policies and programs covered in the Community Plan. They are limited to narrower descriptions and regulation of permissible uses and planned development in the plan area statement. For a comprehensive understanding of land use policy in the Stateline area, the reader should review both the Community Plan and the proposed plan area statements for PAS 070A and 080.

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. STATELINE COMMUNITY PLAN GOALS

A fundamental cornerstone of this Community Plan is the conviction that Stateline should continue as a regional tourist and gaming center. 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 Stateline Community Plan. The related objectives for the goals are listed in the Community Plan Elements. The objectives are implemented by specific and enforceable policies.

Environmental Threshold Goal

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

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 Stateline and the Region.

Traffic Circulation and Parking Goal

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

Public Service Facilities Goal

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

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 the Stateline business community.

❑ **Recreation Goal**

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

D. ILLUSTRATIVE PLAN FOR 2007

The Community Plan is a guide for the enhancement of Stateline and surrounding lands as a major destination resort. Through a series of programs and policies found in the Plan Elements, it provides a guide to the achievement of the Plan Goals and Objectives. The policies and programs of the Plan are designed to retain flexibility to respond to changing market, regulatory and environmental conditions, and to determine the most efficient and effective means to achieve environmental thresholds.

The Illustrative Plan Map and associated text in this section represent the summation and integration of the Plan Goals, Objectives and Elements. Recognizing that there are many possible variations of project design and location allowed in the Plan, the Illustrative Plan will be used with other Plan sections when making findings of consistency required under TRPA Code Section 6.3. The Illustrative Plan and text are not intended as a specific set of enforceable standards; the actual standards of the Community Plan are found in the following chapters and appendices.

LAND USE

The Community Plan is designed to knit together the existing and potential future attractions in Stateline, South Lake Tahoe and surrounding areas to improve the natural environment and achieve economic goals. It will provide for more diverse and convenient recreational and entertainment experiences, satisfy a wide range of interests and age groups including both visitors and the local community, and bring about significant environmental improvements.

Under this Plan the Casino Core will become a more complete and better integrated destination resort featuring recreation, entertainment, shopping and dining, as well as gaming. An environment will be created that invites walking and provides animated, comfortable, visible outdoor activity areas. The Community Plan encourages bringing the natural environment - vegetation, boulders, water - into the Casino Core to provide visitors with a strong, readily accessible experience of a beautiful mountain environment. At the same time the Plan brings out and celebrates the lively, more urban character of the casino/hotels.

New projects on land outside the Loop Road and the Community Plan will provide expanded lodging, housing and associated recreation uses for Stateline and South Lake Tahoe visitors and employees within walking distance of the Casino Core.

CONSERVATION

Under this Plan, public and private entities will work together to help meet environmental thresholds. Specific planned environmental and recreational improvements to be developed through this Plan include:

Drainage Improvements - A system of stormwater drainage improvements serving the Casino Core, the Loop Road, Highway 50 and adjoining private land is required by the Plan prior to allocation of rights for new commercial development.

Stream Zone Improvements - Stream zone restoration is planned on sections of Edgewood Creek within the Edgewood Golf Course and, if feasible, on portions of the currently buried tributary creek within the casino core.

Disturbed Lands Improvements - Disturbed lands and excess coverage will be mitigated and restored on a number of sites within and adjoining the Community Plan boundaries.

Vehicle Miles Traveled - The Plan sets the stage for significant reductions in vehicle miles traveled, by concentrating development within walking distance of the Casino Core, expanding transit opportunities and creating a much improved environment for walking (see details in recreation and transportation sections).

Scenic - Design improvements and regulations are required by the Plan to upgrade the scenic quality of Highway 50. Planned improvements include increased use of street trees and other vegetation, street furniture, more attractive paving, water features, screening of mechanical equipment on buildings, and improved signage.

RECREATION

Diversity of Recreation Opportunities - The Plan will lead to the creation of the Mountain Lake Park and Highway 50 Promenade (see details in subsequent sections). These features will include a variety of recreation and entertainment amenities. Specific contemplated uses include a children's park, winter play area, plazas for people watching and outdoor entertainment, open space for informal play and interpretive information, ice skating area, putting course and a swim lagoon.

Trails and Sidewalks - New routes for strolling, hiking and biking are planned throughout the area including pedestrian improvements along the Highway 50 promenade, within the planned Mountain Lake Park, along the mountain and lake sides of the Loop Road, and connecting to adjacent retail, housing, and lodging. A sidewalk called for by the Plan was recently built linking the Stateline area with Kingsbury Grade.

Public Access - The Plan, coupled with projects in adjoining PASs, will lead to improved access to public recreational areas along the Lake Tahoe shoreline and at the newly established Van Sickle State Park.

TRANSPORTATION

Loop Road - In conjunction with the City of South Lake Tahoe, the mountain-side Loop Road will be increased from two travel lanes to four travel lanes and linked more directly to Highway 50.

Highway 50 - If a trial period proves successful, Highway 50 will be reduced from four travel lanes to two travel lanes, with the resulting space used for pedestrian amenities and transit facilities.

Traffic Flow - As part of planned improvements to the Loop Road and Highway 50, improvements will be made to the access drives and internal circulation within the casino core.

Transit - A variety of expanded and new transit services will be offered. Potential services include Casino-Reno Airport bus service, casino shuttle service, Carson Valley

bus service, a "Casino Mini-Shuttle" for easy circulation within the Stateline area, and development of a new transit facility in South Lake Tahoe.

Pedestrian Facilities - A system of new paths and sidewalks for bikes and pedestrians will encourage walking and make possible decreased reliance on the automobile.

E. COMMUNITY PLAN DESIGN FRAMEWORK/ACTIVITY AREAS

This section provides an overview and summary of different design concepts. Possible uses are listed below (see illustrative plan for boundaries).

Community Plan

Highway 50 Promenade

Mountain Lake Park:

- a. Mountain Lake Corridor
- b. Mountain and Lakeside Activity Areas
- c. Entry Area

Adjoining PAS 070A (Special Area #1)

Housing/Recreation Area

Adjoining PAS 070A (Special Area #2)

Lodging/Recreation Area

The descriptions below supplement Plan policy. "Land uses" listed for each activity zone are suggestions only, the full range of permissible uses defined in the Community Plan for these areas remain possible. Likewise design concepts presented here merely summarize the complete policies and guidelines presented in Plan Elements and in Appendix B. The final form, location and character of uses will be determined during design of specific projects.

COMMUNITY PLAN - HIGHWAY 50 PROMENADE

Goal: Establish an attractive outdoor area along Highway 50 for strolling, street events and being outdoors in the casino core. The promenade should link the casino core and South Lake Tahoe. The design of promenade improvements should emphasize pedestrian comfort and safety.

Design and Implementation Principles: Improvements along the public and private property within the Highway 50 promenade should be coordinated to create an integrated, cohesive whole, while still encouraging individual sections of the street to express the character and image of individual casinos.

A series of plazas should be established where the mountain lake park crosses U.S. Highway 50. A primary plaza should be located in the vicinity of Bills/Horizon/Harvey's garage, with secondary plazas at the state border, the northern entries of Harrah's and Harvey's, and the northern lobby entries of Caesar's and Horizon.

Improvements should be designed to mesh with existing and planned uses in South Lake Tahoe to create a unified destination.

Improvements to establish the promenade can be phased to match the timing of proposed improvements on the Loop Road and Highway 50. The initial improvement phase should include existing sidewalks, private land and buildings. When the planned Highway 50 lane reduction is made permanent, the area created should be used to expand sidewalks and provide landscaping, seating, and other pedestrian amenities.

Possible Land Uses (see Chapter II for full list of permissible uses)

- Expanded, better articulated casino entries
- Street improvements, including decorative lighting and signage, landscaping, formal and informal seating, street art, pedestrian shelters.
- Retail/restaurants
- Water features
- Space for special events and performances
- Street vendors
- Transit center facilities, e.g., transit stops, street shelters, transit information.

COMMUNITY PLAN - MOUNTAIN LAKE PARK

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

Design and Implementation Principles: The mountain lake park should provide an integrated resort environment designed so pedestrians can walk safely, comfortably and enjoyably throughout the entire area.

Improvements in the core should focus around the theme of the juxtaposition of the Lake Tahoe natural environment with the more active, "urban" qualities of the casino/hotels. This can be created by extensive use of elements that characterize the Lake Tahoe natural environment (e.g., large boulders, water, and native vegetation such as conifers and aspens); by creating a range of comfortable, attractive outdoor spaces for walking, dining, window shopping and otherwise enjoying the out-of-doors; and by carefully siting and designing new recreation and commercial uses to complement and blend with environmental improvements.

Improvements within the mountain lake park should be located where they create greatest benefits for the entire casino core.

Improvements should be designed to mesh with existing and planned uses in South Lake Tahoe to create a unified destination.

New uses should be located to create areas of concentrated activity, separated by less-developed or natural areas through which it is pleasant to walk.

The physical character of the mountain lake park will be designed to create a unified experience. This principle will not prevent, however, the design of individual sections of the mountain lake park to express the character and image of individual casinos.

Possible Land Uses (see Chapter II for full list of permissible uses)

Below are uses currently considered as beneficial additions within the Mountain Lake Park. While any of these uses are desirable individually, it may not be practical or desirable to include all these uses within the core. Likewise specific uses not included on this list may be appropriate.

Recreation

- Outdoor plazas/"public" spaces that are active and comfortable year round (for sitting in the sun, people watching, shopping, dining, etc.)
- Walking and bicycle paths
- Sports activity areas (e.g., volleyball, tennis)
- Children's park
- Interpretive information (e.g., describing local natural history)
- Winter play area
- Recreational ice skating
- Artificial lake/swim lagoon
- Picnic area
- Practice putting area/putting course

Entertainment

- Informal special events and performing arts space
- Cinema (with option for occasional performing arts events)
- Food and beverage (outdoor cafes and restaurants, street vendors)
- Retail shopping (pedestrian-oriented shops, street vendors)
- Video arcades, interactive entertainment
- Indoor/outdoor performing arts space/amphitheater
- Amusement rides (e.g., carousel).

Environment

- Water features (streams, fountains, waterfalls, pools)
- Views of mountains, golf course and surrounding natural terrain
- Viewing towers/landmarks
- Natural areas, natural landscaping (trees, boulders, water)
- Pedestrian amenities (street furniture, lighting, signage, art).

Circulation

- Enjoyable way to move around Stateline area (e.g., "Stateline Mini Shuttle", themed vehicles, etc.)
- Tram/Gondola to Heavenly Valley
- Transit connections
- Parking
- Improved access off the Loop Road

Miscellaneous

- Day care

DESIGN THEME AND LAND USES WITHIN THREE ELEMENTS OF THE MOUNTAIN LAKE PARK

The Mountain Lake Park is divided into the following three elements: the corridor (areas adjacent to Highway 50), the activity areas (the casinos themselves are areas behind), and the entry area (areas at the periphery of the casino core adjacent to the Loop Road).

Mountain Lake Corridor

Design Theme: The mountain lake corridor refers to the several axes crossing through the casino core perpendicular to Highway 50. Where closest to U.S. Highway 50, the corridor provides the critical connections between the U.S. Highway 50 Promenade and other planned activity areas in other parts of the Mountain-Lake Park. Special design treatment will be needed in these narrower sections to overcome potential climatic and visual problems and to make these areas comfortable, lively and inviting as seen from Highway 50. Possible methods include creating a strongly landscaped path through an interesting, natural landscape, or providing partially or fully enclosed walkways with retail shops, restaurants, or similar active uses. The design of these uses should offer views to the activity areas beyond.

Mountain and Lake-side Activity Areas

Design Theme: The Mountain and Lake-side activity area refers to the land occupied by the existing casino/hotels, associated parking garages and the space adjacent to these structures. These activity areas are larger than the mountain lake corridor and can accommodate more space-consumptive activities such as shopping, ice skating, a putting course or swim lagoon.

U.S. Highway 50 Northern Entry Area

Design Theme: The U.S. Highway 50 entry area needs to define and distinguish the northern boundary of the Stateline area and create an attractive view of activities within the core. Improvements in this area should also help create a sense of enclosure for the U.S. Highway 50 promenade. Sculpture, large boulders, special planting or lighting, medians or similar features might be used to help define this entry.

Loop Road Entry Areas

Design Theme: Like the U.S. Highway 50 northern entry area, land at the mountain and lake-side edges of the casino core should provide a transition to adjoining uses and present attractive and enticing views of activities within the core. These transition areas should generally emphasize recreational uses, stream environment zones, stormwater runoff facilities, and natural vegetation and landforms. The less intensive uses listed at the beginning of this section are all appropriate uses in these areas, including picnicking, interpretive information, summer and winter play areas, walking trails and water features. Uses should include attractive entries into individual hotel/casinos and the mountain lake park including appropriate signage. Commercial activities or parking facilities should be sited and designed to serve the visual goals described above.

PAS 070A - Housing/Recreation Area

Goal: Special Area #1 is the area of private land located above and east of the casino core (see illustrative plan). This area is intended to provide housing for residents, visitors, and employees, in a location that permits an easy walk to the activities and employment in the casino core. This area will also allow opportunities for more expansive recreational activities than can occur within the casino core, and an extension of the recreation trails that begin in the Mountain Lake Park.

Possible Land Uses (see PAS for full list of permissible uses)

- Affordable and resort/residential housing
- Recreation lodge associated with housing and recreation
- Golf course and walking, biking and ski trails

Design Guidelines: New uses should be located and designed to protect and enhance views from the Loop Road, Highway 50 and the casino core. New uses should be designed and located to harmonize with the topography, vegetation, waterways and other natural characteristics of the area.

