

**SOUTH TAHOE REDEVELOPMENT
DEMONSTRATION PLAN
FOR SKI RUN AND STATELINE AREAS**



SOUTH TAHOE REDEVELOPMENT AGENCY

MAY 2, 1989

SOUTH TAHOE REDEVELOPMENT DEMONSTRATION PLAN

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1. Ordinance 94-03, Chapter II, Land Use Element
March 23, 1994



CHAPTER I. INTRODUCTION

A. INTRODUCTION

Environmental Setting

South Lake Tahoe is situated in one of the most unique settings in the world, at the edge of an alpine lake of great beauty and environmental value. By virtue of this location, adjacent to the gaming casinos of Nevada, and the excellent skiing facilities nearby, the City has become a popular year-round destination resort. Ironically, it is this success that has contributed to many of the environmental, economic, visual and transportation problems that now threaten the continued viability of the area as a tourist destination.

The urbanization of the South Shore and the intense development of commercial and lodging facilities has increased the levels of nutrient and sediment-laden storm water runoff entering the Lake. Increased volumes of traffic and congestion along the Lake Tahoe Boulevard corridor in the Stateline area have not only created major circulation problems, but have resulted in a significant reduction in air quality. The intense competition for the tourist dollar has produced a significant oversupply of hotel units in the area, forcing some operators out of business, and others to greatly reduce the levels of maintenance and investment in their properties. Strip development along Lake Tahoe Boulevard has created a cluttered and unattractive image for the City and has virtually sealed Lake Tahoe, the area's major attraction and "raison d'etre", from view and public access.

Economic Setting

The South Lake Tahoe economy has demonstrated declining vitality in recent year; particularly on the California side of the state line. Reported lodging room revenue in the City of South Lake Tahoe has declined in constant dollars in both 1985 and 1986. In 1987 and 1988 there was a slight increase in room revenues. The decline and slight recovery is a direct function of a decrease in room nights of demand since 1984.

Due to the importance of tourism to the local economy, decreasing visitation levels have provoked enough concern among leading citizens to spur an action Redevelopment Plan to reverse the trend. Among the primary reasons for falling tourism are: 1) the general perception of South Lake Tahoe as a low-quality congested commercial strip; 2) the lack of high quality tourist facilities; and 3) increased competition from the North Shore, Reno and other Northern California resort destinations. These factors have been compounded by pre-conditions to development that have been instituted by government to reverse negative environmental and transportation effects. Given a coordinated approach to the resolution of these pre-conditions, through the redevelopment process, South Lake Tahoe's visitation trends have the ability to rebound to unprecedented levels.

In general, redevelopment is an appropriate implementation tool for South Lake Tahoe. The natural beauty, recreational activities, gaming and entertainment attractions, and proximity to a major metropolitan area (San Francisco), all combine to create an excellent destination resort area. The Redevelopment Plan's proposed projects, and the overall redevelopment of the area, is viewed as critical to South Lake Tahoe's future

potential as a major resort destination.

Research reveals a serious shortage of high quality lodging facilities in South Lake Tahoe. Of nearly 9,000 available rooms, only 3,000 could be remotely considered first class, and 2,000 of these are in casino properties.

On the demand side, the first class and casino properties have maintained their performance levels in recent years (a composite occupancy level in excess of 75 percent), in spite of the overall market decline. It is the middle and lower tiers of lodging facilities that have suffered serious demand losses. Therefore, there appears to be substantial potential for first class resort-oriented additions.

Demand available to South Lake Tahoe generally falls into two segments: tourist, and group meetings and conventions. Tourist demand is generally a very strong, yet seasonal, source of lodging demand. Such demand is very strong during the peak summer months of July and August and peak winter months of December, January and February. Weekend tourist demand is stronger than weekday demand throughout the year. Tourist demand during the fall and spring is relatively weak, and is primarily oriented to gaming.

The potential for future growth in the tourist segment is strong. Although repeat business in the area has been declining, it could be recaptured with improved facilities and less congestion. In addition, demand from Southern California, the Pacific Northwest and other distant national market areas is relatively untapped to date.

The group meetings and convention segment consists primarily of Northern California, regional, and some national corporations and associations who seek resort destinations for meetings, conventions and incentive travel. The group market is currently untapped on the California side, due to the lack of meeting and banquet space and first class accommodations. The casino hotels on the Nevada side attract a significant amount of a group business, but it may also be turned away due to the strong individual tourist demand for these facilities. In addition, certain California associations, particularly those with government funding, are required to hold their conventions within California.

This market demand segment is seasonal, with peaks occurring in the traditional fall and spring meeting months. Given the strong tourist demand in the summer and winter, the group segment can serve to fill gaps in the shoulder seasons. This demand is also stronger on the weekdays, again allowing hotels to build their occupancy in traditionally slower periods.

Study Group Process

It was the recognition of these problems and opportunities that caused the City to form a Community Redevelopment Study Group in the spring of 1985. The Study Group, comprised of representatives from the City, the local business community, the Office of the Attorney General, The League to Save Lake Tahoe, and the Tahoe Regional Planning Agency, was charged with the responsibility of guiding the redevelopment process toward a successful resolution of these problems. A set of goals for redevelopment was outlined including the following:

1. Redevelopment must be both economically feasible and environmentally beneficial.

2. The redevelopment process should stimulate innovative design and redevelopment planning to restore the rustic elegance for which Lake Tahoe was once famous.
3. Redevelopment must create a vehicle to provide housing in the community affordable to workers in the visitor industry to give them a stake in the economic success of the Community.
4. Redevelopment must make something happen within a short and specific time so that it does not become just another study.
5. Redevelopment must result in the upgrading of the visitor and lodging facilities in the community and, where possible, a reduction in the number of hotel/motel units to improve overall occupancy percentages and the resulting income to the community.

This Redevelopment Demonstration Plan is an elaboration and expansion of the Study Group Report. It includes an overall land use, open space/day use areas, and circulation and drainage elements for the Redevelopment Plan Area. The Redevelopment Plan also includes a Design Element for the Redevelopment Plan Areas that considers issues of height, coverage, setbacks, architectural treatment, site access, parking, sign treatment and landscaping.

In addition, the Design Element identifies two major redevelopment opportunity areas. These opportunities are in the Ski Run and Stateline areas. Proponents have come forward with major project Redevelopment Plans. Redevelopment in these areas could result in significant public benefit. This Element is a Redevelopment Plan of action for these areas and outlines design criteria for the development of each.

The Element also identifies other potential private development opportunities that will contribute to the enhancement of South Lake Tahoe, and outlines an Implementation Program for their realization. The Implementation Program also outlines a funding strategy for potential public improvements such as transportation, open space, and air and water quality projects.

B. EXECUTIVE SUMMARY

Background

The Study Group formed in 1985 was charged with the responsibility of guiding the redevelopment process toward a successful resolution of critical environmental and economic problems that have prevented South Lake Tahoe from achieving its full potential as a world class resort destination. The Study Group's efforts resulted in a report that was endorsed by the Redevelopment Agency in April of 1986.

To implement the Study Group Report, the Redevelopment Agency contracted with the ROMA Design Group of San Francisco to prepare an overall design plan for the redevelopment survey area and two conceptual site plans for the Stateline and Ski Run areas. Particular emphasis was to be placed upon recommendations for additional height within the two specific sites, in conjunction with design criteria for the development

of each site. The ROMA Plan was completed in January of 1987, and included an overall land use, open space and day use, circulation and drainage concept for the survey area located along the Lake Tahoe Boulevard corridor from Ski Run to Stateline. The Redevelopment Plan also proposed a community design element that considers issues of height, coverage, setbacks, architectural treatment and open space.

On February 10, 1987, the Redevelopment Agency accepted the conceptual Plan prepared by ROMA and directed staff to proceed with implementation of the redevelopment process. Multiple copies of the ROMA Plan were published in March of 1987. In April of 1987 the Agency appointed a Project Advisory Group to assist the Agency in refining the proposed Redevelopment Plan. A number of unresolved issues were identified through this process, most notably circulation and drainage. In an effort to resolve these issues, the Circulation Plan proposed by ROMA was revised to allow three lanes of traffic on Lake Tahoe Blvd., one lane in each direction plus a center turn lane, and Park and Stateline Avenue would remain as two-way streets. A second alternative (The Lodging Association Redevelopment Plan) would leave Lake Tahoe Boulevard as it is currently configured (i.e., five lanes), creating diversionary loops within existing rights-of-way. This second alternative was studied as part of an environmental document. A more comprehensive drainage study was prepared by Foster Engineering to address the concerns that had arisen with respect to drainage. A 300 unit Embassy Suites Hotel and a 250 unit Tahoe Marina Hotel were to be evaluated to determine the effect upon density, aesthetic impacts, and land coverage.

In July of 1987, the Redevelopment Agency authorized the preparation of an environmental document for the Redevelopment Plan and directed staff to work closely with a steering committee, comprised of representatives of TRPA, the Attorney General's Office, the League to Save Lake Tahoe, the Lodging Association, Citizens for Responsible Redevelopment, Tahoe Meadows Homeowners' Association and Lakeside Park Homeowners' Association, in reviewing an administrative draft. In September of 1987, the administrative draft was released which resulted in a series of comments and some further refinements to the Revised ROMA Circulation Plan. An additional Redevelopment Plan alternative was also generated to address a redevelopment program which would focus on upgrading the scenic quality of the survey area, and implementing circulation and drainage improvements as funding sources become available. This alternative, known as the Community Redevelopment Plan alternative, did not propose a site specific project at either Stateline or Ski Run. In this alternative, the Tahoe Regional Planning Agency Community Redevelopment Plan rules would apply.

On June 28, 1988 the City Council certified the Redevelopment Plan EIR and approved the South Tahoe Redevelopment Design Plan Project Area #1.

Economic Revitalization

The Redevelopment Plan is aimed at stimulating private investment in South Lake Tahoe through public improvements that will enhance the environmental and visual setting of the City, and through economic incentive assistance programs available to property owners through the redevelopment process. Public funds will be directed at achieving the highest economic and environmental return for the City.

The Redevelopment Plan Area identified in the Redevelopment Demonstration Plan will generate significant increases in the property tax base. For instance, it is estimated that the implementation of the Embassy Suites and Tahoe Marina developments, in the



Stateline and Ski Run areas, will increase the tax base of the Redevelopment Plan Area by approximately 63 percent. The Redevelopment Plan proposes that this increase in property taxes be used to assist in the redevelopment of these projects (i.e., through a tax increment financing strategy), and that these funds be distributed to all taxing entities in their proportionate shares after retirement of redevelopment bonds.

Similarly, the upgrading of hotel facilities within the Redevelopment Plan Area will result in significant increases in Transient Occupancy Tax (TOT). It is also proposed that this increase in revenues (projected to be approximately \$1 million, leveraged to \$8.6 million in bonds, for the Ski Run and Stateline developments) be used to assist in the redevelopment of these projects, and that after bond retirement, the TOT revenues be applied to the General Fund.

The revitalization and consolidation of resort and commercial facilities in the Redevelopment Plan Area will create many new jobs, thereby increasing disposable income and sales tax revenues.

Market analysis indicates that the economy of South Lake Tahoe has demonstrated declining vitality in recent years due to the general perception of the City as a low-quality congested commercial strip, and the lack of high quality tourist facilities. The Redevelopment Demonstration Plan proposes major transportation and environmental improvements in addition to a significant increase in higher quality hotel rooms, which will enhance the identity of South Lake Tahoe as a unique tourist destination, and help to reverse this declining trend. These improvements are also expected to have significant "spin-off" effects throughout the City.

Environmental Quality

Portions of the Redevelopment Plan Area are presently in violation of federal air quality standards, due to excess levels of carbon monoxide. The Redevelopment Plan's proposals for traffic diversion around the Stateline Area, and the anticipated 110 percent reduction in daily vehicle trip ends (DVTE) will significantly improve these conditions, and bring the area into compliance.

The Redevelopment Plan proposes a series of water quality improvements aimed at achieving TRPA environmental thresholds. These improvements reinforce and enhance the City's existing Bijou-Wildwood program through a series of detention basins and artificial wetlands projects in the Ski Run and Stateline Areas.

The Redevelopment Plan also calls for redevelopment of new commercial and resort facilities to reduce land coverage on over-crowded sites by up to 50%. By means of a Land Bank or other mechanism acceptable to TRPA, these coverage reductions will be achieved within the same watershed and in areas where open space is most desired.

Land Use Actions

The Redevelopment Demonstration Plan calls for the reinforcement of high quality retail activities in the Stateline Area, and for the enhancement of this area as a pedestrian-oriented district that can be attractive to visitors and residents alike.

The Redevelopment Plan proposes the creation of a mixed-use activity center in the Ski Run Area, including a major public open space and day use area, enlarged marina, and hotel, conference and retail facilities. These improvements will maximize public access

and views to Lake Tahoe, and enhance the area's image as a key entry to the core of the City.

The Redevelopment Plan calls for a program of residential rehabilitation with some infill development to reinforce the existing residential neighborhood to the South of the Lake Tahoe Boulevard corridor between Ski Run Boulevard and Crescent "V", and to provide a significant reservoir of affordable multi-family and employee housing within the City. Twenty percent of all tax increment monies generated by redevelopment will be applied to these housing programs.

Open Space and Day Use Areas and Recreation

The actions of the Redevelopment Plan will result in significant increases in open space and day use areas and recreational opportunities within the Redevelopment Plan Area, including: a major three acre park adjacent to the Ski Run Marina; a pedestrian and bike trail along the north side of Lake Tahoe Boulevard between Ski Run and Pine Boulevards; and streetscape and plaza improvements along Lake Tahoe Boulevard in the Stateline Area.

These open space areas and day use areas will significantly enhance the visual experience of the motorist, and help to mitigate the visual clutter of commercial uses along the corridor.

Through the retirement of hotel units and commercial square footage, new open space and day use opportunities will be created throughout the Redevelopment Plan Area.

Circulation Improvements

The Redevelopment Plan proposes the reconfiguration and extension of the existing north and south loop roads to create an efficient and understandable loop around the Stateline Area. In addition, the Redevelopment Plan proposes the extension of Montreal Road into the Caltrans right-of-way from approximately Moss Road/Montreal Road Intersections to where Needle Peak Road intersects with Pioneer Trail. These actions will significantly reduce **traffic congestion** along key intersections of the Lake Tahoe Boulevard corridor. For instance, the Pioneer Trail-Lake Tahoe Boulevard Intersection is currently operating at the level of service "E" (volume at or near capacity causing significant delays); the implementation of the proposed traffic improvements would reduce this level of service to "A" (free flow conditions), and in turn would reduce air pollution impacts caused by delayed traffic.

The Redevelopment Plan also proposes a transit improvement program, including: a local shuttle bus system along the Lake Tahoe Boulevard corridor between the casino and Ski Run areas with 15 minute frequencies, that would supplement existing STAGE and private shuttle service. The Redevelopment Plan proposes a transit/transfer center(s) to be developed; the redeveloped Crescent "V" retail center is identified as a potential location for this facility.

It is projected that the Redevelopment Plan Area will achieve a 110 percent reduction in daily vehicle trip ends (DVTE) by October 1993, through the retirement of more existing hotel and commercial facilities that will be required for new development.

Community Design

The Redevelopment Plan creates design standards that will improve the visual environment of South Lake Tahoe, by preserving and enhancing key views to and from the Lake and Heavenly Valley.

In addition, design standards for building setbacks, landscaping and sign treatment promote visual diversity along Lake Tahoe Boulevard and reduce the "tunnel" effect of highway commercial uses.

Streetscape design standards promote a comfortable pedestrian environment, maximum solar exposure of the roadway surface, and a visually attractive and identifiable downtown core.

Building design guidelines are aimed at restoring the rustic alpine elegance for which the Lake Tahoe region was once famous, through the introduction of sloping roofs, dormer windows, verandas and covered walkways. All development within the Redevelopment Plan Area, with the exception of the two project areas sites identified for additional height, will be within the TRPA height limit.

The Ski Run Site and the Stateline Site have been identified as eligible for increased height. The Stateline hotel development may be permitted to a maximum height of 95 feet to create an appropriate transition between the high rise casino districts to the east and the existing structures to the west. The Ski Run hotel may be permitted to a maximum height of 75 feet to create a landmark hotel at this key activity center. The Redevelopment Plan offers detailed design guidelines for each of these areas to ensure appropriate distribution of height and bulk, and the maintenance of key views.

Public Services and Facilities

It is expected that redevelopment will result in reduced demand for basic services within the Redevelopment Plan Area, both in the short term during construction, and in the long term following completion. This will result from expected reduction in crime and enforcement activities; absence of a need for urban services during development; substitution of redevelopment responsibility for improving transportation systems; and the ability to consolidate snow removal services as smaller parcels are retired and development is concentrated.

Implementation

The Redevelopment Demonstration Plan designates a Redevelopment Plan Area along the Lake Tahoe Boulevard corridor between Ski Run Marina and Stateline.

Tax increment monies will be the principal funding source. Tax increment generated within the overall Redevelopment Plan Area is proposed for sharing with area taxing agencies and Agency overhead costs; the tax increment generated by individual development projects is proposed for use in assisting in the implementation of these developments. Similarly, additional transient occupancy tax generated by new hotel development in the Redevelopment Plan Area is proposed for use in project implementation.

The 2 percent increase in the City's Transient Occupancy Tax will fund the transportation improvements. This increase results in minimal increases in room rates (80 cents per night on the basis of an average room rate of \$40), and generates an estimated \$8.6

million in long term bond capacity for the construction of major traffic improvements. Newly constructed or rehabilitated tourist accommodations within the Redevelopment Plan Area will collect an additional 2 percent TOT on motel rooms. This source provides an estimated \$21.9 million in long term bond capacity for redevelopment related construction projects.

The Redevelopment Plan also recommends the formation of a special assessment district in the Stateline area, to provide for local assistance in funding the maintenance of pedestrian and open space improvements.