PAS 070A - Lodging/Recreation Area

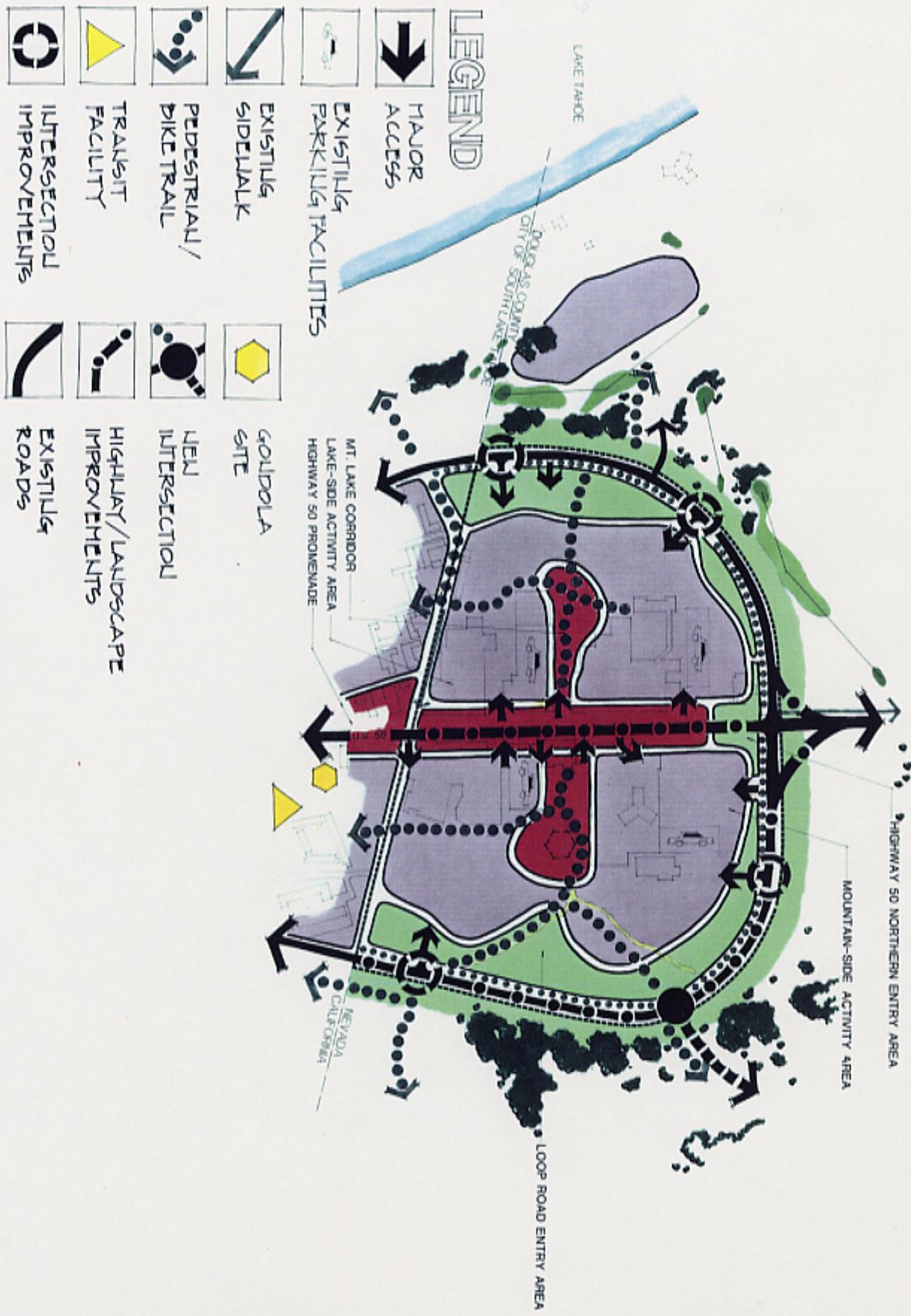
Goal: Special Area #2 is the private land located to the lake-side of the casino core and includes portions of the existing Edgewood Golf Course. This area is intended to provide a site for a new hotel and associated conference facility and continuation of existing golf course recreation. Development rights for this project would be transferred from other locations. As part of the conditions allowing this lodging project the developer would improve public access to the Lake Tahoe shoreline.

Possible Land Uses (see PAS for a full list of permissible uses)

- Hotel and associated uses
- Executive conference facilities (tied to hotel - small scale, high quality meeting space with communications and presentation equipment as required for executive retreats)
- Public beach access (within this special area and/or nearby areas, ranging from active swimming to developed waterfront recreation to passive view areas)
- Existing golf course, clubhouse and associated maintenance facilities

Design Guidelines: New uses should be located and designed to protect and enhance views from the Loop Road, Highway 50 and the casino core. New uses should be designed to create minimum impact on the existing golf course operations and adjoining residential areas. This will be achieved through control of the siting, height, massing and design of new structures, use of vegetative and topographic buffers, and control of access.

ILLUSTRATIVE PLAN FOR 2007



Douglas County Community Plan
STATELINE

TAHOE REGIONAL PLANNING AGENCY



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. STATELINE 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. Article 6 of the Compact applies special provisions for structures housing gaming.

This is a brief summary of standards applicable to the Stateline 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 Stateline Community Plan. The check list also indicates which regulations are special to the Community Plan.

B. STATELINE 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	TOURIST
Management Strategy	MITIGATION
Special Designation	TDR RECEIVING AREA FOR: 1. Existing Development 2. Multi-Residential Units SCENIC RESTORATION AREA

DESCRIPTION:

Location: This is the hotel and gaming area of South Stateline, Nevada and is located on TRPA map H-16.

Existing Uses: This area includes four major hotel casinos and one smaller casino, some miscellaneous uses.

Existing Environment: The lands are classified as 68 percent low hazard, 12 percent land capability 1-3, and 20 percent SEZ. The land coverage is approximately 72 percent with 5 percent disturbed.

PLANNING STATEMENT: This area should continue as a gaming area with surrounding support facilities. Stateline should become better integrated with the surrounding natural environment and offer improved access to the lake and the mountains. The facilities devoted to nonrestricted gaming activities should be allowed uses and may continue pursuant to the limitations set forth in Article VI of the TRPA Compact as amended.

PLANNING CONSIDERATIONS:

1. The California Stateline area has traffic congestion problems during peak periods. The Stateline area is a major destination and thus a major traffic generator within the Basin.
2. Article VI Compact provisions related to gaming apply to the structures housing gaming in this area.
3. There are major pre-1987 approvals for the Harvey's Hotel and Casino expansion and three other parking garages.
4. The Transportation Element identifies a possible transit facility for this area.
5. This Plan Area is within Scenic Roadway Unit 32 and is targeted for restoration as required by the scenic threshold.

6. Caesars' Tahoe open space (Parcel 1) located in PAS 080 and recorded in Book 1078, Page 634, of the Official Records of Douglas County, should continue to be maintained as open space. Any and all activities taking place on the Caesars' Tahoe property should be viewed in light of said open space.
7. There is a 1990 land capability update for this area.
8. There was an economic needs assessment prepared in 1988 for this area that will require periodic updates.

OBJECTIVES AND SPECIAL POLICIES:

θ **Urban Design and Development:** (see the Community Plan Design Framework/ Activity Area section of Chapter I for a description of the design framework).

1. The casino core area should continue as a gaming and visitor recreation area. New uses and facilities in and around the core area should be aimed at broadening the range of recreational, commercial, and tourist-oriented opportunities within close proximity of the casinos. The purposes of such a strategy are to enhance the visitor economy, to improve the natural and scenic environment and to contribute to basin-wide environmental thresholds.
2. Supplemental landscaping, sidewalks, special paving and street furnishing along U.S. Highway 50 should encourage pedestrians to walk between uses and cross U.S. Highway 50. Establish an active, pedestrian-oriented corridor perpendicular to U.S. Highway 50, linking the mountains at one end and the lake at the other, with a variety of recreational and commercial attractions. Such a system would also unify the visual character and create a recognizable identity for the area.
 - a. *Policy: All affected properties shall implement or commit to a schedule to implement the improvements for its property and the abutting sidewalks as indicated by Chapter 18 of the Design Standards and Guidelines, Appendix B. Implementation of the improvements within the construction area shall be required as conditions of project approval. This condition may be waived if the project is in an assessment district or otherwise committed to a schedule to implement the improvements.*
3. Establish a building envelope which focuses development along U.S. Highway 50 and the Mountain/Lake Corridor described above. This envelope will set maximum building heights. Other than those vested projects, new building and parking structure heights shall be in accordance with TRPA height restrictions. Building heights shall be greatest along the U.S. Highway 50 frontage and gradually decrease towards the Loop Road (see Appendix B).
4. Encourage upgrading and aesthetic improvement of buildings and structures in need of such improvements.
 - a. *Policy: All projects shall be consistent with the Design Standards and Guidelines (Appendix B).*

- b. *Policy: Projects which provide substantial rehabilitation by remodeling, upgrading, or other aesthetic/environmental improvements or that make substantial contributions to Community Plan area-wide improvements shall be eligible for the incentives listed in Subelement D of the Implementation Element.*
 - c. *Policy: Outdoor advertising shall be subject to the standards and guidelines established in the Design Standards and Guidelines, Chapter 12 (Appendix B).*
 - d. *Policy: All projects within the scenic corridor shall be responsible for undergrounding utilities directly associated with their construction area as a condition of project approval unless they are 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.*
 - e. *Policy: As part of landscaping associated with both public and private projects, emphasize the natural landscape elements that give the Lake Tahoe area its special character, such as native vegetation, boulders, and water.*
5. Preserve and enhance scenic views toward Lake Tahoe, mountain slopes, and to other prominent areas of special interest.
 6. The Community Plan shall establish a design framework for Stateline so that building renovation and new development will enhance the overall attractiveness of Stateline, as well as serve the needs of the individual owners.
 - a. *Policy: Douglas County and TRPA shall consider in their review of projects, implementation of the design themes described in scenic targets of the Conservation Element, the Community Design Framework/Activity Areas of Chapter I, and the Design Guidelines and Standards.*

θ **Commercial Development::**

1. Encourage development and/or activities that will enhance the "year round" economy.
 - a. *Policy: Uses, such as retail shopping, conference facilities, ice skating rinks, indoor/outdoor amphitheater, performing arts facilities, and theaters which facilitate additional use during the spring and fall as opposed to only summer and winter, are preferred uses.*
2. Special event area for arts and crafts shows, entertainment, seasonal sales, and other similar events should be established.
 - a. *Policy: Special event area for arts and crafts shows, seasonal sales, and other similar events should be established within the pedestrian area of the casino core. 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 other 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, unless the list is amended.

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

- | | |
|------------------------------|---|
| Residential | Employee housing (S). |
| Tourist Accommodation | Bed and breakfast facilities (S), hotel, motel, and other transient dwelling units (A), time sharing (hotel/motel design) (S), and time sharing (residential design) (S). |
| Commercial* | <ul style="list-style-type: none"> A. <u>Retail</u>
Eating and drinking places (A), food and beverage retail sales (A), general merchandise stores (A), outdoor retail sales (S), and service stations (S). B. <u>Entertainment</u>
Amusements and recreation services (A), Gaming-nonrestricted (Nevada only) (A), privately owned assembly and entertainment (S), and outdoor amusements (A). C. <u>Services</u>
Broadcasting studios (A), financial services (A), personal services (S), and secondary storage (S). D. <u>Wholesale/Storage</u>
Vehicle storage and parking (A). |

Public Service

- A. General
Churches (S), collection stations (S), cultural facilities (A), day care centers/preschools (A), local assembly and entertainment (A), local post office (A), local public health and safety facilities (A), publicly owned assembly and entertainment (S), regional public health and safety 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).

* For a more complete description of the type of commercial uses proposed by the Plan, refer to the Community Design Framework/Activity areas in Chapter I.

Recreation

Cross country ski courses (S), day use areas (A), outdoor recreation concessions (A), participant sports facilities (A), recreation centers (S), recreational vehicle parks (S), riding and hiking trails (A), rural sports (S), snowmobile courses (S), sport assembly (S), 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).

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	
Employee Housing	15 units per acre
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	As per the limitations set forth in this table
Recreation	
Recreation vehicle parks	10 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 0 units.

TOURIST ACCOMMODATION BONUS UNITS: Pursuant to Chapter 13 and Chapter 35, the maximum number of tourist accommodation bonus units which may be permitted for this Community Plan Area is 25 units.

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 Chapter V and 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**

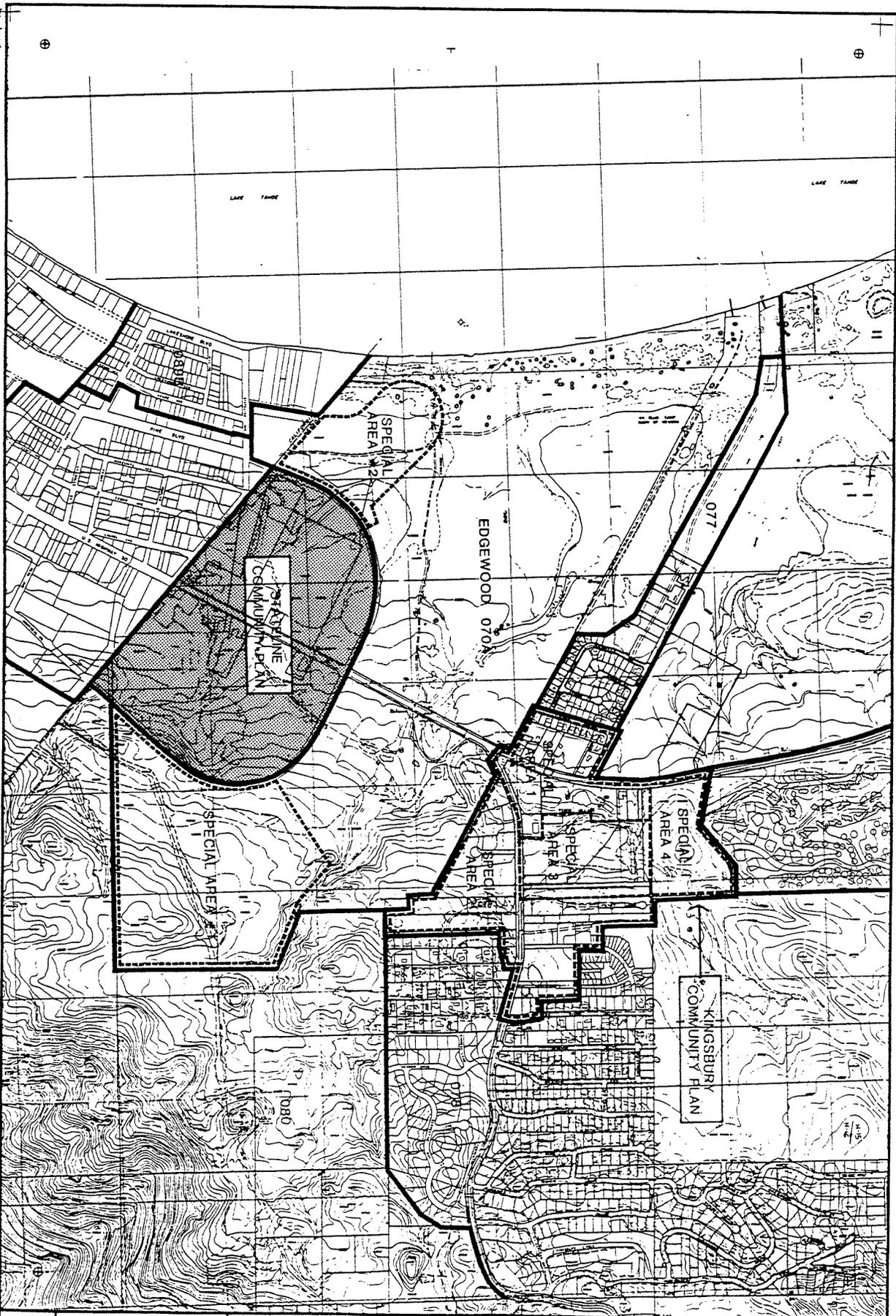
COMMERCIAL FLOOR AREA ALLOCATION: ^{§§}Pursuant to Chapter 33, the maximum amount of commercial floor area which may be allocated for additional development in the Community Plan Area [§] is 35,000 square feet.