The Redevelopment Plan proposes that the City apply for state assistance from Caltrans, the Tahoe Conservancy, the Lahontan Regional Water Quality Control Board and TRPA for funds related to transportation, water quality, and open space.

The Agency will use its redevelopment powers to assist private property owners and project proponents in achieving economic development objectives within the Redevelopment Plan Area. The Redevelopment Plan identifies four potential redevelopment projects, including: the Embassy Suites, the Tahoe Marina Hotel, Crescent "V" and Park Avenue redevelopment projects.

Financial analysis indicates that both the Embassy Suites and Tahoe Marina Hotels are viable, with land acquisition and unit retirement assistance provided by the Redevelopment Agency. (No detailed analysis was performed for the remaining two projects, since they are considered for development in subsequent phases.)

The Agency will acquire 10 acres to the east of Ski Run Boulevard and to the west of Tahoe Meadows for the purpose of redevelopment, open space and stream restoration.

On the Stateline site, the Redevelopment Plan calls for a hotel of up to 400 suites in return the developer will contribute \$3.8 million to the Redevelopment Agency for motel unit retirement, which will be used for open space acquisition in the Ski Run Area. This acquisition will also serve to satisfy offsite coverage and density requirements within the Redevelopment Plan Area.

Land acquisition, motel unit retirement and open space improvements related to the Stateline and Ski Run Projects are estimated to cost approximately \$34.1 million. Funding for these improvements is proposed to be generated from bonds guaranteed by the increased tax increment created by the two projects, the increased Transient Occupancy Tax created by the two projects, and contributions.



CHAPTER II

LAND USE ELEMENT

A. LAND USE ELEMENT

As illustrated in the Land Use Designation Map, (Figure 1) the Redevelopment Plan Area is a linear district stretching along Lake Tahoe Boulevard between Ski Run Boulevard and Stateline. This area does not present a set of consistent conditions along its length; rather, it is a diverse district, containing sub-areas, each with their own unique problems and opportunities. The Land Use Element responds to four distinct areas within the Redevelopment Plan Area. These include; the Stateline area at the eastern end of the Redevelopment Plan Area; the Ski Run area at the western end; the existing residential neighborhood along the southern edge of the Redevelopment Plan Area; and the Linear Parkway area along Lake Tahoe Boulevard.

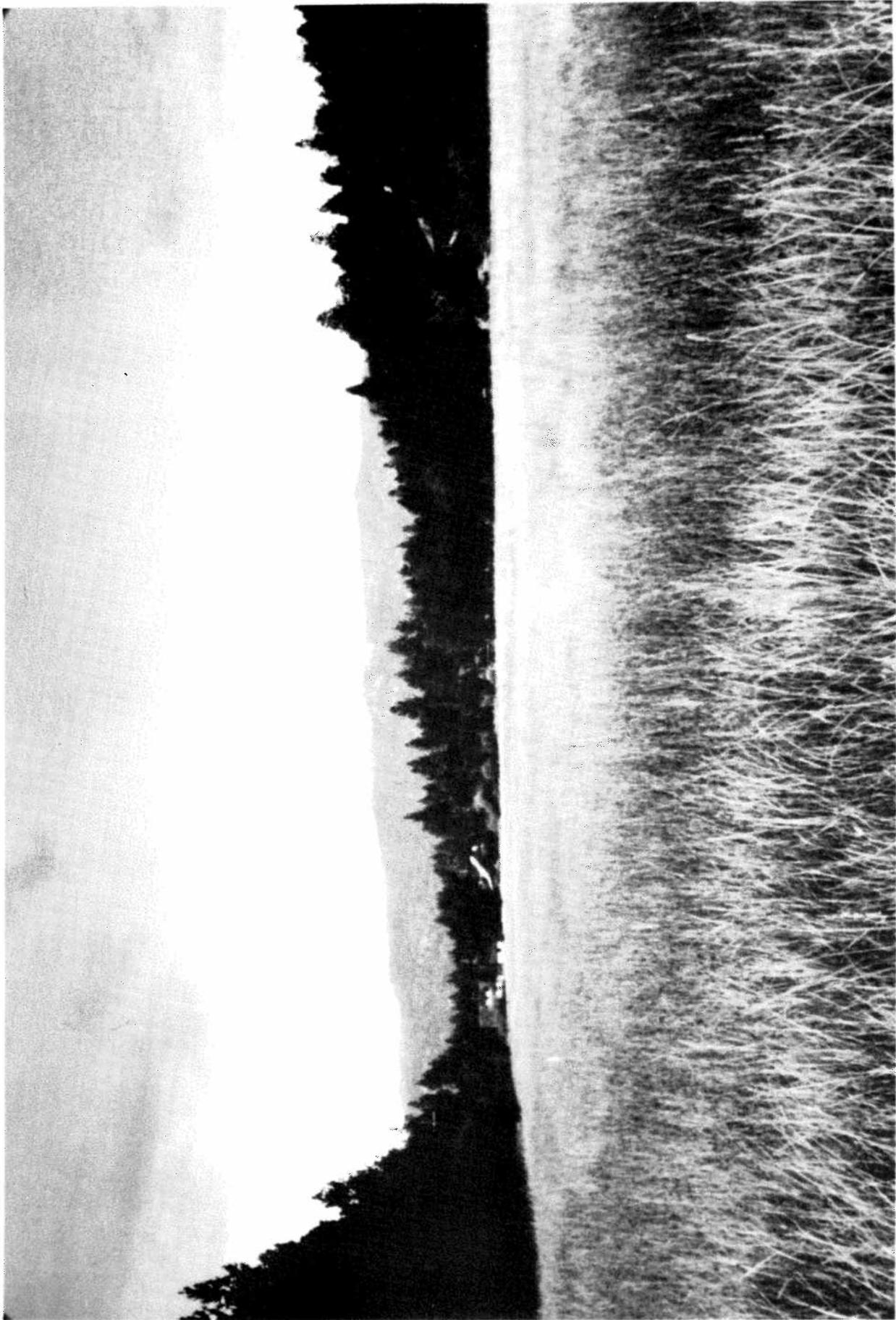
The Stateline Area extends from the existing Pioneer Trail/Lake Tahoe Boulevard intersection on the west to the California/Nevada State boundary on the east. It includes the existing Crescent "V" Shopping Center; the existing retail district along both sides of Lake Tahoe Boulevard; and the parcels immediately west of Harrah's & Harvey's Casinos.

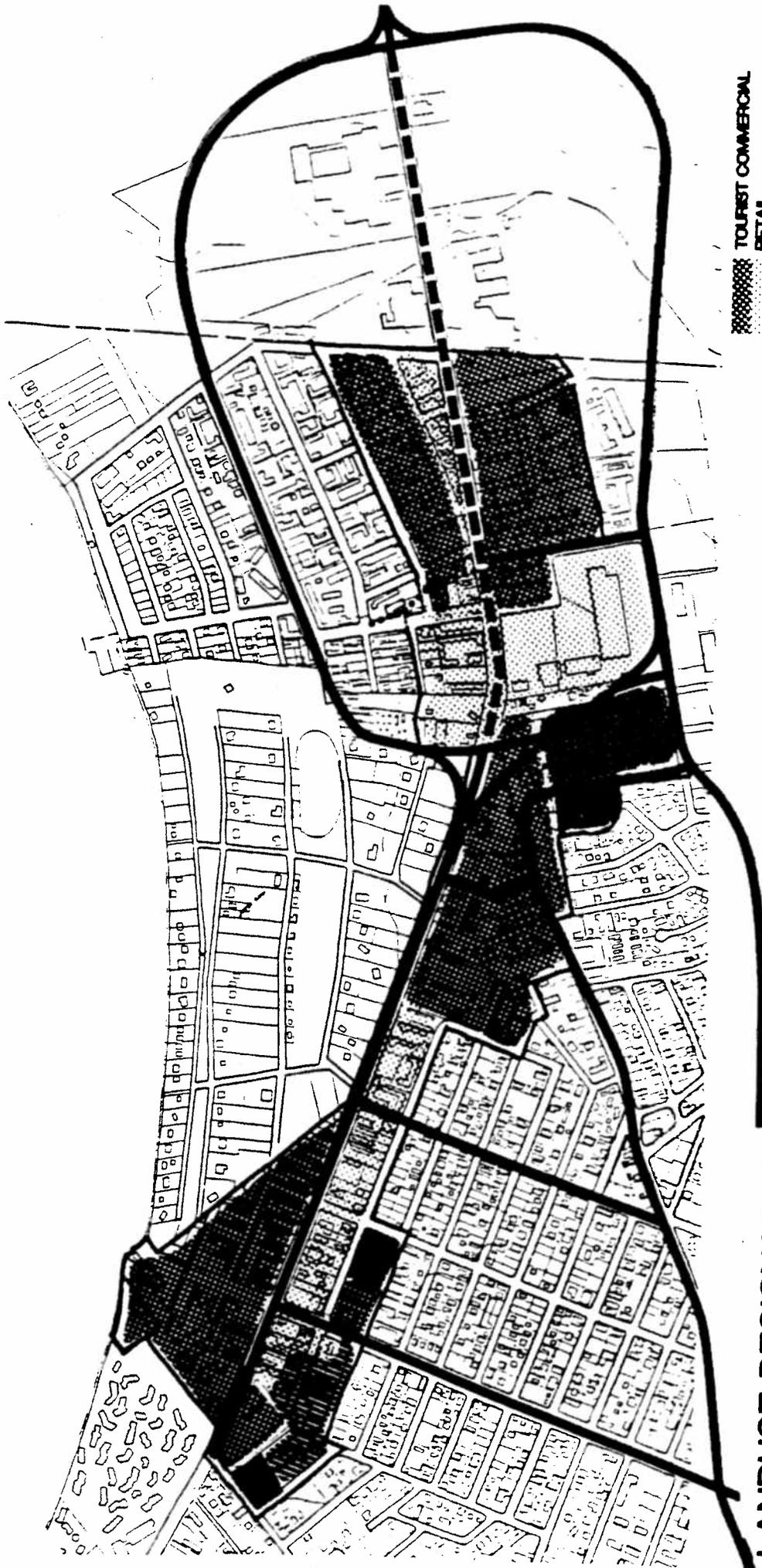
This portion of the Redevelopment Plan Area has the greatest traffic congestion and accompanying air pollution; the area is currently in violation of state and federal air quality standards, which has led to its designation as a non-attainment area for carbon monoxide.

Although the area has the greatest concentration of pedestrians, due to the proximity of the major gaming casinos across the state line, little provision is made for their comfort and safety. Sidewalks are narrow and poorly defined; in winter pedestrians are often forced to a walk in the roadway because of snow storage and icing conditions. While there is some retail activity along Lake Tahoe Boulevard, these activities are discontinuous and generally not of a quality attractive to the visitor. Similarly, the Crescent "V" Shopping Center is a large retail facility oriented primarily toward residents.

In response to these conditions, the Redevelopment Plan calls for reinforcement of high-quality retail activities in the Stateline Area through retirement and/or rehabilitation of existing tourist accommodations and retail commercial facilities and the enhancement of the area as a pedestrian-oriented district. This district would be anchored by the major casinos on the east and a retail specialty center area in the vicinity of the Crescent "V" Shopping Center on the west. (See Activity Plan - Figure 2)

The creation of this district would be accomplished by diverting a significant share of vehicle traffic around the Stateline area by means of the proposed loop road system (see Circulation Plan – Figure 4). This district is envisioned as a well landscaped and more pedestrian friendly vehicular street, with a continuity of retail activity along its length. Continuity of retail activity means that there would be no separation between the retail activity along the streetscape that would either physically or psychologically interrupt the sequential movement of pedestrians through this area.





- TOURIST COMMERCIAL
- RETAIL
- HIGH DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL

LANDUSE DESIGNATION

SCOUTH TAHOE REDEVELOPMENT AGENCY

Figure 1



ACTIVITY PLAN

SOUTH TAHOE REDEVELOPMENT AGENCY

Figure 2

The image projected for the area is that of a vital alpine village, where individual businesses work together, relying on each other, through the forces of cumulative attraction, to create a sense of a place where people will choose to meet and walk because of attractive shops and street amenities, rather than drive.

To begin to achieve this image, a new hotel development, the Embassy Suites Hotel, is planned for the land west of Harrah's Casino.

Future development opportunities in the Stateline area could include new retail uses, hotels, a retail specialty center at the Crescent "V" area, and a possible location for a transit terminal.

The Ski Run Area at the western end of the Redevelopment Plan Area presents some major opportunities for enhanced public access and views to the Lake. Presently, the area offers the only public and visual access point to the Lake between Regan Beach and the state line. The private marina facility at the foot of Ski Run Boulevard is visible from inland areas, and the Tahoe Queen, which is moored at this location, provides a major destination point for visitors to the region. Surrounding this concentration of public/private oriented activities at the marina, however, are motel, residential and highway commercial uses, many of which are in a deteriorating state.

The Land Use and Activity Plan will create a pedestrian-oriented, mixed-use activity center that will enhance the area's attraction as a lakefront destination within the City. At the heart of this center, on the Lake side of Lake Tahoe Boulevard, a hotel-conference center with water-oriented restaurants and commercial facilities is planned in conjunction with an enlarged public marina, beach, and a major public lakefront open space and day use park. On the southwest side of Lake Tahoe Boulevard and Ski Run Boulevard, the Land Use Plan provides for a two-story retail commercial building and parking garage that will enhance the visual and pedestrian environment of the highway corridor.

The Residential Neighborhood is a primary rental housing area and is characterized as a dense, multi-family area interspersed with summer cabins. The neighborhood, which was built prior to City incorporation in 1965, is in a deteriorating condition due to lack of offstreet parking, neglected maintenance from absent landlords, inadequate health and safety provisions, overcrowding of people within each unit, and poor traffic circulation.

The Land Use and Activity Plans provide for the infill of vacant lots with new housing units as well as a rehabilitation program for existing housing units. This Redevelopment Plan will not only improve the visual quality of the neighborhood, but stabilize the area from further deterioration and provide decent, safe, sanitary and affordable housing.

The Linear Parkway Area extends from Ski Run Boulevard Intersection on the west to the existing Lake Tahoe Boulevard/Pioneer Trail Intersection on the east. The Tahoe Meadows residential area lies north of Lake Tahoe Boulevard and occupies the land generally described as being between the Ski Run Area and the Pioneer/Lake Tahoe Boulevard Intersection, from Lake Tahoe Boulevard to the Lake. South of Lake Tahoe Boulevard there are both commercial and residential uses. Hotels and motels are predominate on the blocks adjacent to Lake Tahoe Boulevard.

The Redevelopment Plan provides for a physical upgrade of this corridor through a combination of infrastructure improvements, including curbs, gutters, sidewalks, street lighting, as well as landscaping, new signage and owner initiated improvements consistent with the Design Guidelines to become a visually, as well as a pedestrian, improved parkway.

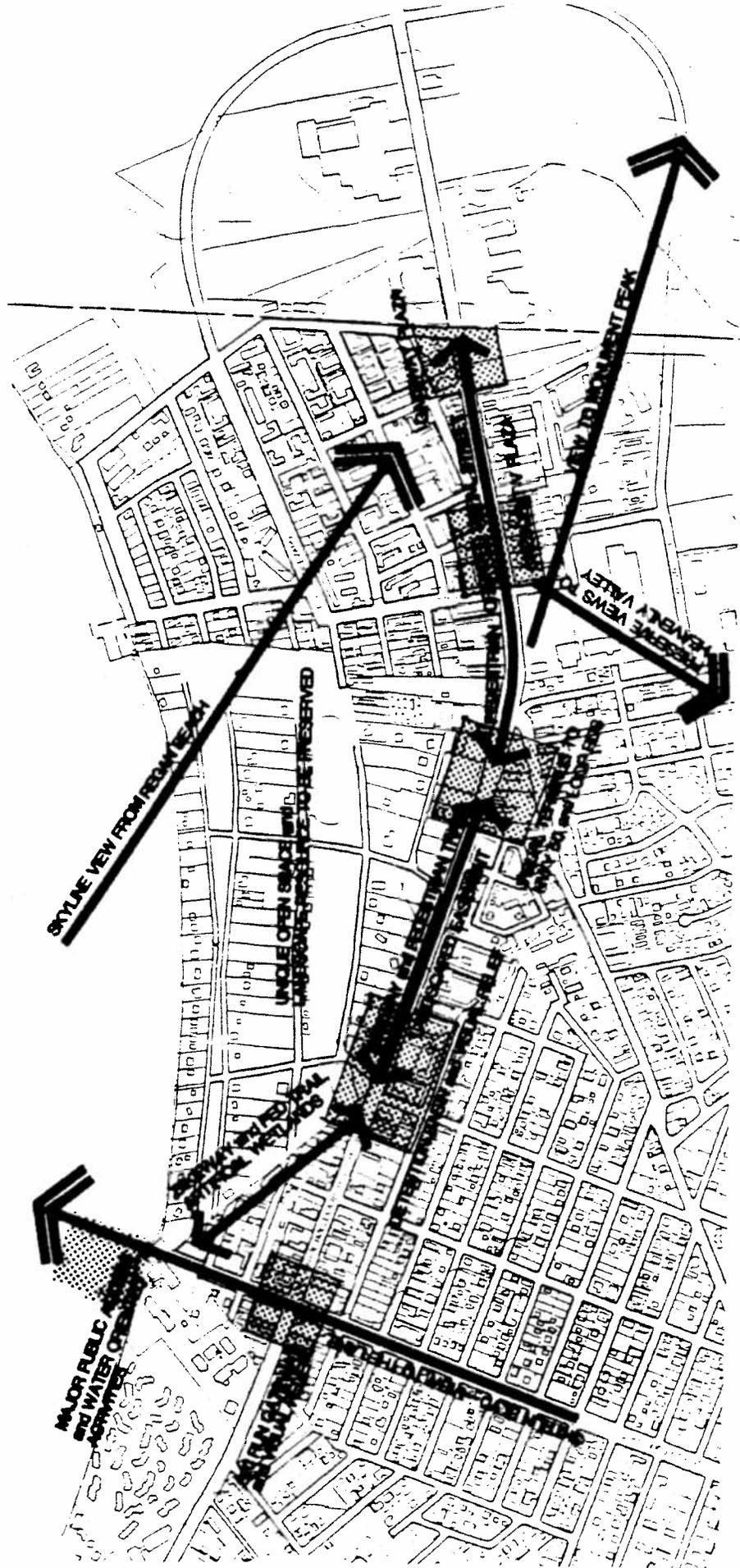
Some existing development within this area will be acquired to implement the Drainage Plan, as well as facilitate new development in other portions of the Redevelopment Plan Area. The resultant open area will be retained and designed, depending on its size, to encourage positive pedestrian usage and movement through this area while improving the visual quality of the parkway.