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

1. Where applicable, a maximum 65 CNEL override for the U.S. Highway 50 and the Loop Road corridor is permissible.
2. The maximum CNEL for the Community Plan area is 65 CNEL.

^{§§} Amended 10/25/06

[§] Amended 3/22/00 deleted



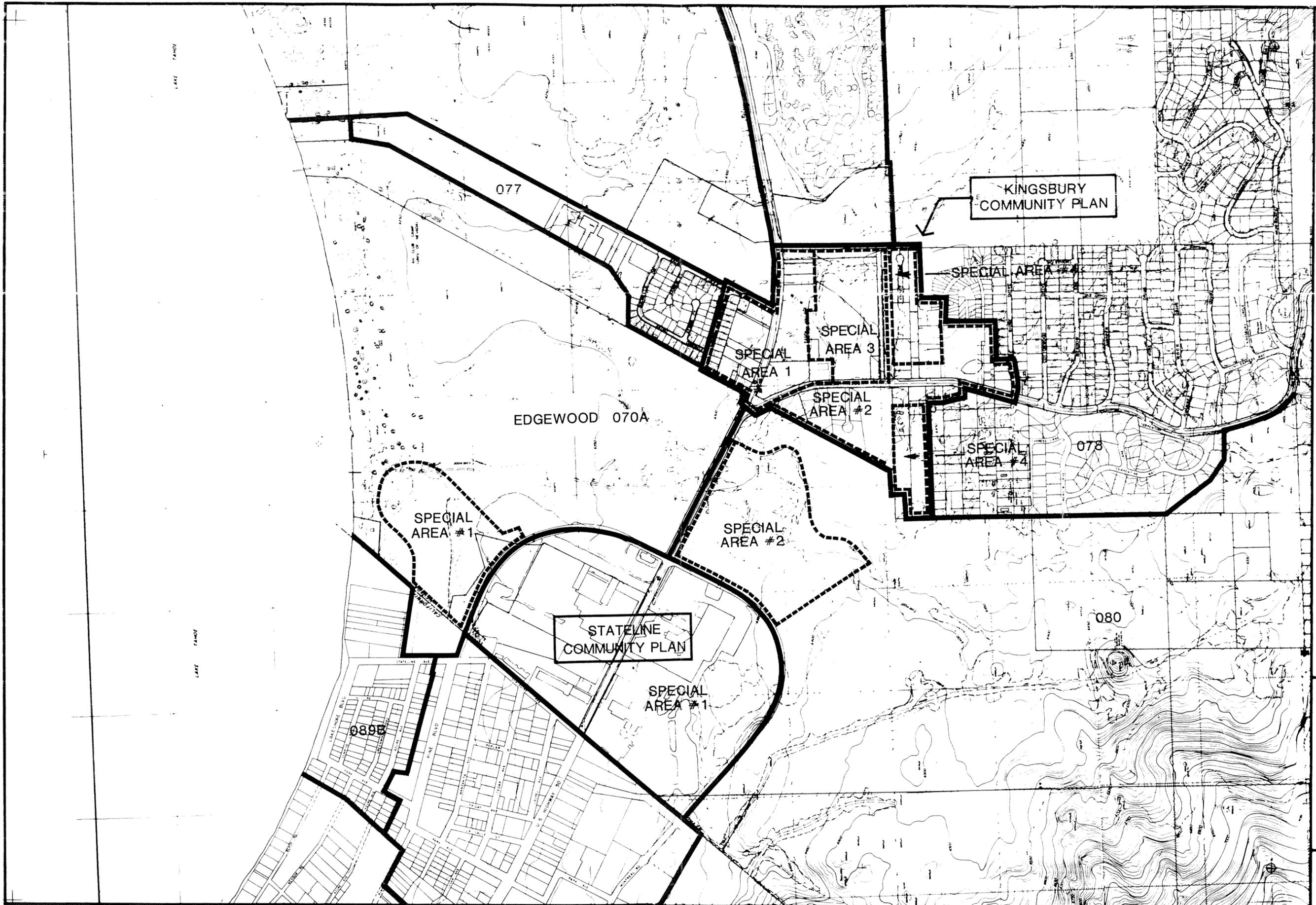
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TAHOE REGIONAL PLANNING AGENCY

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COMMUNITY PLAN / SPECIAL AREA MAP

Figure 2



H-16
LAKE TAHOE REGION

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 Stateline Community Plan and describes the improvements needed to implement it. 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 Stateline Community Plan area exist. U.S. Highway 50 bisects 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 communities or continue on U.S. Highway 50 to the South Stateline Area. Highway 50 enters California and the City of South Lake Tahoe at the southern edge of 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 primary connection between these two states in South Shore and carries the vast majority of local and regional traffic volume. Within this community plan area, it includes four through travel lanes and a continuous left-turn lane. On the California side, many minor roads intersect with this highway. Fewer developed intersections exist in the Douglas County portion. However, there are two driveway entrances/exits for each of the casino hotels which function as intersections.

A loop road system encircles the core of this community plan area, providing an alternate vehicle route to U.S. Highway 50. The lakeside Loop Road, officially called the Lake Parkway in the Douglas County portion, meets the mountainside loop, at a four-way intersection with U.S. Highway 50 at the northern community plan boundary. From this intersection, both routes enter California and again make a four-way intersection at Park Avenue and U.S. Highway 50. This system is severely encumbered by the low level-of-service at the Park Avenue intersection and currently carries only a fraction of its capability.

Parking Facilities

Parking within the Stateline Community Plan area consists of a mixture of parking lots and parking garages. All parking facilities are privately owned. Currently, during peak periods, a shortage of parking spaces encourages vehicles to parallel park along both sides of Lake Parkway. The four casinos in the area provide approximately 8,800 vehicle spaces for their visitors and employees. Of these, approximately 370 spaces located outside of the community plan area are leased by Harrah's for employee parking. Depending on the vested status, there are outstanding parking garage approvals to construct approximately an additional 2,700 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. It turns down Kahle Drive to Michelle Street and loops around through the Lakeside Inn parking lot back to U.S. Highway 50. The cost per ride is \$1.25.

Other transit systems available within the plan area include demand responsive systems. Shuttle services provided by each hotel casino, several ski resorts and some special activities such as the tour boats are available free or for limited fare to all participants. These shuttles typically provide service between overnight accommodations and the destination uses. Taxi companies and limousine services also provide demand responsive systems for a fee.

Regional transit facilities include several bus lines that provide regular service between South Shore and Reno and/or Sacramento. Greyhound provides twice/daily service to South Shore on its Reno/Sacramento run. Its South Tahoe bus station is located in California approximately one quarter mile from the Stateline Community Plan Area. The casinos bus service is provided between the Reno Airport and the South Shore.

Pedestrian Facilities

Sidewalks line the highway within the casino core and extend south to the commercial district over the state line and north to the Loop Road/U.S. Highway 50 intersection. Pedestrian facilities reach further north beyond this intersection to Kingsbury. None exist along either arm of the Loop Road. Frequent pedestrian travel occurs between the casinos in this community plan area and those in the Kingsbury Community Plan area.

Bicycle Facilities

No designated bicycle facilities exist within the community plan area. Road shoulders along the loop roads are five feet wide and can accommodate bicycle travel when these shoulders are not used for parking. The shoulder area along U.S. Highway 50 narrows from approximately three feet at the north end of the CP area to less than two feet within the casino core. 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 (see Table T-1). 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 ratio.

In order to determine the existing LOS within the community plan area, turning movement counts were taken at the U.S. Highway 50 and the California State Line, and at U.S. Highway 50 and Lake Parkway. These counts occurred on a Saturday between 11:00 AM and 1:00 PM during July, 1988. Peak hour traffic volumes for tourist and recreational areas are considered highest at noon Saturdays, during the late summer

months. This contrasts to non-recreational areas which display peak volumes during weekday commuting hours. These counts formed the basis of the V/C and LOS analysis. The existing peak-hour LOS at the two 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. Highway 50/ Stateline	B	0.67
U.S. Highway 50/Lake Parkway	B	0.69

Source: Loop Road EIS, 1990

B. TRANSPORTATION OBJECTIVES AND POLICIES

The following numbered objectives relate to the Transportation Goal found in the Community Plans 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 approval pursuant to Policy 1 C 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) Implementation of a local people mover;
 - (5) Provisions for transit facilities; and
 - (6) 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 1 C.
 - c. Policy: A 12' minimum right-of-way within the U.S. Highway 50 right-of-way shall be reserved for future transit use.
 - d. Policy: Each of the four major hotel/casinos shall act as a transit stop for the airporters, the tour buses, the ski and beach shuttles, and the casino shuttles. Other transit service shall be provided at stops on U.S. Highway 50 or at the transit terminal.
3. Provide a safe and efficient highway transportation system for the users of the Stateline 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 at no less 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/air 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 constructing individual projects or through participation in an areawide assessment district implementing the 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 Loop Road and U.S. Highway 50 by combining and realigning driveways to improve traffic flow and eliminate pedestrian conflicts. Improved entries to the casino/hotels from the Loop Road shall be encouraged with continued vehicle entry from U.S. Highway 50.
 - d. Policy: Signing associated with the Loop Road shall direct visitors to casino/hotels located along both arms of the Loop Road system. These signs shall distinguish parking areas from the pedestrian core.
 - e. Policy: The Loop Road's function is to provide the primary access through the Stateline area and to provide access to the facilities within the Stateline area. Consideration should be given to designating the Loop Road a transportation corridor after it is in full use.
 - f. Policy: Reconfigure the existing Loop Roads to provide an alternate route around the congested Lake Tahoe Blvd. (existing U.S. Highway 50) core in the Stateline area.
 - g. Policy: If warranted and feasible 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, the Design Standards and Guidelines (Appendix B) and the Community Plan Sign Ordinance (Appendix B).
 - b. Policy: The Loop Road and other 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/Loop Road 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: Douglas County and 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 C of Chapter VII.
 - c. Policy: Contributions to the implementation of improvements listed in the Chapter IV Requirement 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 a parking program throughout the CP area. The program shall consider employee parking and shared parking. Total additional parking spaces for the facilities in the CP shall be limited to the number of spaces approved upon the adoption of the CP or that approved under the adopted parking program. The parking program shall be adopted no later than the 1997 review and update of the Stateline CP.
 - b. 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.
 - c. Policy: Consider the implementation of a gondola linking the Stateline area with Heavenly Valley.
 - d. Policy: Provide pedestrian access linking new uses in PAS 070A, Special Area 1 to the casino core.
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. Also, a minimal fare local people mover (trolley system) should be included.*
- 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. Loop Road Improvements - The Loop Road improvements are to be completed within the approved schedule which is estimated to be by 2000. The project will increase the mountainside loop (proposed to be the new U.S. Highway 50) to a four vehicle travel lane while maintaining the existing two travel lanes on the lakeside loop. Incorporated into the roadway design will be: bicycle facilities, recreation trails on the interior edge of the loop, improved accesses to casinos/hotels, landscaping, and noise abatement devices.
2. Intersection Improvements - With the completion of Loop Road improvements in 2000, the improvements to the Loop Road (Lake Parkway) intersection should be completed. These improvements should include improved right turn lanes from the east loop to U.S. Highway 50 and from westbound Highway 50 to the Loop Road. The intersection design should consider that U.S. Highway 50 should be reduced to three lanes through the core area.

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 should 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 should 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.

3. Traffic Flow Improvements - To facilitate better traffic flow on the Loop Road and U.S. Highway 50, existing businesses should consider shared driveways and improved access to parking. This action will also reduce coverage, improve scenic quality and promote pedestrian travel between businesses.
4. U.S. Highway 50 Improvements - The through traffic lanes between the Loop Road and Stateline should be reduced to two travel lanes in coordination with the similar reduction on U.S. Highway 50 west of Stateline (est. 1999). Additional lanes for turn movements and bike travel should be part of the project. Unused areas should be used for transit and pedestrian uses.
5. Pedestrian Separation - The required pedestrian separation between Caesar's and Horizon will be required after the 3 lane/1 year test on U.S. Highway 50, unless it is determined not to be necessary because of the reduced traffic flows related to other improvements such as the above U.S. Highway 50 improvements.
6. Develop a Connector Road Between Kingsbury Grade and Loop Road - After completion of the Loop Road and Kingsbury improvements (est. 2002+) and if after an appropriate study shows that traffic impacts justify the construction cost, the land costs, the environmental cost, and other economic costs, construct a new local road to link from Kingsbury Grade to the Loop Road.

Depending upon warrants, a traffic signal and/or two-way stop may be necessary at the junction on the Loop Road. Incorporated into the roadway design should be bicycle and pedestrian facilities. A Class I recreational trail is the preferred alternative. Figure 3 shows the improvements in concept.

Parking Facilities

1. Parking Program - All parking requirements should be established by the Parking Ordinance, Appendix B and Policy 6A. In general, parking requirements shall be met on-site by using the existing approved facilities unless an alternate parking program is approved pursuant to the Parking Ordinance or the property is served by an approved joint-use parking facility.
2. Multi-Use Parking Facility - A multi-use parking facility should be developed to service the casino core area. This facility would primarily provide for casino employee parking. Transit and day care facilities may 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 - Bus systems (e.g. Greyhound, gambler specials, Carson Valley shuttle, etc.) that provide transit service for the day users of the casinos and the casino employees who live in Carson Valley should be continued and further implemented.