B. OPEN SPACE AND DAY USE AREAS ELEMENT

The Open Space/ Day Use Areas Element for the Redevelopment Plan Area is aimed at: enhancing the visual and natural environment along the Lake Tahoe Boulevard corridor; a improving pedestrian linkages and continuity; and increasing opportunities for visual and pedestrian access to the Lake as well as providing opportunities for passive day use areas. As illustrated in the Open Space/Day Use Plan, (Figure 3) a sequence of open space/day use areas are delineated along Lake Tahoe Boulevard, providing for a continuity of pedestrian activity, passive day use, and a variety of visual experiences between the Stateline and Ski Run Areas. The implementation of the open areas will be a result of private development and motel unit acquisition.

The Stateline Area: Lake Tahoe Boulevard, within the Stateline area, will be narrowed to a two directional, two-lane roadway with a center turn lane and redesigned as a pedestrian-oriented retail street, with generous landscaping and walkways along its length. (Note: The timing of this lane reduction and landscaping will be based upon the completion of the loop roads.) This pedestrian street can be achieved as a result of the loop roads that will divert a significant amount of vehicular traffic around this Stateline core area (see Circulation Plan – Figure 4). The image for this area is that of an intimately scaled alpine village center with slow moving traffic, convenient access to parking, wide sidewalks and landscaped areas, and a continuity of retail uses that promote an active pedestrian environment along its length. Rather than a consistent street wall of buildings that emphasizes the linearity of the street, the street will be punctuated with open space/day use areas in the form of urban plazas at key activity nodes. These plazas are to be designed to complement the Sierra environment in materials, form and details. They shall provide spatial as well as physical amenities to encourage pedestrian passive use (i.e. gathering, sitting, conversations) such as benches, art work, landscaping, lighting, water fountains, etc.

The first of these nodes is immediately west of the state line in California, where new development is planned to be set back from both sides of the street to create an urban "gateway" plaza. This plaza will provide a distinctive entry to South Lake Tahoe and to California, and will offer a visual contrast to the narrow street right-of-way to the east. This plaza will also serve as an open space and day use in an area that is now highly congested and inhospitable to pedestrians. Because of their orientation, these gateway plazas will enjoy sun throughout the day and support a wide range of pedestrian oriented activities throughout the year. (Figure 12)



OPEN SPACE /DAY USE PLAN

SOUTH TAHOE REDEVELOPMENT AGENCY

Figure 3

To the west of this "Gateway" activity node, and adjacent to the new Park Avenue realignment, there will be a second major open space/day use area urban plaza. This plaza will provide a significant setback on the south side of the street. The space will also provide for visual relief along the street and ensure that existing views to Heavenly Valley are maintained. (This was identified as a scenic resource by Wagstaf and Brady, 1987.)

A major landscaped open space area is also planned at the intersections of Lake Tahoe Boulevard, the loop roads, and the pedestrian-oriented retail street. This open space will be designed as a visual landscaped area, to allow pedestrians and bicyclists easy and safe passage through the large intersection. This could be accompanied by means of a possible pedestrian undercrossing (or other acceptable crossing plan) leading to the linear park and bike trail along the Lake Tahoe Boulevard corridor, adjoining Tahoe Meadows Subdivision.

The Linear Parkway Corridor will strengthen pedestrian linkages between the Stateline pedestrian area and Ski Run activity area by creation of a linear parkway along the northern edge of Lake Tahoe Boulevard adjacent to the Tahoe Meadows Subdivision. Currently, this edge is an unimproved shoulder of less than 15 feet, defined by an unattractive chain link fence. A 35 feet to 50 feet scenic easement will be created between the intersection of Lake Tahoe Boulevard and the loop roads and the artificial wetlands on the Ski Run Project Area to provide a linear parkway with pedestrian and bike trails which would create an attractively landscaped edge along the Highway. The image of this linear parkway is similar to that of the landscaped edge along Lake Tahoe Boulevard in the vicinity of El Dorado Beach. Like this open space, the setback along Tahoe Meadows is intended to create an attractive and naturalistic visual break along the highway corridor that can generously provide for pedestrian and bicycle circulation.

On the south side of Lake Tahoe Boulevard across from the linear park, existing commercial and motel structures are typically situated within 20 feet of the property line, creating an unattractive and chaotic wall of development and signage that does little to emphasize the unique natural environment of the Lake Tahoe region, or to create a distinctive entry to the core area. Design guidelines for development along this edge will ensure that new development is set back from the property line by 30 to 100 feet and that signs are carefully treated, to ensure a varied and attractive highway edge with generous landscaping. These guidelines are discussed in more detail under the Community Design Section of this document.

At the intersection of Wildwood Avenue and Lake Tahoe Boulevard, a major visual open space/day use area will be created as a part of the planned detention basin on the south side of the Highway to provide a significant break along the corridor. To emphasize this visual break, the new development adjacent to the detention basin will be setback 35 feet to provide for a visual transition along this highway edge. On the north side of Lake Tahoe Boulevard, at this intersection, the visual open space/day use area will be contained within the linear park setback.

The Ski Run Area offers major opportunities for new open space/day use, improved public access and views to the Lake. As discussed, the marina is already a popular destination for visitors to the region, and provides one of the few points of lakefront public access within the city.



A significant lakefront passive day use park may be created adjacent to the Ski Run Marina and it will be connected to the Linear Parkway Pedestrian/Bicycle Trail System along Lake Tahoe Boulevard by similar improvements to the artificial wetlands project to be located adjacent to Tahoe Meadows. The Ski Run Park will significantly improve views from the Lake Tahoe Boulevard corridor to the Lake. The park will be designed to maximize public access and activities along the lakefront. The existing marina may be improved and enlarged in conjunction with the creation of an artificial wetland integrally tied to the marina. Public parking for the restaurants, park, marina and the Tahoe Queen will also be designed to ensure public access and unobstructed views to the Lake.

The artificial wetlands project adjacent to Tahoe Meadows (see Drainage Plan – Figure 5) is intended to treat storm water runoff in the area; it is also intended as a direct pedestrian/bicycle trail link between Lake Tahoe Boulevard and the marina, as it will include bike and pedestrian trails. This linear space will be designed in conjunction with the proposed hotel development, and will be a minimum of 100 feet in width.

At the intersection of Lake Tahoe Boulevard and Ski Run Boulevard, an open area will be created to provide visual "punctuation" at this major intersection, and to announce the "window" to the Lake. This open area will be created by establishing a 100 foot setback for development within 250 feet on either side of Ski Run Boulevard right-of-way on the north side of Lake Tahoe Boulevard. On the south side of Lake Tahoe Boulevard, this setback would be decreased to 30 feet.

In addition to these provisions, design guidelines will also ensure that the pedestrian environment along Lake Tahoe Boulevard in the Redevelopment Plan Area is enhanced by providing continuous sidewalks and landscaping along Lake Tahoe Boulevard.