3. Casino Shuttles - The casinos should continue to implement the existing on-demand service, or assist in implementing the "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 - Each hotel shall be provided with pick up and return service to the South Lake Tahoe Airport and the Reno Airport, preferably through one service entity to maximize vehicle use.
6. Transit Facilities - A major transit facility shall be located in California next to this CP area. This CP encourages provisions for shuttle/bus/people mover stops and right-of-way for U.S. Highway 50 and at each hotel.
7. People Mover System - The local government and TRPA shall consider the implementation of a local people mover system to serve the people located in the vicinity of the Loop Road. Initially the system should be flexible and low cost, such as small vehicles which may operate on the street, recreation trails, and sidewalks of the area.
8. Gondola - A gondola will be built as part of the transit terminal located in the California portion of Stateline. An optional site would be behind Harrah's.

Pedestrian Facilities

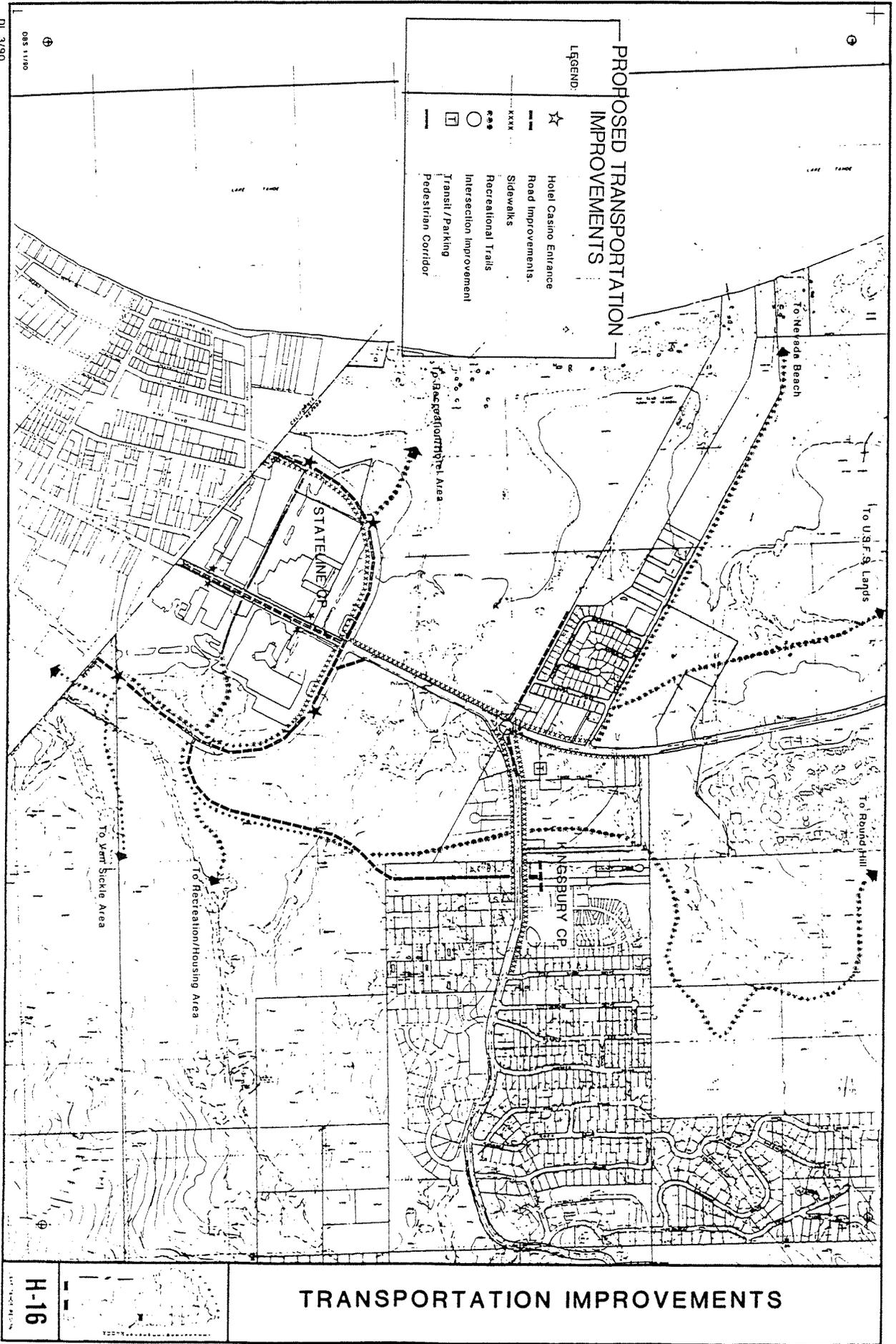
1. Sidewalks - The construction of sidewalks along U.S. Highway 50, shown on Figure 3, should occur in phases. The first phase, the sidewalk on the lakeside of U.S. Highway 50 from the Loop Road to Kingsbury, has been completed.

The second phase, the sidewalks on U.S. Highway 50 from the Loop Road to Stateline, should include the improvements shown on the Stateline Design Standards and Guidelines illustrations.

The third phase is the creation of the wider sidewalks in conjunction with the narrowing of U.S. Highway 50 (after the one year test period) between the Loop Road and Stateline and construction of a pedestrian plaza in the center of the area.

Bicycle Facilities

1. Recreational Trail System - To improve circulation, reduce vehicle trips, and improve public access to public recreational areas, the implementation of the conceptual recreation trail system is needed as shown in Figure 3 and described in the Recreation Element.



TRANSPORTATION IMPROVEMENTS

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TAHOE REGIONAL PLANNING AGENCY

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 Section D of Chapter VII once an entity (Douglas County, property owners, or an assessment district) makes an irrevocable commitment to implement the area-wide drainage improvements as described in the Chapter VII CIP and the Water Quality Target of Chapter IV, Douglas County adopts the CIP, and Douglas County submits the 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 Target Section 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 Stateline Community Plan. Achievement of the environmental targets is an important consideration for approving CPs (and development bonuses) and is linked to key implementation strategies. Chapter VII provides further details on the implementation programs.

STATELINE CP REQUIREMENT LIST FOR ACHIEVEMENT OF TARGETS
(symbols are explained in the text following the matrix)

STATELINE CP REQUIREMENTS 8/15/93 CPMEASURES	CP TARGETS	PROJECT REVIEW	CP CIP	CP EISEIR MIT	CTHRESH. FIND	TRPA REQ.	SUB WQ FEE	SUB AQ FEE	COV. FEE	START PLAN	ALLOC IMPR
A. TRAFFIC/AIR QUALITY											
1. <u>LOS Policy</u>	N	X		X	X	RTP					
2. <u>Highway Improvements</u>	N		X	X	X	RTP		X			X
Loop Road	N		X	X	X	RTP		X	X		X
Hwy 50 3 Lane	E	X									X
Hwy 50 Flow Improvements	E	X									X
Loop Road Flow Improvements	O		X					X			X
Kingsbury Connector											
3. <u>Parking Program</u>	N	X		X	X	PLN					
Parking Ordinance	E		X								
Share-Use Facilities	E										
Management & Facilities Plan											
4. <u>Transit Improvements</u>	N		X	X	X	RTP					X
STAGE Extension	N	X	X	X	X			X			X
Long Dist. Bus Service	N		X	X	X	RTP		X			X
Casino Shuttles	N		X	X	X						X
Ski/Tour Shuttles	N		X	X	X	RTP					X
Airporter (s)	N		X	X	X	RTP					X
Transit Facilities & R/W	N		X	X	X	RTP		X			X
Stateline Mini Shuttle	E		X	X	X			X			X
5. <u>Pedestrian Improvements</u>	N		X	X	X	RTP					X
Loop/Kingsbury	N	X	X	X	X	RTP		X	X		X
Hwy 50 Core Phase 1	N	X	X	X	X	RTP		X	X		X
Hwy 50 Core Phase 2	N	X	X	X	X	RTP					X
Stateline Pedestrian Xing	O		X		X	RTP					
Loop Road	N	X	X	X				X			X
Mt./Lake Corridor	N			X				X	X		X
6. <u>Recreation Trail Improvements</u>	N		X	X	X			X			X
Casino/Lake Trail	N	X	X	X	X			X			X
Casino/Van SickleTrail	N		X	X	X			X			X
Casino/Kingsbury Trail	N		X	X	X			X			X
7. <u>MitigationFee</u>	N	X		X	X	CDE					
8. <u>Transportation Management Strategy</u>	E										
Membership TMA	N	X		X							
Direction Signing	N	X		X	X	RTP		X			
Ridership Incentives	N	X		X	X	RTP		X			
Van Pools											
9. <u>Land Use</u>	N	X		X							X
Housing	N	X	X	X							X
Recreation Facilities											
Commercial/Tourist Development	E			X							

STATELINE CP REQUIREMENT LIST FOR ACHIEVEMENT OF TARGETS
(symbols are explained in the text following the matrix)

STATLINE 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	ALLOC IMPR
B. SEZ RESTORATION 1. <u>SEZ Target (2.25 acre)</u> Stateline Drainage Sys (.5 acre) Golf Course (1.5 acre) Park Ranch (.25 acre) Mt./Lake Corridor (.25 acre)	N N O N	X X X X	X X X X	X X X X			X		X	X X X X	
C. SCENIC IMPROVEMENTS 1. Design Standards & Guidelines 2. Sign Standards 3. Sign Program 4. Hwy 50 Improvements I & II 5. View Policy 6. Underground Policy 7. Mt./Lake Improvements	N N N N N N E	X X X X X X	X X X X X X	X X X X X	PLN PLN SQP SQP SQP			X		X X X X X X	
D. LAND COVERAGE REDUCTIONS 1. <u>L.C. Target (0.75 acre)</u> Hwy 50 Improvement (.25 acre) Mt./Lake (.5 acre)	N N	X X	X X	X X	X			X X		X X	
E. WATER QUALITY 1. BMPs Required 2. <u>80% Restoration Target (2.25 acre)</u> Hwy 50/Loop Rd. (.25 acre) Mt./Lake (.25 acre) Park Ranch (.75 acre) Golf Course (1 acre) 3. Area-wide Drainage System	N N N N N M	X X X X X	X X X X	X X X X X	208 PLN PLN PLN	X X X X	X X X	X X X	X	X X X X X	
F. NOISE 1. Noise Limits	N	X	X	X							
G. FISHERIES 1. Edgewood Creek	N		X X	X X	PLN						
H. RECREATION TARGETS 1. <u>Recreation Targets (900 DCP)</u> Imp. Beach (500) Recreation Trails (50) Day/Winter Play (100) Pedestrian Facilities (200) Undeveloped Land (50)	N N N N N	X X X X	X X X X	X X X	RTP		X X X X X			X X X X X	

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 to utilizing the incentive program. The (X) indicates the measure is considered for threshold findings, 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 Section and Chapter V further explains the measures. Chapter VII provides further details on the key implementation strategies.

□ TRAFFIC

Traffic problems identified in the Stateline area and throughout 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 91,570 of those vehicle miles had origins or destinations in the Stateline Community Plan Area.

The RTP indicates that in 1985, most intersections operated at level-of-service (LOS) A and B during the summer. However, the U.S. Highway 50/Lake Parkway intersection operated at LOS D during the summer.

Preliminary data indicates that eight hour carbon monoxide levels in Stateline can achieve 5.0 ppm which does not exceed the 6 ppm standard. There are no other recorded violations of other standards such as ozone or visibility.

TRPA Threshold: 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 (1988) requires Stateline 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 of the RTP EIS. The following LOS and VMT measures directly relate to Stateline:

LOS Measures

- a. Loop Road Improvements (two way/5-3 lanes)
- b. U.S. Highway 50 (two way/3 lanes)
- c. 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. Heavenly Valley Fixed Guideway - 4,000 to 8,000 VMT
- d. Bus extensions from Stateline to Round Hill, up Kingsbury Grade, and to Zephyr Cove - 3,000 to 6,000 VMT
- e. Ridership Incentives - 5,000 to 10,000 VMT Basin-wide
- f. Airport/Shuttle - 6,000 to 9,000 VMT

Stateline Target: The CP targets are as follows:

- a. Attain Stateline's fairshare of the CP target and provide assistance in implementation of improvements in b. through f. above. Stateline's estimated fairshare of the a. above is 20.4 percent (based on 1981 Stateline VMT/Total 1981 CP VMT). The actual reduction for 2007 should be 12,215 VMT or 6,108 VMT by 1997.
- b. Implementation of the improvements which modelling shall indicate attain the TRPA service level by 2007 at the EIS selected monitoring points:
 - (1) U.S. Highway 50/Loop Road (Lake Parkway)
 - (2) Loop Road/Kingsbury Connector (optional)
- c. Maintain TRPA air quality thresholds

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

- a. Besides the 10,900 to 12,200 VMT reductions for land use changes, the key non-land use strategies are:
 - (1) Parking Program Estimate unknown until program is adopted, may be needed for 2007 target.
 - (2) Casino Shuttle Estimate 960 VMT for CP credit.
 - (3) Sidewalk/Recreation Trails System Estimate 125 VMT for CP credit.
 - (4) Long Distance Bus Service Program Estimate 1,040 VMT for CP credit.
 - (5) Stateline mini-shuttle Estimate 1,390 VMT for CP credit
 - Total 3,515 VMT
 - (6) 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 intersection improvements listed in the Transportation Element. Optional measures that may be considered are:
 - (1) Construction of the Kingsbury Connector and associated improvements;
 - (2) Design and implementation of a casino access program that improves traffic flow e.g., controls access, acceleration lanes, signalization, etc.; and
 - (3) Construction of a tram/gondola in the Stateline area.
- 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 intersection improvements, the tram/gondola project, and the parking program. The construction by 1997 of the pedestrian separation between Caesar's and Horizon will be required as per the TRPA condition of approval unless an alternative solution is provided such as the three lane U.S. Highway 50 plan, and an associated reduction in traffic and a signalized cross walk.

□ **STREAM ENVIRONMENT ZONES**

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

Base Line: Based on revised Land Capability Overlay Maps (Figure 4) there are approximately 23.2 acres of SEZ in the Stateline CP, of which, about 13.1 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: TRPA 208 SEZ Restoration Program initially does not target any acres of SEZ restoration by nonacquisition agencies for the Stateline area.

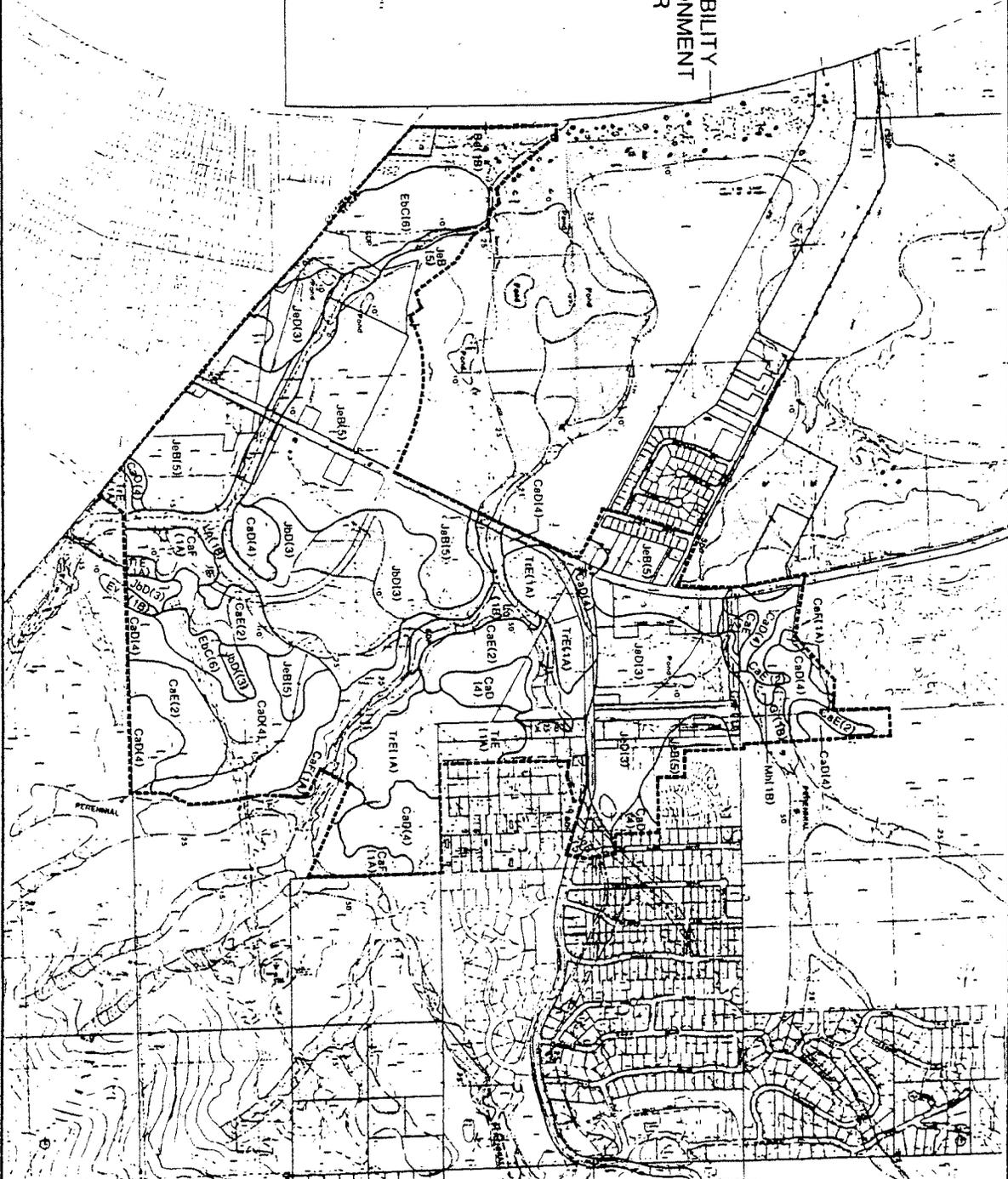
Stateline Target: The CP Stream Zone Restoration Program targets approximately 25 percent or 3.3 acres for restoration by 2007. The 1997 CP target is 2.25 acres which is in excess of the 208 Plan target for this area.

Key Implementation Strategies: The following 2.25 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.

**SOILS / LAND CAPABILITY
AND STREAM ENVIRONMENT
ZONE MAP FOR
STATELINE, NV**

LEGEND

- Center
- Contour
- Ditch
- Fence
- Street
- Soil Type-Quadrant
- Stream Environment Zone Boundary
- Sub-Area Boundary
- Survey District-Point
- SPR



SOILS/LAND CAPABILITY/SEZ

H-16

TAHOE REGIONAL PLANNING AGENCY

Site	Restoration
Edgewood 8th Fairway	0.5 acre*
Golf Course	1.0 acre*
Park Cattle Co. Ranch	0.25 acre *
Mount/Lake Park	0.25 acre

* Some or all of the restoration is outside the CP. The restoration may need to consider upper areas of Edgewood Creek above 070A if the target acreage is not obtainable.

□ SCENIC

TRPA Scenic Thresholds identify opportunities for scenic restoration throughout the Region. The TRPA Scenic Implementation Program targets the Casino Area Roadway Unit for specific scenic improvements to meet the thresholds. These improvements are further described in Appendix B.

Base Line: The Travel Route Rating for Scenic Roadway Unit #32, Casino Area, is 11 and the rating for Shoreline Unit #30, Edgewood is 11. The scenic resources identified in the 1982 Inventory for the Stateline Community Plan portion of Roadway Unit #32 includes 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 5). 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 areas of greatest concern with respect to the unit's scenic quality are the two existing concentrations of commercial development, which comprise the majority of the unit. The largest and most intensely developed area consists of the entire southern half of the unit, extending from the casinos south to the junction of U.S. Highway 50 with Pioneer Trail. The intensity of development in this area screens out evidence of the natural setting that surrounds the area. The visual problems are those typical of strip development: sign proliferation, inadequate building setbacks, poor quality architecture, inadequate landscaping, and the visual prominence of the automobile. The overall effect is a visually cluttered and confusing environment that fails to take advantage of the scenic value of its natural setting.

That portion of the unit between Kingsbury Grade and Loop Road has generally acceptable levels of scenic quality. To the west, the golf course provides a pleasing open area with focussed views of the lake beyond, and to the east are attractive foreground views of the open meadow and Edgewood Creek stream zone and mid-distance views of the mountain backdrop. Due to the density of

development on either side of this area it will be important to maintain its open and natural qualities for visual relief.

TRPA Threshold: TRPA Thresholds require TRPA to attain and maintain Scenic Route Ratings at 15+ for Roadway 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). For nonattainment areas, the SQIP requires a 30 percent improvement in roadway unit scores by 1997 and a 60 percent improvement for 2003.

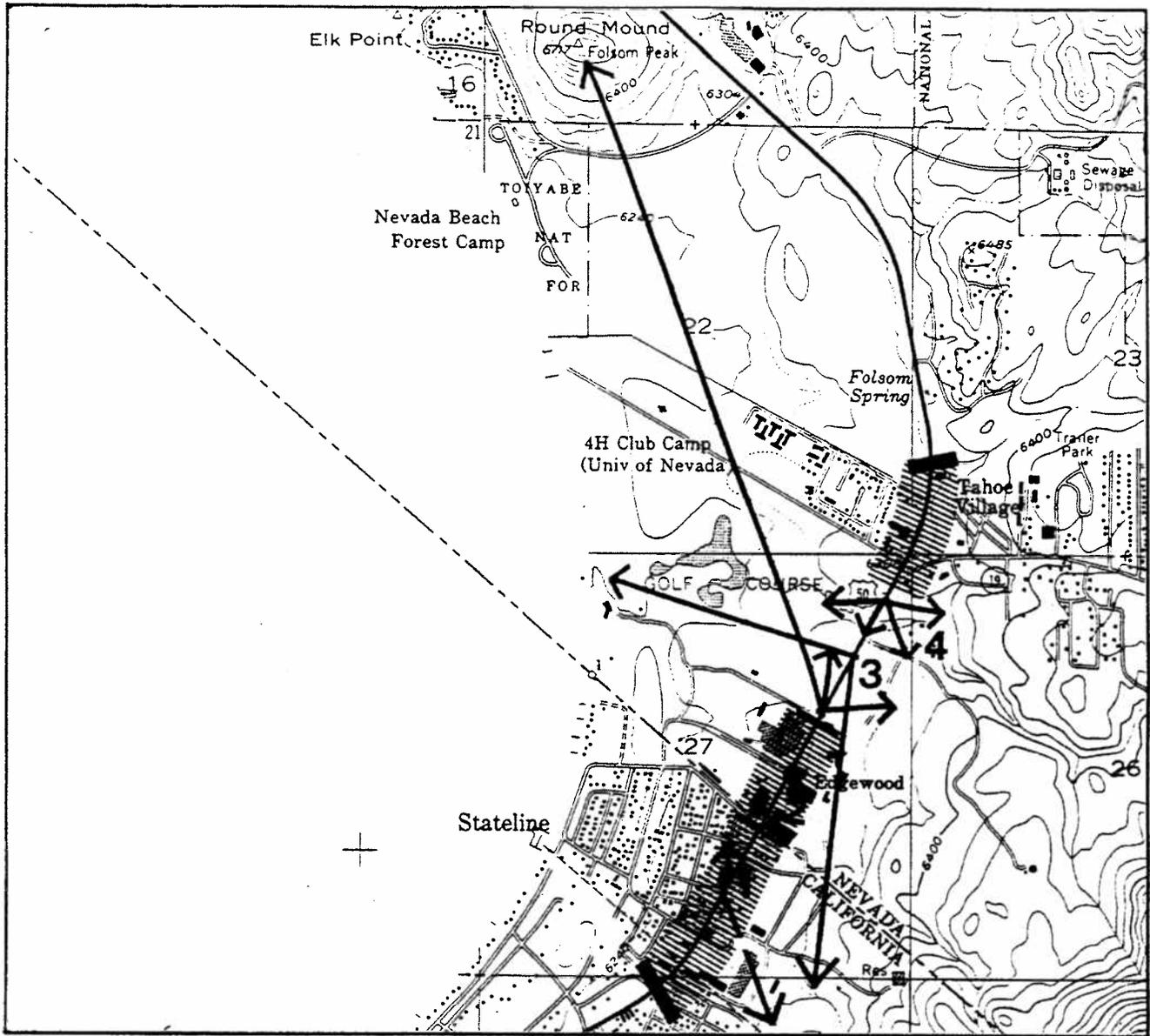
Stateline Target: The CP shall attain its share of the SQIP thresholds targets through implementation of the CP Scenic Quality Improvement Program recommendations. The basis of this share is documented in the EIS. The target score for 1997 is 12.5 and 14 for 2003. The target for 2007 is a score of 16 for the roadway unit.

Key Implementation Strategies: The Stateline Community Plan responds to the following SQIP recommendations by providing design improvements and regulations related to a series of design theme/activity zones described in Chapter I. 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 strategies' intent is to simplify and upgrade the character and quality of the area:

- 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 Stateline Chapter of the Design Standards and Guidelines.
- b. Building Materials. Building materials should be predominantly natural or natural appearing. Aluminum, steel, plastic and plain plywood board 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. High rise development should be sensitively designed with respect to form,

line, colors and material to avoid visual impacts. 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. 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 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 Standards, 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 casinos have provided their own coordinated system of signs, the scale of the signage structures is quite imposing and should be reduced.
- 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.



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 5

❑ LAND COVERAGE

Numerous opportunities to mitigate excess land coverage exist throughout Stateline.

Base Line: Based on revised Land Capability Maps (Figure 4) the allowable land coverage is estimated to be 20.5 acres; the disturbed and soft coverage areas are estimated to be 3.7 acres; and the hard coverage is estimated to be 85.3 acres. The estimated land coverage in the main community plan area is 73 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.

Stateline Target: The opportunity for land coverage reductions in Stateline, beyond the 4 acre reduction required by previous garage approvals, is very limited. The 2007 CP target is 3.0 acres based solely on an estimate of how much coverage the excess coverage program might achieve. The 1997 estimate for reductions to meet the excess coverage mitigation requirement is 1.5 acres of hard coverage. Because it appears there is limited opportunity for coverage reduction the 1997 target is 0.75 acres.

Key Implementation Strategies: The following projects 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	0.25 acre
Mount/Lake Park	0.5 acre*

* It should be noted that if the approved parking garages are not constructed, some or all of the 7.7 acres of coverage reduction attributed to these projects could be assumed by the Mountain/Lake Park.

❑ WATER QUALITY

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

Base Line: Some major casinos have NDEP waste discharge permits; and, they are all conditioned by TRPA to apply BMPs. Drainage pond systems currently serve three of the privately owned parcels in the CP. Additional ponding capacity (holding ponds) to supplement the three drainage systems is a condition of approval for Edgewood Golf and Park Cattle Company. There are 7.6 acres of land that is disturbed or qualifies as soft coverage.