C. CIRCULATION AND TRANSIT ELEMENT

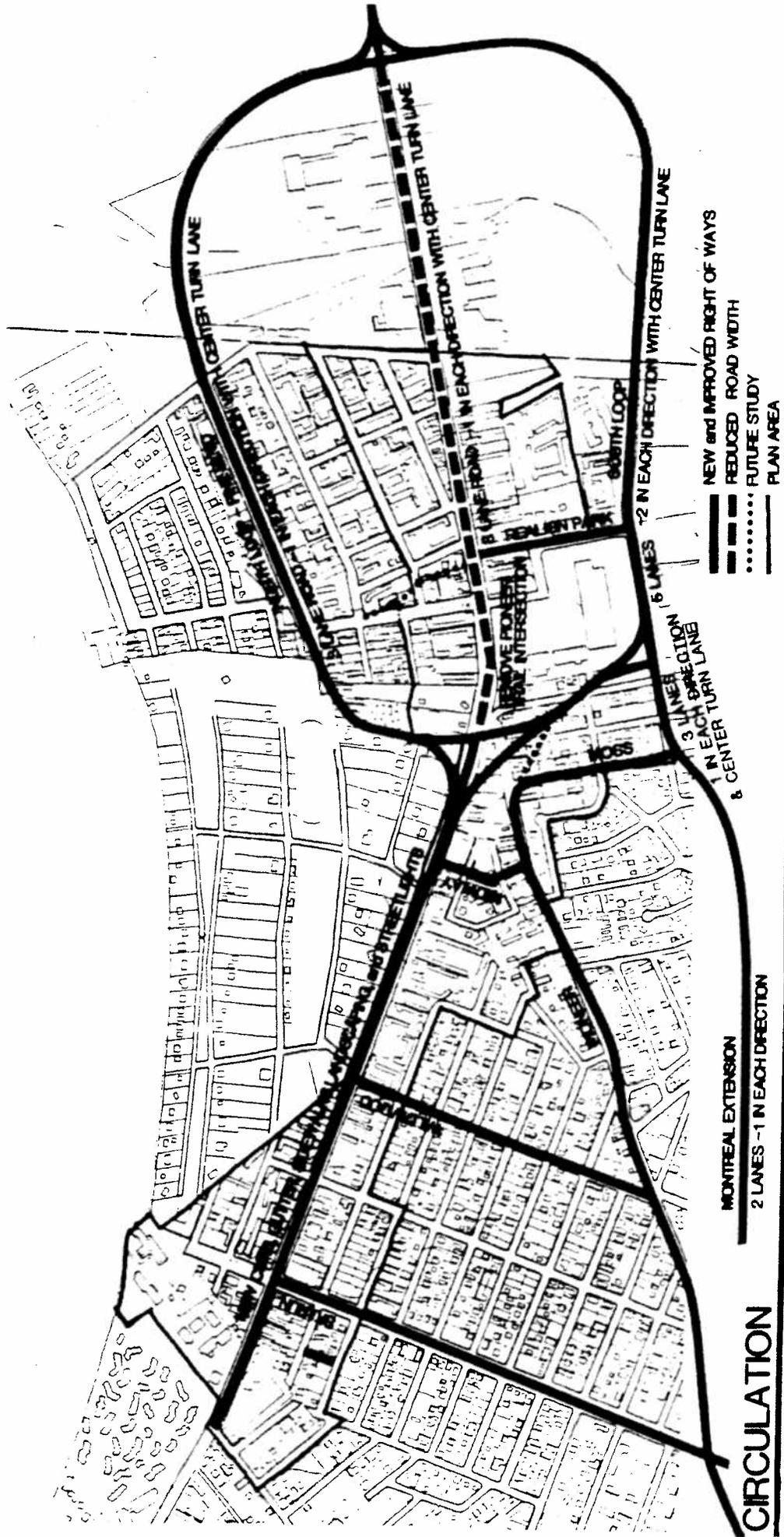
The principal access into and through the Redevelopment Plan Area is from Lake Tahoe Boulevard (a four lane road with a center turn lane). Pioneer Trail (a two lane road), to a lesser degree, provides secondary access as it intersects Lake Tahoe Boulevard within the Redevelopment Plan Area. From the intersection of Pioneer & Lake Tahoe Boulevard to the state line, Lake Tahoe Boulevard becomes very congested, with the level of service at intersections declining, as well as air quality. In addition, provisions for alternate transportation modes, i.e., pedestrian, bicycle, and transit, in the Redevelopment Plan Area are lacking.

The Circulation and Transit Plan proposes to:

- a. Improve the efficiency of the roadway system through the Stateline Area and to alleviate congestion problems, and in turn improve air quality on Lake Tahoe Boulevard;
- b. Achieve a 110 percent reduction in daily vehicle trip ends (DVTE) generated by the Redevelopment Plan, through retirement of existing hotel and commercial facilities for new development; and
- c. Enhance pedestrian, bicycle and transit opportunities.

The Circulation Component will implement the preceding objectives. The basic premise of the Redevelopment Plan is to extend and reconfigure the existing loop roads to provide an alternate route around the congested Lake Tahoe Boulevard core in the Stateline Area. This Redevelopment Plan is described in detail below and illustrated in the Circulation Map.

- a. Approximately 400 feet west of the existing intersection of Pioneer Trail and Lake Tahoe Boulevard, two new roadways would be constructed and a new intersection would be created. One road would provide a connection between Lake Tahoe Boulevard and Pine Boulevard along a new right-of-way to the west of Park Avenue. The second road is between Lake Tahoe Boulevard and Montreal, west of the Crescent "V" Shopping Center. These new roadways will divert traffic to the two existing loop roads on both sides of the existing Lake Tahoe Boulevard corridor. The loop roadways thus become the primary access roads through the Stateline Area.
- b. Pioneer Trail will merge into Moss Road with access to Montreal Road via Moss Road. Moss Road will serve as the connector to the Montreal extension.
- c. The south loop road will be widened to five lanes (two travel lanes in each direction with a center-turn lane) from Montreal intersection east. A four lane section (two travel lanes in each direction) would be constructed from the new Lake Tahoe Boulevard intersection to the Montreal Road intersection.
- d. The north loop road (including Pine Boulevard) would be three travel lanes, one in each direction with a center turn lane from its intersection with Lake Tahoe Boulevard in California to its intersection with Lake Tahoe Boulevard in Nevada. Pedestrian activated signals will be provided near Stateline and Park Avenues. A boulevard effect would be created either through wider rights-of-way, easements or additional new building setbacks from the edge of the pavement. Provisions for bike trails will be a part of the right-of-way improvements.
- e. Montreal Road extension would be three lanes (one travel lane in each direction) with a center-turn lane within the Redevelopment Plan Area, and only two lanes (one in each direction) outside of the Redevelopment Plan Area.
- f. Midway would be improved by widening the right-of-way and leaving the intersection of Pioneer Trail and Midway unsignalized.
- g. Lake Tahoe Boulevard, from the existing Lake Tahoe Boulevard/Pioneer Trail intersection to Lake Parkway in Nevada, would become three lanes, one lane in each direction plus a center turn lane. With restriping, the lanes adjacent to both curbs may be used for parking and snow storage, landscaping and other pedestrian amenities.



CIRCULATION

SOUTH TAHOE REDEVELOPMENT AGENCY

Figure 4

After the circulation system has been in operation for sufficient time to determine its effectiveness, a reevaluation may be made. If consistent with any applicable Redevelopment Agreements, appropriate changes may then be made, including the resumption of five lanes on Lake Tahoe Boulevard.

- h. All roads would have two directional traffic flow.
- i. The intersection of Lake Tahoe Boulevard and Ski Run Boulevard would be improved for smoother traffic flow.
- j. The Lake Tahoe Boulevard corridor within the Redevelopment Plan Area would be improved with new curbs, gutters, including consolidation of driveways, sidewalks, lighting and signage.
- k. Park Avenue south of Lake Tahoe Boulevard would be straightened to provide a direct linkage between Montreal Road and a pedestrian oriented, reduced width Lake Tahoe Boulevard.
- l. A connection between the east end of Pioneer Trail and the new south loop road is to be evaluated in the loop road right-of-way analysis.
- m. With the straightening of south Park Avenue, the realignment of north Park Avenue is to be evaluated in conjunction with a proposal for the Park Avenue Hotel.

Transit Component: The Redevelopment Demonstration Plan and the two specific projects presently undergoing environmental review are intended to support and enhance transit opportunities within and without the Redevelopment Plan Area. Business, environmental, and governmental interest groups have all made commitments to support such opportunities. .

There are several principal components of the transit strategy which could be adopted as mitigation measures. As analyzed in the program EIRJEIS for the Demonstration Redevelopment Plan, these transit components need to reduce 930 daily automobile trips in order to meet the overall objective of a reduction in two percent of the total daily traffic across the Stateline screenline. Analysis conducted by Ken Anderson of Omni-Means, consultants on behalf of the City of South Lake Tahoe, and David Leahy of TDA Colorado, Inc., on behalf of the Gaming Alliance, indicates that objective will be met by these measures.

The measures to be implemented are:

1. Existing STAGE service shall be expanded to add an additional bus which would run from the "Y" intersection in California to Kahle Drive in Nevada. Combined with the existing STAGE service, this will create 15 minute headways between the "Y" and Stateline. The bus will have a 30 passenger capacity and would be an "express", targeting limited stops selected based upon an evaluation of maximizing casino employee ridership.

The equipment will be purchased utilizing either Transportation and Development Act Funds or CTRPA Indirect Source Mitigation Funds. Bus passes will be purchased by the South Tahoe Gaming Alliance, under contract with the City, and distributed to the various properties for use by employees at a free or discounted rate. This purchase will, in effect, fund the service for a one-year trial period.

If successful, Gaming Alliance funding of the program would presumably continue. Additional funding to support the service, if successful, could be obtained through a transit assessment mechanism of the type utilized in San Francisco.

STAGE projects a ridership of 60,000 persons per year on the new service. This results in a reduction of 122 daily vehicle trips in the first year. By targeting the specific passenger market, the functional equivalent of the ten minute headways discussed in the Short Range Transportation Redevelopment Plan of TRPA will be attained. It can be reasonably assumed that ridership would grow at 20 percent per year over four years, which would result in total future reductions of 73 trips in the second year, 87 in the third year, and 104 trips in the fourth year.

2. To ensure that any potential adverse impacts upon air quality, DVTE, and LOS are fully mitigated during implementation of the Redevelopment Plan and construction of the projects, the City will guarantee, through revenues generated as a result of the 1 redevelopment process or other non-City sources, the sum of \$130,000 per year for four years following the first year of expanded STAGE service.

Demand Shuttle Service- Gaming properties currently operate twelve 24-passenger shuttle buses on a customer demand basis. The customer presently places, or has placed a call, from an individual transient lodging facility and a shuttle bus from one of the properties responds to pick up the customer. Last year 670,800 persons rode the shuttle buses provided.

There is presently no effective marketing of the demand shuttle system. The Gaming Alliance has contractually committed to the implementation of a joint marketing program for shuttle use, including the provision of remote push button call boards, out-of-Basin advertising of the program, and incentive programs such as complimentary food and beverage for shuttle use. The Chamber of Commerce, Visitors Authority, and ski resort operators will assist in the design and implementation of the program. Other community and interest groups will be consulted during development and implementation of the program.

The transportation consultant for the Gaming Alliance projects a natural growth in shuttle ridership. Adding a very conservative additional growth of 35 percent per year as a result of the marketing program, over a four year program the number of people moved per year by the program becomes 1.610 million, or a per day trip reduction of 1,042. This is further multiplied when it is considered that, on peak summer days, the demand for shuttles will exceed the average summer day. When that is factored in the DVTE trip reduction of 1.562, the corridor demand is mitigated by the required 2 percent.

Such an increase in ridership may require additional shuttle buses and support staff. The gaming properties will upgrade their transit programs, as demand requires, in support of the redevelopment effort. As such expansion occurs; the practical effect will be to provide a service substantially similar to that proposed in the Regional Transportation

Redevelopment Plan. With the STAGE express in operation, the demand shuttle program in operation, and the various hotel shuttles in operation, there will effectively be ten minute headways.

3. Hotel Project Shuttles and Vehicle Use Disincentives - Each hotel will provide a minimum of two property shuttle buses of 12-passenger capacity. Such shuttles will be available upon demand by hotel patrons for transportation to all points of interest on the South Shore, including gaming properties, ski resorts, beaches, and scenic attractions such as the Tallac Site and Emerald Bay.

The hotel properties will also enter into cooperative arrangements with the gaming properties and ski resorts to allow pick up and delivery of hotel guests by their buses. Use of the hotel shuttles will be coordinated to avoid duplication.

This program can be expected to assist in meeting the projections for shuttle usage.

4. Development of Transit Center and Park and Ride Facilities - The Redevelopment Plan requires the development of a transit center or centers within the City to facilitate the use of transit by those entering the Basin and/or making repetitive trips within the City.

A transit study is underway to determine the most desirable locations for such facilities, including an analysis of the potential for a fixed guideway system within the community. Completion and implementation of that study will provide a sound basis for future transportation planning as the redevelopment process proceeds.

The programmatic EIR/EIS for the Redevelopment Plan mentioned the potential for development of *park and ride* facilities under the Redevelopment Plan. The original concept of a single 400-space parking garage is inconsistent with the objectives of the specific projects and the Redevelopment Plan. The concept of *park and ride* locations will be further explored to determine if it could assist in meeting transit ridership objectives.

By creation of 400 dispersed parking spaces in the Redevelopment Plan Area, with appropriate signage to divert vehicles into those lots and onto either STAGE or the demand shuttles, a total of 3,200 DVTE would be reduced with a decrease of 6 percent in corridor demand and an improvement in level of service grade.

Monitoring of the success of these programs will be accomplished to insure that the TRPA and Redevelopment Agency standards for air quality and level of service are met. This monitoring will include, at a minimum, monitoring the ridership on the various shuttle systems and STAGE during the four year period, as well as the LOS and VMT/DVTE status at Rufus Allen and Lake Tahoe Boulevard, Ski Run and Lake Tahoe Boulevard, Park Avenue and Lake Tahoe Boulevard and Lake Parkway and Lake Tahoe Boulevard.

Annual review of the above will insure that the transit program is meeting the desired objective and that necessary corrections, if any, can be timely made.



The Bike Trail Component: The Redevelopment Demonstration Plan includes the construction of a Class I (separated) bike trail as shown in the Activity Plan. The trail will be a piece of the City Trail System as shown in the Activity Plan – Figure 2.

D. DRAINAGE ELEMENT

The primary objective of the drainage concept is to provide a comprehensive solution to storm water runoff generated not only from the Redevelopment Plan Area, but from areas outside the area, which contribute storm water to the Redevelopment Plan Area. The South Tahoe Redevelopment Demonstration Plan presents the opportunity to the City of South Lake Tahoe to contribute its fair share in meeting the TRPA environmental threshold goals. The primary water quality objective of the TRPA thresholds is to restore the Lake Tahoe clarity to pre-1970 conditions by reducing suspended sediment loads and curbing eutrophication by reducing nutrient loads.

Drainage Components: In response to the existing site conditions and planning objectives, the drainage concept for the Redevelopment Plan Area incorporates a combination of:

1. Detention basins and artificial wetlands for the Redevelopment Plan Area solutions; and
2. Onsite "Best Management Practices" (BMPs) for individual projects.

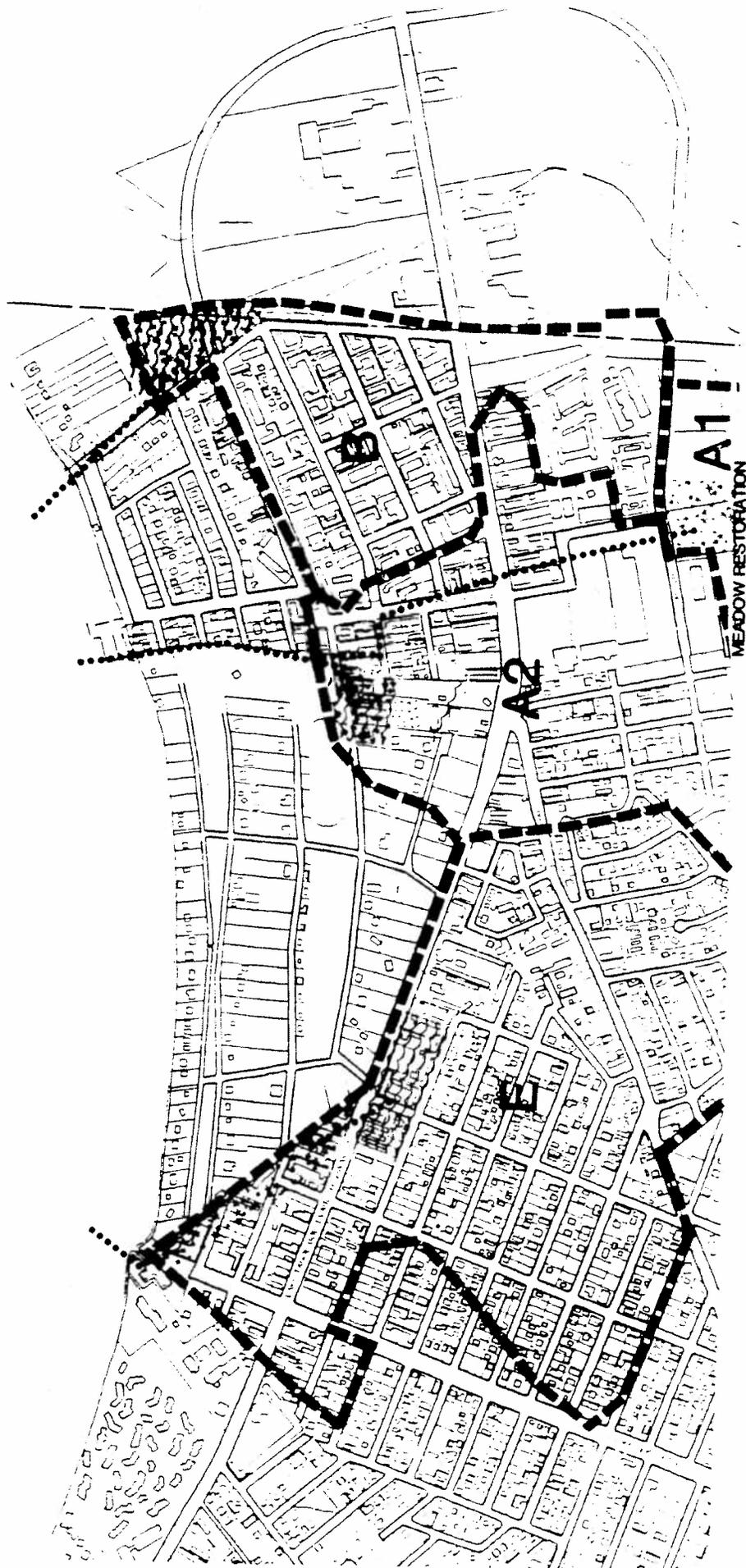
More specifically, the drainage plan will collect the water generated by existing development within the Redevelopment Plan Area in detention basins sized to accommodate a 20 year/one hour storm event. Where area permits, the basins will be designed to not only handle the volumes associated with the Redevelopment Plan Area, but will take as much storm water outside the area as the basin can accommodate. In addition to these detention basins, artificial wetlands will be created to further treat the water before it is discharged into the Lake.