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

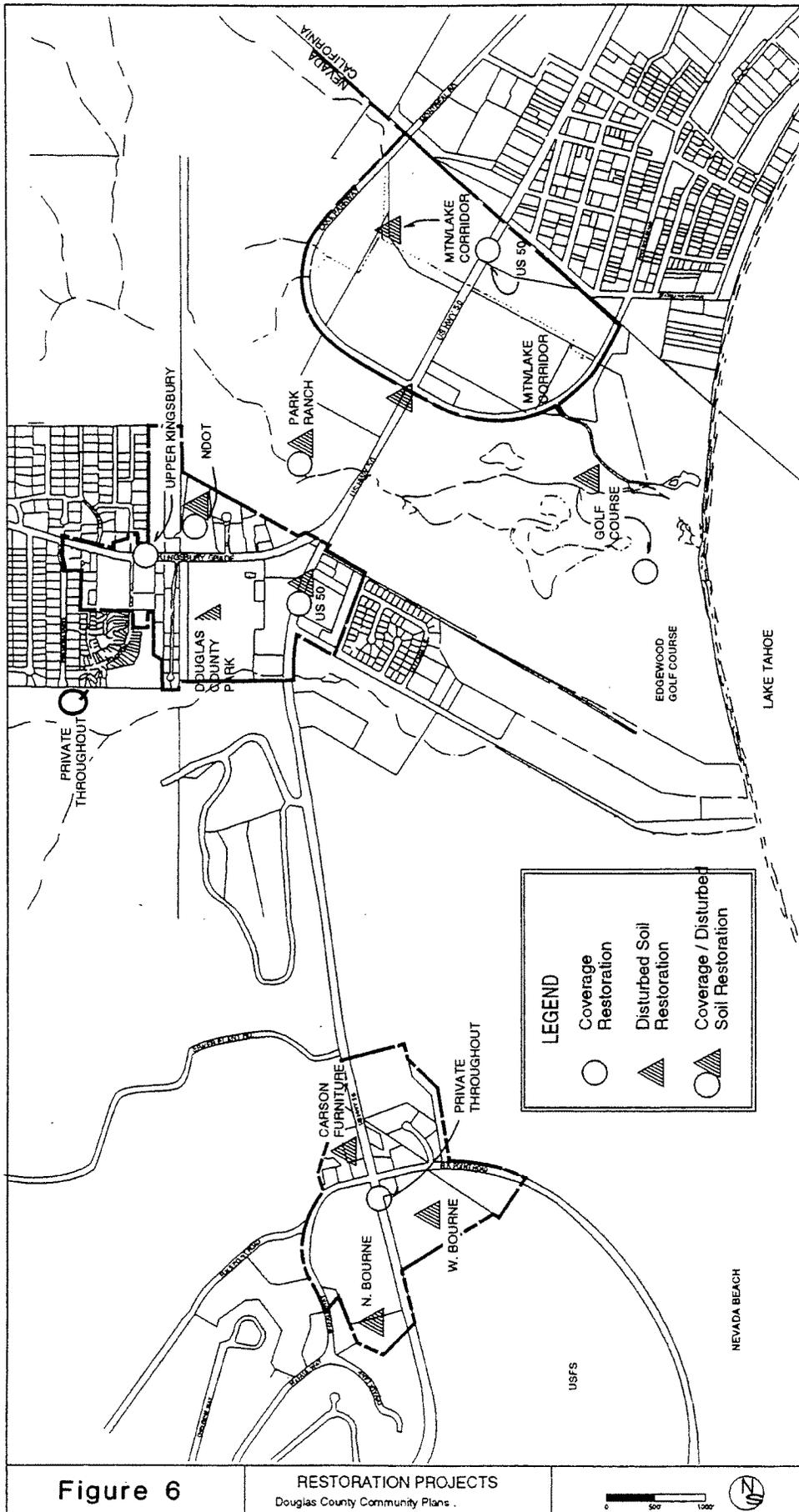
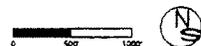


Figure 6

RESTORATION PROJECTS
Douglas County Community Plans



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

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 208 Plan CIP indicates the Stateline area needs at least \$910,000 (1978 dollars) for curb and drainage improvements.

Stateline Target: The CP shall complete its areawide drainage system(s) by 1997. The CP target is for all the properties including State and county roads to have completed implementation of BMPs. The ten year restoration target is 2.25 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, or an association of users. 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, storage ponds, 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 modelling and/or testing that the proposed systems meet TRPA standards. However, upon completion it must operate as one unified system.
 - (4) The design will enhance and protect the fishery in Edgewood Creek.

The areawide system concept is shown in Figure 7 (also see Chapter VII CIP). The areawide drainage system concept is described as follows:

Areawide System - The system should build on the existing drainage and pond systems. Harrah's site and the road drainage system should be added to the area-wide system. Most of storm drainage could be collected at the collector box and ponds on the north end of the community plan. The drainage will be delivered to a ponding and stream system located on the Edgewood Golf Course.

- 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 areawide system drainage, improvements will be required pursuant to TRPA Code 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 3.15 acres are listed as possible areas for restoration. Restoration or paving of these areas may occur in conjunction with implementation of the CIP and with project approvals.

Site	BMPs	Paving
U.S. Hwy 50 /Loop Shoulders	0.20 acre*	.8 acre
Upper Golf Course	1.00 acre*	0.5 acre
Park Cattle Ranch	0.20 acre*	0.4 acre
Mount/Lake Park	0.25 acre	

* some or all outside CP

☐ 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 South Lake Tahoe Loop Road EIS measured CNEL for Stateline in 1989 as follows:

Caesar's - South	56.3 CNEL
Caesar's - North	58.7 CNEL

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.

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

Community Plan Area	65 CNEL
Loop Road/U.S. Hwy 50 Corridor	65 CNEL

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

- a. TRPA shall require application of techniques for noise control such as use of set backs, 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 Edgewood Creek is marginal (30 points for migratory and 29 points for resident). There are no other rated streams in the 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. Edgewood 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.

Stateline 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 (see TRPA restoration program for details) are key strategies to achieving the above targets:

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

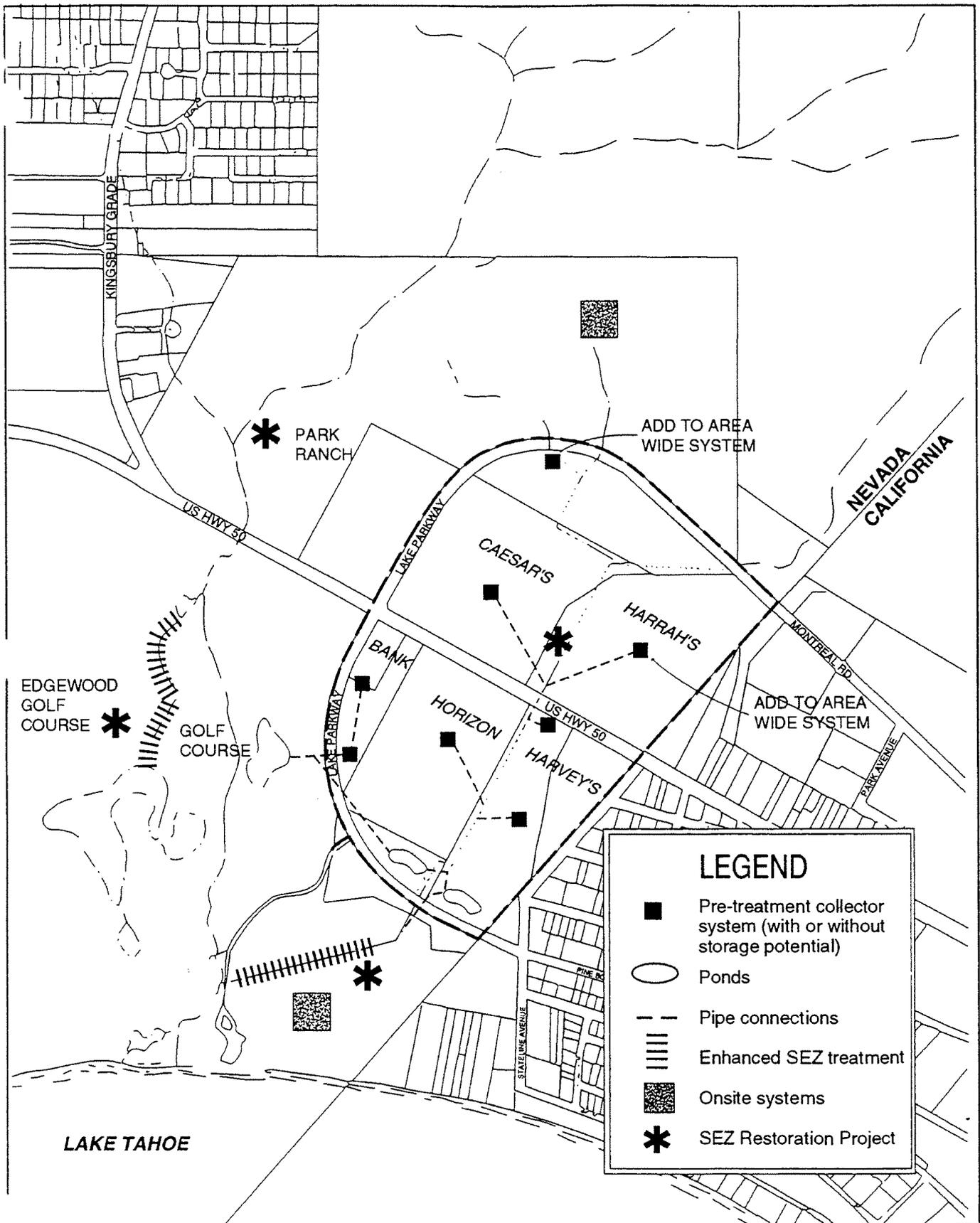
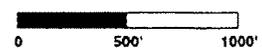


Figure 7

PROPOSED DRAINAGE / SEZ RESTORATION
Douglas County Community Plans

STATELINE



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 Stateline 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

Few 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 of Stateline may be one factor contributing to 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, but not to the general public. |
| 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 general public access is allowed. |
| 8. Douglas County Kingsbury | This property is located behind the Park 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 within or in the vicinity of the Community Plan 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 8 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 guides 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 supports softball fields, playgrounds, and tennis courts.

U.S.Forest Service: The USFS administers federal natural forest 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 PAOT (persons 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 the winter of 1994. 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. However, the State has obtained 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.

SEMI-PUBLIC RECREATION: Several recreation facilities in the area offer access to specific public groups. These are described below.

University of Nevada, Reno: UNR owns the 4-H Camp property located between the Edgewood Country Club golf course and the densely developed residential area west of the Lakeside Inn. Originally a gift from the Rabe family to the 4-H Club, it passed to University ownership in the 1960s. The site is a long, narrow, and wooded parcel with 200 feet of beach front. It offers 17 individual cabins, a shower and restroom building, outdoor gathering areas and a dining hall. UNR allows organized educational groups access to the facility for a nominal fee during July and August. No general public access is allowed.

Elks Point Community Beach: The homeowners of the Elks Point subdivision jointly own this community area. All homeowners and their guests have access to the 5,300 sq. ft. beach and the boat ramp. In addition, a 40 slip harbor serves some of these homeowners. A marina master plan for this facility is approved by TRPA.

Private Recreation: The Edgewood Country Club golf course represents an important recreation facility in the area. This championship 18-hole course sits between the casino area and the lake. It provides a popular recreation feature for visitors and serves as an important open space at the edge of the densely developed casino core. In addition, the course ponds serve as storm water retention facilities for the Edgewood Creek drainage. Edgewood also provides a proshop, driving range, and restaurant open to the public. Most of its approximate 4500' beach is in the path of golf play. Portions south of the clubhouse are occasionally used by employees' family members and limited special events.

Heavenly Valley Ski Area offers a large, destination alpine ski resort. The area currently can accommodate 11,694 PAOT throughout its operation. Major base facilities are located in both California and Nevada with most runs located within the Tahoe Basin. The Nevada side gains access off Tramway Drive at the crest of Kingsbury Grade. As noted above, a master plan revision is currently under study to accommodate ski area expansion.

B. RECREATION OBJECTIVES AND POLICIES

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

1. Encourage improvement of undeveloped areas under current project approvals within the casino core area with winter recreation, outdoor/indoor amphitheater, walking trails, picnic tables, nature information and other recreational facilities as allowed under the TRPA Code limitations.
 - a. *Policy: This undeveloped land represents an opportunity to allow hotel visitors to experience the natural landscape. Access shall be carefully controlled to encourage appropriate use and discourage unrestricted foot traffic.*
 - b. *Policy: Interpretive information on natural processes and vegetation should be a key focus to the design of all facilities provided.*
 - c. *Policy: Encourage this undeveloped land to "spill" into the adjacent parking lots with substantial planting islands to visually increase its size and reduce the linear quality of the edge of pavement. The open space should link to and enhance the perpendicular pedestrian corridor.*
2. Increase the diversity of recreation opportunities within the casino core including open space.
 - a. *Policy: Reduce the number of vehicle lanes along U.S. Highway 50 and fill the space with landscaping, pedestrian walkways, vendors, and other pedestrian amenities.*

- b. *Policy: Allow for the possibility of a children's park, a winter play area, amphitheater, and an outdoor ice rink within the core area.*
- 3. Improve pedestrian connections between activity areas and along roadways which connect those areas. (See the Transportation Element for a complete discussion.)
- 4. Improve access to nearby public recreation areas, including public beaches and parks.
 - a. *Policy: Develop a pedestrian system that links the casino core with: 1) the potential Nevada State Park facility on the Van Sickle property; 2) the 4-H beach facility; 3) the proposed County park in the Kingsbury Community Plan area (see above); and 4) planned new development in Special Areas #1 and #2 of PAS 070A.*
 - b. *Policy: Improve access from the casino core to public beaches and the mountains by establishing a pedestrian oriented corridor perpendicular to U.S. Highway 50.*
 - c. *Policy: Provide trailheads to backcountry trails from each of the three Douglas County Community Plan areas. In the Stateline CP area, a trailhead east of the Loop Road near the state line will link with forest trails in the newly established Van Sickle State Park.*
 - d. *Policy: Consider developing a tram or fixed rail system between the Stateline area and Heavenly Valley Ski Area to improve recreational access.*
 - e. *Policy: A TMA should coordinate shuttle services with ski areas, beach operators, tour boat operators and other recreational service providers.*
- 5. Increase public access to Lake Tahoe.
 - a. *Policy: TRPA, state and local government agencies, the Casinos, Park Cattle Company and other private parties should work together to improve the accessibility, variety and quality of lakefront recreational opportunities available in the Stateline Area. Improvement plans should focus on providing opportunities for visitors staying overnight in the Stateline area. A range of lakefront experiences should be provided, including those listed below:*

Active Recreation/Beach Park: Active water-oriented recreation open to the general public. Possible facilities: swimming beach, natural areas and open space, pedestrian and auto access with parking, restrooms, picnicking and perhaps camping. The USFS operated Nevada Beach provides this type of experience.

Beach Front Developed Recreation: Active developed recreation in a beach front location. Possible facilities: swimming beach, restrooms, concessions (e.g., boat rentals), restaurants, boardwalk/plaza, children's park, sports facilities (e.g., tennis or roller skating), informal outdoor performing arts space, pedestrian and/or auto access, docking facilities for Lake tour boats.

Passive Beach Front: Passive enjoyment of views of lake and lake shore. Possible facilities: viewing decks, high quality views, food and beverage service, pedestrian and/or auto access, boat mooring facilities.

6. Encourage public and private recreational development within the framework of the Regional Plan in the areas surrounding the CP.
 - a. Policy: *Nevada State Parks should develop a master plan for the Van Sickle property. Encourage the master plan to consider year-round camping facilities, an interpretive center with a developed trail system, picnicking and vista opportunities, an ice-rink, and a snow play area.*
 - b. Policy: *Encourage private development of some of the above-mentioned facilities. Specifically, link development of the mountain lake corridor in the casino core, winter snow play areas on the Park Cattle Company property, and Harrah's property within the core.*
7. The Stateline Community Plan target for outdoor recreation is an overall increase of 900 Design Capacity For People (DCP). Included in the increase in capacity is 500 DCP for improved lake access, 50 DCP increase in recreation trails, 200 DCP increases for pedestrian activities in the core, and 100 DCP for day use/winter play.

C. PROPOSED RECREATION IMPROVEMENTS

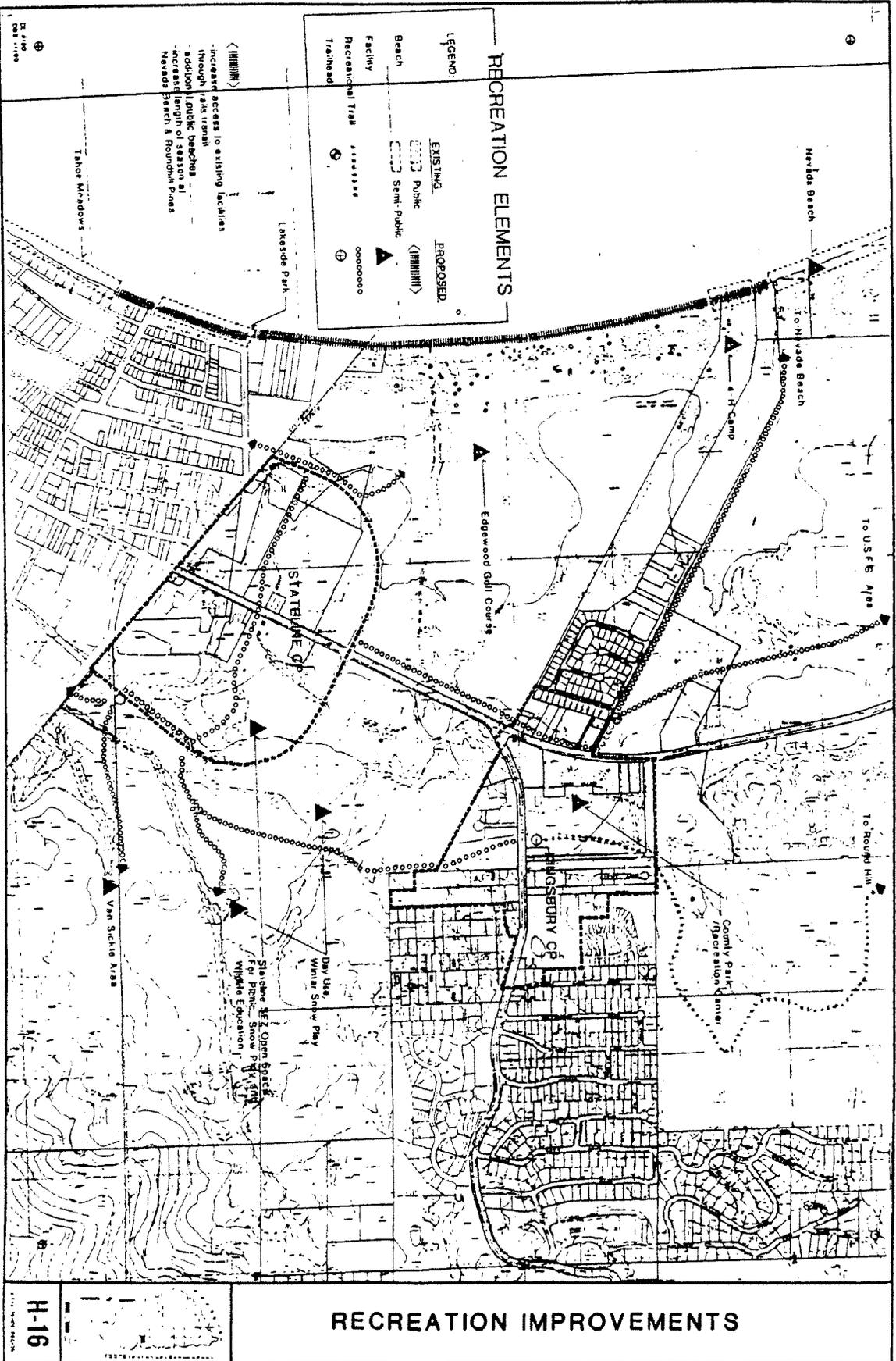
The following improvements are a list of improvements that would implement the policies above.

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 8. 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 is 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 around.

The third approach with the most potential is to increase the beach front accessible to the general public by linking it to development incentives. Development of a hotel facility in Special Area #1 of PAS 070A includes provisions for additional public beach access.

2. Recreational Trail System [50 DCP, 4 miles] - The plan requires the implementation of a recreational/bike trail system, mostly located east of U.S. Highway 50 and linking recreational facilities. The key trails are the ones shown on Figure 8 that links the core with: 1) the potential Nevada State Park facility on the Van Sickle property; 2) the 4-H beach facility; 3) planned development in PAS 070A; and 4) the proposed County park in the Kingsbury Community Plan area (see above).
3. Pedestrian Facilities [200 DCP] - See the Transportation Element for specific pedestrian improvements needed to link CP areas. The U.S. Highway 50 corridor and a new pedestrian corridor perpendicular to the highway will provide additional open space. These corridors will increase the landscaping and provide pedestrian facilities such as benches and outdoor display areas. They will link pedestrian access to other commercial districts as well as recreation areas. Development of these corridors is linked to the loop road project, parking area redesign, and new commercial development such as a retail mall.
4. Passive Use of Undeveloped Land - Policies 1a. – 1c. encourage passive use of portions of the undeveloped land between Harrah's and Caesar's. This use must conform to Stream Environment Zone restrictions, yet could include winter play, an indoor/outdoor amphitheater, trails, picnic tables and interpretive information. Paths through parking lots should direct users to specific entrances which should be well marked and visible. Rustic fences could surround the natural areas to prevent unrestricted foot traffic. This open space should "spill" into the parking lots through use of substantial planting islands that break up the linear edge of the pavement. The open space should link to and enhance the perpendicular pedestrian corridor.
5. Nevada State Parks - Van Sickle Property - The Community Plan encourages NSP to complete a master plan for the Van Sickle property. The master plan for the property should consider year-round activities that emphasize visitor access to the backcountry, interpretive information, overnight facilities, and appropriate active recreational activities such as an ice rink.
6. Day Use/Snow Play [100 DCP] - The plan allows for consideration of summer day use facilities which could include a golf course, stable, picnic area, etc. in or near PAS 070A. Summer development should be coordinated with winter uses such as a snow play area, cross-country ski trails, etc., available to the general public.
7. Ice Rink - The plan encourages the construction of an outdoor ice rink within the casino core area. This facility would be located on existing coverage.



TAHOE REGIONAL PLANNING AGENCY

8/17/93 Figure 8

H-16

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 Stateline 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. Stateline is supplied by the Edgewood Water Company which supplies its customers with water drawn from Lake Tahoe and creeks.

The Edgewood Water Company is a wholly owned subsidiary of the Park Cattle Company which is a major property owner in the Stateline area. The Edgewood Water Company holds a number of water permits and Certificates of Appropriation to draw water from Lake Tahoe and Lapham Creek. The available supply could provide water service for an additional 30 percent development within its service territory. Most likely, this supply exceeds the amount of development that would be allowed in this area under other regulations.

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. 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 this District.

The District's 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 Commissioners 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 the 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. The casinos have implemented a successful coop recycle plan.

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 Federal 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 Stateline 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. The Douglas County Department of Public Works has proposed that permanent access to the middle school be provided from Kingsbury Grade along a newly constructed two-lane road which would connect to the proposed Lake Parkway Extension.

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.

The Tahoe Regional Planning Agency operates from leased office space in the Round Hill Community Plan Area on Dorla Court.

6. Community Centers/Multi-Use Facilities: Currently, the senior citizens center and the Douglas County Library at 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 Community Plan residential, commercial, tourist accommodation, and recreation growth permissible under the Community and Regional Plans.
 - a. *Policy: The supporting infrastructure (e.g. roads, parking, drainage, fire, schools, police, and water/sewer) of the community plan shall be designed for a minimum future growth equivalent of 80,000 sq. ft. of commercial floor area and 50 tourist accommodation units.*

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. Douglas County Landfill: A new solid waste storage facility is being developed outside of the Tahoe Basin to serve current users.
2. Kingsbury Water Storage Tank: The CP allows construction of a water storage tank in the Douglas County Park site if needed. The tank must meet scenic standards which could include sitting out of view of the Kingsbury Grade and U.S. Highway 50, painting the exterior with a dark color, and vegetative and mechanical screening.

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.

A. IMPLEMENTATION OBJECTIVES AND POLICIES:

1. From Community Plan adoption[§] an additional 35,000 sq. ft. of commercial floor may be allocated within the Stateline Community Plan Area. Incentive programs should assign priority to commercial development projects which emphasize area-wide improvements or rehabilitation of substandard development. The distribution of allocations between the Stateline Community Plan and the Kingsbury Community Plan may be reconsidered two years after the adoption of this plan.
 - a. *Policy: Within the 35,000 square foot limitation, allocations of commercial floor area shall be issued by TRPA upon project approval pursuant to Chapter 33. 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. To be eligible for receiving a commercial allocation, a project and mitigation must contribute to improvements that provide benefits to the entire core area. Eligibility and amount of allocation shall be established by the Douglas County Community Plan Allocation Guidelines and (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 on an appropriate ratio with transferred commercial square footage.

[§] Amended 10/25/06

2. From Community Plan adoption § provide other incentives such as 25 tourist accommodation bonus units to encourage area-wide improvements. Incentive programs should assign priority to projects which emphasize area-wide improvements or remodeling of substandard or inefficient development.
 - a. *Policy: Projects are eligible for the incentives listed in Chapter VII, except as noted above for commercial allocations. When considering projects relying on CP 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 year after its action. To be eligible for receiving community plan incentives, a project must contribute to improvements that provide benefits to the entire core area and mitigation must contribute to improvements that provide benefits to the entire core area. Improvements eligible for consideration are noted on the Chapter 4 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 Requirement 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 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 10/25/06

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), Douglas County, or as project conditions of approval. The key improvements are the Loop Road improvements and the U.S. Highway 50 improvements.

<u>Improvement</u>	<u>Description</u>
Loop Road	<p>As part of the South Lake Tahoe redevelopment improvements, the existing Nevada Loop Road (Lake Parkway) will be widened to four travel lanes on the mountainside of the casino core; the existing three lanes will be maintained on the lakeside; accesses to the casino/hotels will be improved; and the U.S. Highway 50/Loop Road intersection will be improved. In addition, sidewalks and bike trails shall be constructed as described under Pedestrian Facilities in this section. Note: See drainage section of this CIP for additional improvements required as a part of this project.</p> <p>Estimated cost: \$3,500,000 Funding: Douglas County*/NDOT/Assessment District</p>
U.S. Hwy 50. Improvements/ Phase II	<p>This improvement will narrow the existing U.S. Highway 50 road section to approximately 50 feet to include the following improvements: three lanes (one each direction with a center turn lane/median); a 12' transit right-of-way easement; Class II Bikeway on each side; transit stops in appropriate locations; and curb and gutter. The reduction includes a one year trial period before proceeding with permanent improvements. In addition, sidewalks shall be constructed as described under Pedestrian Facilities in this section. These improvements will be coordinated with the South Lake Tahoe improvements and be continuous on both sides of U.S. Highway 50 from Stateline Avenue to the Loop Road. Note: See drainage section of this CIP for additional improvements required as a part of this project.</p> <p>Estimated cost: \$1,500,000 Funding: Douglas County*/NDOT/Assessment District * Assumes U.S. Hwy 50 becomes Douglas County ROW</p>

<u>Improvement</u>	<u>Description</u>
U.S. Hwy 50 Traffic Flow Improvements	<p>As part of the improvement to existing U.S. Highway 50, the existing businesses will improve their site access, for example, by providing turn lanes, reducing driveways where feasible, and by considering shared drives.</p> <p>Estimated cost: \$ (Included in U.S. Hwy 50 est.) Funding: Private</p>
Loop Road Traffic Flow Improvements	<p>As part of the improvements to the Loop Road, the existing businesses may improve their site access by providing on site turn lanes, reducing driveways where feasible, providing signals where warranted, and by considering use of shared drives. This includes intersection improvements to allow the four major casinos access to the Loop Road. These access points shall be the primary ingress/egress points for the casinos and constructed in conjunction with the U.S. Highway 50 and Loop Road improvement projects. Also, construct one intersection on the mountainside Loop Road to provide access to recreation and residential development when permitted.</p> <p>Estimated cost: \$500,000 Funding: 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. Also, as noted above, signalization may be needed at the intersection with the Loop Road. The roadway specifications will be detailed upon project design. The existing U.S. 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 - Loop Road Improvements 1997 - Loop Road Access Intersections 1999 - Test U.S. Highway 50 Improvements 2000 - Phase II U.S. Highway 50 Improvements 2000+ - Connector Road Improvements</p>
Responsible Jurisdiction	<p>U.S. Highway 50 and S.R. 207 Improvements – NDOT Loop & Connector roads - Douglas County Accesses - Casinos & Park Cattle Co.</p>

b. Parking System Program

Purpose: Within the Stateline area, maximize the use of existing, proposed, and approved parking areas by using shuttles, sidewalks, and multi-use parking facilities. The goal is to provide adequate parking and reduce vehicle trips. This is intended to complement existing and proposed private parking facilities while not forcing premature construction of the garages.

Program Description: Using a coordinated bi-state planning process (e.g. TTD, parking district, TMA, etc.), implement a group of improvements and regulations that meet the goal. Until such a program is adopted, none of the multi-use parking facilities listed below is a requirement of the Plan. In the interim, the requirements of the parking ordinance and previous approvals shall be applicable. Depending on the vested status of previous approvals, the current approved total number of spaces for the casinos is estimated to be approximately 11,500.

<u>Improvement</u>	<u>Description</u>
Shared Use Customer Facilities	Plan and construct a series of parking facilities within the Stateline area which serve the needs of the casinos, the hotels, the commercial centers, the recreation and entertainment facilities, the gondola, and the transit center. For the Nevada side, the number of spaces approved for parking for Harvey's, Harrah's, Horizon, and Caesar's shall be considered the parking requirement until a revision is approved. Estimated cost: Unknown until program is completed. Funding: Assessment District/ Douglas County
Shared Use Employee Facilities	As an option, construct joint-use/off-site parking facilities for Stateline employees. These facilities should provide day care and approximately 000 parking spaces. Estimated cost: Unknown until program is completed. Funding: Assessment District/ Douglas County/ City of South Lake Tahoe

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 Extension	Provide STAGE service at 60 minute headways on U.S. Highway 50 and 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 (if public) 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
Airporter(s)	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. Estimated cost: Lake Tahoe Airport See Casino Shuttle Reno Airport \$1,200,000 operational contract Funding: Lake Tahoe Airport Private Reno Airport Private

<u>Improvement</u>	<u>Description</u>
Transit Facilities	<p>The U.S. Highway 50 improvements will include transit stops for bus service on each side of U.S. Highway 50 near the central plaza. Included with these stops will be transit shelters. In addition, each hotel shall provide for transit stops at the appropriate entrance. A 12' right-of-way shall be reserved on the mountainside of the U.S. Highway 50 right-of-way for future transit use.</p> <p>Estimated cost: \$200,000 Funding: NDOT/Douglas County/Private</p>
Stateline Mini-Shuttle	<p>The mini shuttle is to be developed as part of the parking/sidewalk/transit program implementation. Small shuttles will operate for approximately 12 months of the year. The shuttles will make stops at each of the major hotels, the parking facilities, the commercial areas, and other points of interest. The vehicles will operate on roads, sidewalks, and trails. The shuttles will run from approximately 6:00 AM to 2:00 AM on short headways.</p> <p>Estimated cost: Operation \$500,000 (annual) Capital \$200,000 Funding: Mitigation Fees/STAGE/Assessment</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 1997 - Mini Shuttle</p>
Responsible Jurisdiction:	Douglas County, STAGE, ski areas, casinos, tour boats

d. Sidewalk System Program

Purpose: A sidewalk system shall be implemented along U.S. Highway 50, the Mountain Lake Park, and the Loop Road 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>
Loop/Kingsbury	<p>Improve the sidewalk on U.S. Highway 50 between the Loop Road and Kingsbury Grade. This sidewalk is on the lakeside of U.S. Highway 50 and should provide a safe and attractive walking environment. The design should include pedestrian scale lighting, provisions for protection from roadway splashing, landscaping, and trash receptacles.</p> <p>Estimated cost: \$20,000 Funding: Douglas County</p>
U.S. Hwy 50 Core Phase I	<p>The first phase of the U.S. Highway 50 improvements requires (as part of sign approvals) the construction of landscaping, transit, and pedestrian improvements while maintaining four lanes on U.S. Highway 50. See Stateline Design Standards and Guidelines, and Attachment B.</p> <p>Estimated cost: \$500,000 Funding: Private</p>
U.S. Hwy 50 Core Phase II	<p>Pursuant to the TRPA RTP, the SLT Redevelopment Plan, and the SLT/TRPA/Douglas County redevelopment agreements, a test of the three lane proposal shall be held. Following the test, and based on success of the test, (unless plans are amended, environmental documents are prepared, and the required parties agree to design changes) the three lanes will be made permanent by constructing the Phase II improvements at the locations shown in Figure 5 and described in the Stateline Design Review Standards and Guidelines. The proposed improvements include sidewalks approximately 10-20' wide, landscaped areas, pedestrian lighting, seating, trash receptacles, and other pedestrian amenities.</p> <p>Estimated cost: \$1,000,000 Funding: Assessment District/NDOT/Douglas County</p>

<u>Improvement</u>	<u>Description</u>
U.S. Hwy 50/ Pedestrian Separation	<p>Construct a pedestrian separation between Caesar's and Horizon as required by conditions of approval for Park Tahoe. The size and extent of this separation may be reduced (or replaced with a cross walk) if it is determined not to be necessary due to reduced traffic speeds and volumes resulting from the redesign of U.S. Highway 50.</p> <p>Estimated cost: \$\$2,500,000 Funding: Private/NDOT</p>
Mountain/Lake Park	<p>Construct a pedestrian activity corridor perpendicular to U.S. Highway 50 between Harvey's and Horizon and between Caesar's and Harrah's as described in Chapter IV. The proposed corridor shall incorporate landscaping, attractive walking areas, lighting, and a variety of commercial, recreational and entertainment opportunities.</p> <p>Estimated cost: \$\$1,500,000 Funding: Assessment District/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>1992 - Loop Road to Kingsbury Sidewalk 1997 - Phase I Casino Core Improvements 2000 - Phase II Casino Core Improvements (after construction of Loop Road improvements) 1997 - Pedestrian Separation if Required</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>
Casino/Lake Trail	Construct approximately a half mile of multi-use sidewalks and trails from the casino core area to the lake front public beaches and facilities in PAS 070A. The trails will be constructed of durable material (e.g. asphalt, concrete, stone) and be of sufficient width to accommodate pedestrians, and small vehicles. Estimated cost: \$200,000 Funding: Assessment District/Private
Casino/Van Sickle Trail	Construct approximately a half mile of multi-use trail from the casino core to the Van Sickle State Park/Stateline area to meet a proposed City of South Lake Tahoe trail. The trails will be constructed of durable material (e.g. asphalt, concrete, stone) and be of sufficient width to accommodate pedestrians, and small vehicles. Estimated cost: \$200,000 Funding: Private/Public
Casino/Kingsbury Trail	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). Estimated cost: \$400,000* * If built with connector road Funding: Douglas County/Private
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. 1995 – Lake Trail 1996 – Van Sickle Trail 1997 - Casino/Kingsbury Trail
Responsible Jurisdiction:	Douglas County

2. SEZ RESTORATION PROGRAM

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

Description of Program: To achieve the Community Plan SEZ target of 2.25 acres of restoration, the following projects in and near the Stateline CP are to be implemented.

<u>Improvement</u>	<u>Description</u>
Stateline Drainage	In conjunction with construction of the area-wide drainage system, restore portions of the stream channel along the 8th fairway from the Loop Road to where it meets the main branch of Edgewood Creek. The restoration will consider the relationship to the proposed hotel development, the playability and maintenance of the golf course and a cost effective solution to the removal of sediment. The estimated size is one half acre. Estimated cost: \$100,000 Funding: Private/Public
Golf Course	In conjunction with some golf course improvements, restore the main channel of Edgewood Creek as it crosses the golf course. The restoration will consider improvement of the fisheries, drainage treatment, sedimentation of golf course ponds, and the playability of the golf course. The estimated size is 1.5 acres. Estimated cost: \$150,000 Funding: Park Cattle Co.
Park Ranch	In conjunction with the construction of projects on the Park Cattle Company Ranch, restore approximately one quarter acre of Edgewood Creek and nearby tributaries. This project would focus on the bank stability from U.S. Highway 50 up to the Palisades area. Estimated cost: \$100,000 Funding: Private/Public
Mountain/Lake Park	In conjunction with the construction of the Mountain/Lake Park, implement a design that permits portions of the stream now in a culvert to come to the surface and be used as a design feature. Estimated cost: \$150,000 Funding: Public/Private
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. 1994 - Stateline Drainage System 1994 – Golf Course 1996 – Park Ranch, Mountain/Lake Park
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 U.S. Highway 50 in the area of the Loop Road. This should be part of the regular undergrounding for Loop Road utilities. Estimated cost: \$175,000 Funding source: Private/Public
U.S. Hwy 50 Improvements	See Design Guidelines for Stateline, U.S. Highway 50 Core Sidewalk Program, and Sign Program.
Kingsbury Street	See Sidewalk System Program Improvements
Sign Program	Nonconforming signs shall be removed pursuant to the amortization schedule or Highway 50 scenic improvement schedule established in the sign ordinance. The preferred method is to link the sign upgrading to the off-setting scenic improvements.
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. 1995 – U.S. Highway 50 Undergrounding 1993-2000 - U.S. Highway 50 Improvements
Responsible Jurisdiction:	Douglas County and Assessment Districts

4. LAND COVERAGE REDUCTIONS

Purpose: The purpose of this program is to reduce existing land coverage by 0.75 acres in or near the Stateline Community Plan. This is the Community Plan target and is related to an estimate of how much hard land coverage will be needed for the substitute land coverage mitigation fee program.

Description of Program: To achieve the Stateline Community Plan land coverage reduction target of 0.75 acres, the following projects in and near the Stateline CP are to be implemented.

<u>Improvement</u>	<u>Description</u>
U.S. Hwy 50 Improvements	The phased U.S. Highway 50 Core improvements are described in Chapter IV and above under the Sidewalk System Program. Also, the mountainside of U.S. Highway 50 between the Loop Road and Kingsbury should be protected by a curb. This should net about .25 acres. Estimated cost: \$ (See Phase I & II cost) Funding: Assessment Districts/Douglas County
Mountain/Lake Park	In conjunction with the construction of the Mountain/Lake Park, implement a design that should net approximately one half acre of coverage reduction. Estimated cost: \$150,000 Funding: Public/Private
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. 1994-2000 – U.S. Highway 50 Improvements
Responsible Jurisdiction:	Douglas County/Casinos/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 Stateline Community Plan target is 2.25 acres.

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

<u>Improvement</u>	<u>Description</u>
U.S. Hwy 50/ Loop Road	The shoulder areas along the Loop Road and along U.S. Highway 50 between the Loop Road and Kingsbury need BMPs. A combination of revegetation, drainage, sidewalks, and adequate vehicle barriers are needed to achieve an estimated quarter acre of restoration.
Golf Course	It is estimated up to one acre of disturbed and soft covered land could be restored with better management of Edgewood Golf Course pathways, storage, and parking.
Park Ranch	It is estimated up to one acre of disturbed and covered land could be restored with better management of ranch storage, more efficient use of roads, and improved parking.
Mountain/Lake Park	Minor restoration (primarily disturbed land reduction of a quarter acre) is possible with this project.
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. 1993 – Golf Course 1996 – Park Ranch 1997-2000 – U.S. Highway 50/Loop Road Improvements
Responsible Jurisdiction:	Douglas County, Park Cattle Co. and assessment districts

b. Area Wide Drainage System

Purpose: The purpose of this program is to implement an areawide drainage system by 2007 to help achieve the water quality targets. This system is required for those projects (because of high ground water, limited open space, or discharge permit requirements) in the service area requesting 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>
Areawide System	<p>A required component of the Stateline Community Plan is the installation of a storm runoff treatment system for the core area. This treatment system will be composed of a collector system that intercepts and treats runoff from the casino properties. Runoff waters will be collected and pretreated in drop inlets placed throughout the casino core. The pretreated waters will be channeled through the collector pipes and drainageways. Runoff will be discharged into detention ponds located on the lakeside of the casino core. The runoff waters will then be used for irrigation on the golf course or discharged into the Lake. In extreme events, the system shall retain an amount equal to a 20 year , one hour storm and then provide for stable discharge of the remaining runoff on to the golf course. This project builds on existing and proposed systems, portions of which are required as part of previous approvals.</p> <p>Estimated cost: \$1,910,000 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>1996 – Complete total system</p>
Responsible Jurisdiction:	<p>TRPA, Douglas County, NDOT, Casinos, Park Cattle Company</p>

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>Edgewood Creek</p> <p>Schedule:</p> <p>Responsible Jurisdiction:</p>	<p>Compatible with the existing golf course use, improve the main channel through the golf course. The channel shall be cleared of barriers, provided with fish ladders, provided with adequate water flows, provided with improved substrate, and provided with vegetative cover. The channel, ponds, and treatment systems shall be maintained to protect the fishery during storm events. See Golf Course SEZ Restoration above.</p> <p>Estimated cost: See Golf Course SEZ Restoration</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>1996 - Edgewood Creek Improvements</p> <p>Douglas County, Casinos, Park Cattle Company, NDOT</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 front areas open to the public. Future development in PAS 070 is linked to the creation a 250 PAOT size increase in public access to the Lake. <p>Estimated cost: \$400,000 Funding: Park Cattle Co./Public/Private</p>
Recreation Trails	See Recreation Trails
Winter/Summer Use	<p>In or near the Park Cattle Ranch create a year around day use recreation area that would include a picnic area, a play area, a snow play area, trail heads, and cross-county skiing.</p> <p>Estimated cost: \$50,000 Funding: Private/Douglas County</p>
Mountain/Lake	<p>The Mountain/Lake Corridor will include recreation facilities and concessions (see Chapter I).</p> <p>Estimated cost: Unknown until designed. Funding: Private/ Assessment District</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>1994-96 – Lake Access – Summer/Winter Day Use</p>
Responsible Jurisdiction:	TRPA, Douglas County, Casinos, Park Cattle Company, USFS, Nevada State Parks, Assessment District

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 land 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 Stateline 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 Stateline Community Plan account.

Eligibility: Projects contributing to the implementation of the coverage reduction project credited to the Stateline 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 Stateline 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 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 Stateline 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 as 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 Douglas County-Stateline 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 Stateline 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: Projects contributing to the projects reducing coverage may use the reductions as credit based on the coverage reduction schedule set forth in TRPA Code Section 20.5.

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 the 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. Douglas County may make special provisions for reserving allocations for projects in assessment districts.
3. **Tourist Accommodation Bonus Units:** Projects are eligible to receive bonus units based on the criteria in TRPA Code Chapter 35 and this plan.
4. **PAOTs:** Projects are eligible for the listed PAOT allocations based on the criteria in this plan.
5. **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 TRPA Code Subparagraph 20.5.A(2)(e) 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 above 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 above for the specific incentive area.

6. 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 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, and is not a project by other requirements of Chapter 4 of the Code.
7. Offsite Parking - Use of offsite parking is permissible pursuant to the parking analysis in Appendix B of this Plan.
8. TDR Retirement 4-7 lands - Land capability 4-7 parcels from which development is transferred need not be permanently retired pursuant to TRPA Code Chapter 34.
9. Height Bonus - Additional height pursuant to TRPA Code Subsection 22.4.B for tourist accommodation buildings.
10. Environmental Documentation - Projects consistent with the plan description may tier off the Community Plan EIS.
11. Sign Replacement - Signage greater than that permitted elsewhere in the region may be permitted. Special arrangements and schedules can be approved which permits signage to be displayed before all improvements are constructed.

E. MONITORING PROGRAM

The TRPA Code requires monitoring and periodic review of each community plan. 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	U.S. Hwy 50/Loop	1 day/month	NDOT
SEZ Restoration	CP area	yearly	TRPA
Noise (CNEL)	Noise sites	5 year review	TRPA
Scenic Rating	Roadway #32 Shoreline #30	5 year review	TRPA
Land Coverage	CP area	yearly	TRPA
Water Quality	Area-wide system discharge point	per discharge requirements	Permittee
	Edgewood Creek/ Highway 50	USFS schedule	USGS
	Edgewood Creek/ golf course	Storm events	TRPA

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

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

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

Commercial buildings, 1978.

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.)