Furthermore, each project, as defined by TRPA and/or Lahontan, will be responsible for meeting applicable 208 Plan water quality standards and shall be monitored, at a minimum, in accordance with California Tahoe Conservancy and Lahontan standards. TRPA may impose other or more strict standards.

To implement this concept, the Redevelopment Plan proposes to construct three detention basins/artificial wetlands within the three watersheds that pass through the Redevelopment Plan Area. These watersheds are shown as Subarea A-2, and Areas B, and E on the "Drainage Plan" map and are more particularly described as follows:

Area A (Figure 5) has been subdivided into two subareas based on the type of stormwater created. Subarea A.1 is non-urbanized and generates relatively "clean" storm water while Subarea A.2 is urbanized and creates the urban type runoff from developments.

Subarea A.1 consists of approximately 350 acres of essentially non-urbanized watershed above the Crescent "V" Shopping Center. The main stream draining this area discharges to a large pipe at Montreal Road which continues underground through Subarea A2 to its outlet at the easterly side of Tahoe



- OUTFALL
- ~~~~~ DETENTION BASIN and ARTIFICIAL WETLANDS
- ARTIFICIAL WETLANDS
- DETENTION BASIN

DRAINAGE

SOUTH TAHOE REDEVELOPMENT AGENCY

Figure 5

Meadows.

The only treatment measure planned for Subarea A.1 is at the existing meadow area located just above the pipe inlet at Montreal Road. The meadow has been severely channelized; leading to erosion and headcutting along its margin, and the natural runoff filtering capacity has been largely lost. Slowing and spreading of the runoff through the meadow could be accomplished by the use of check dams or similar devices to restore the filtering abilities.

Discharge from the enhanced meadow would continue to the existing storm drain system. However, as part of new runoff control measures for Subarea A.2, no additional storm water from urban areas will be discharged to this outfall until it has been treated as described below.

Subarea A.2: A 95 acre area, Subarea A.2 drainage is currently highly urbanized and portions are targeted for redevelopment. Even after redevelopment of much of the Subarea A.2, the stormwater will still be primarily a product of runoff from rooftops and pavement.

The collection system for Subarea A.2 will be parallel with, but separate from, the outfall pipe carrying runoff from Subarea A.1 to avoid contaminating its (assumed) relatively clean water. The storm runoff collected in this area will be carried to a detention pond/sedimentation basin near the corner of Park Avenue and Pine Boulevard. Outflow from the pond will be to an artificial wetland treatment area prior to ultimate discharge to the common outfall with Subarea A.1

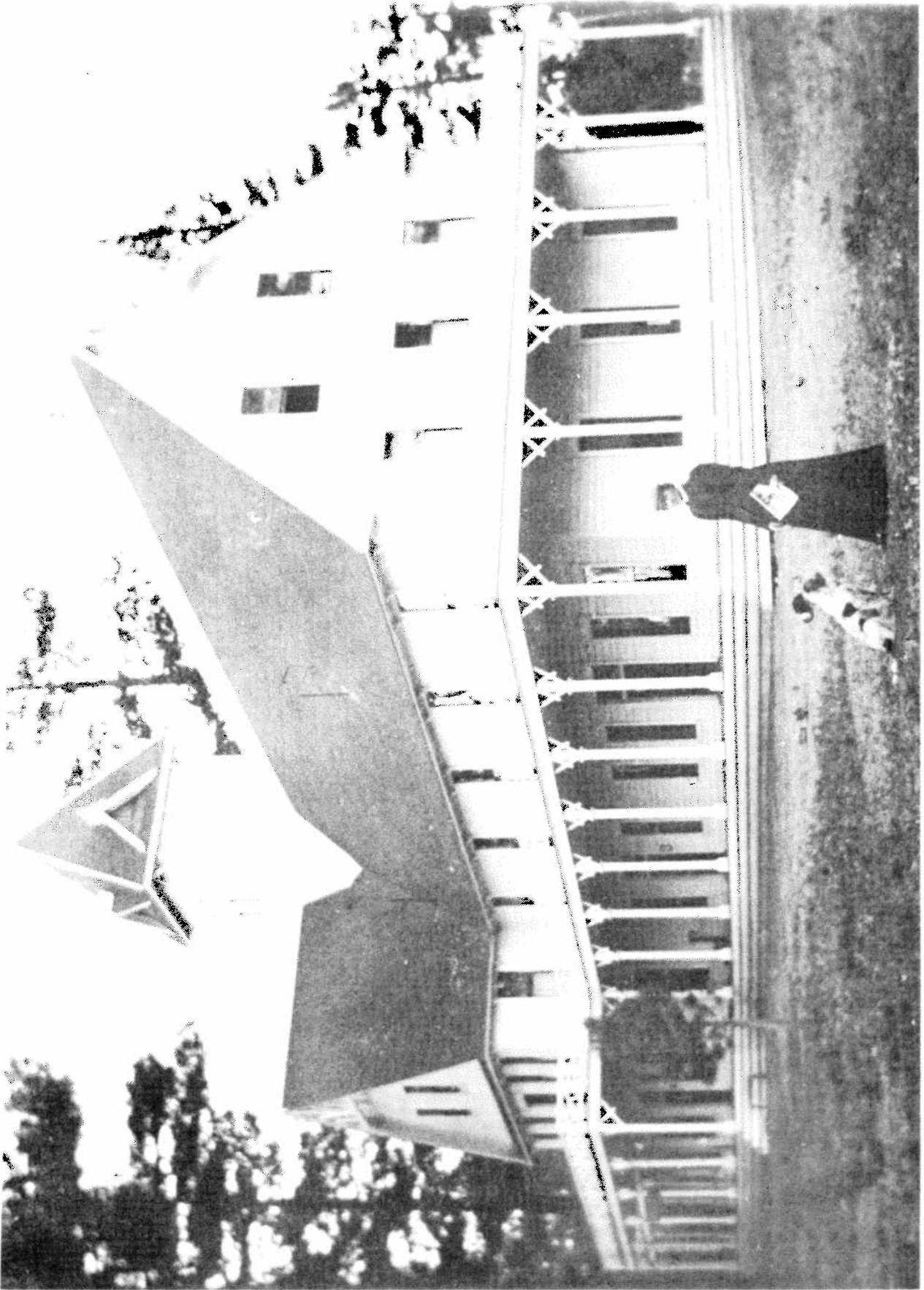
There is the possibility of providing additional treatment along an enhanced outfall channel along the easterly border of Tahoe Meadows.

Area B (Figure 5) is also a very urbanized drainage with a portion of its 80 acres to be redeveloped. The natural watershed above this area has already been hydraulically separated by the southerly half of the Loop Road which diverts the runoff flows easterly into the Nevada casino area.

Treatment of the Area B runoff will be similar to that described for Subarea A.2. A detention basin/artificial wetland is envisioned on a vacant 5 acre parcel at the northeast corner of Pine Boulevard and Stateline Avenue. Once through the detention basin and wetland, the water will flow into the Lake.

The areas available for treatment of stormwater from Subarea A.1 and Area B are about the same size, but the current drainage routing make the tributary areas disproportionate. In order to equalize this arrangement, this drainage plan includes the rerouting of runoff to Area B from about 20 acres of land south of Lake Tahoe Boulevard which currently flows to Subarea A.2. The rerouted area includes the proposed Embassy Suites site and adjacent upstream urban development.

Area E (Figure 5) consists of approximately 175 acres of primarily residential developed land, most of which lies above Lake Tahoe Boulevard. Its basic drainage pattern is not proposed to be changed.



Prior to the completion of Phase I of the Bijou-Wildwood Erosion Control Project, Area E was part of a much larger (500 acre) watershed which consisted of Area E and F combined (Brown and Caldwell, 1984/85), all of which drained to Lake Tahoe Boulevard at its intersection with Wildwood Avenue. The effect of the Bijou-Wildwood improvements was to reroute runoff from the 325 acre drainage (Area F) to a detention pond and then to the Ski. Run Marina. This makes the discharge at the bottom of Area E much smaller and more manageable for future treatment improvements.

The treatment scheme is similar to that proposed for Subarea A.2 and Area B. The detention pond/sedimentation basin is proposed to be located on the upstream side of Lake Tahoe Boulevard near its intersection with Wildwood Avenue. Discharge from the basin will cross Lake Tahoe Boulevard to a long, narrow artificial wetland area, of approximately four acres, along the northerly edge of the triangular Ski Run Marina redevelopment site. Outflow will be to the marina.

The detention basins, as well as the artificial wetlands, need to be designed to meet the necessary storm event, but also as important, they need to be aesthetically pleasing to the Redevelopment Area and be designed to serve a role as passive public open space/day use areas in the summer. When these basins are viewed from public areas, including roadways, they should be designed and landscaped to resemble a "natural, open space park" in appearance. The design including the spatial as well as physical amenities, must allow the public to use the basins or wetlands as a passive park. Amenities such as benches, walkways, lighting, water fountains, etc., are necessary elements to be included. (See also Open Space/Day Use Element for Urban Plazas.)

In addition to the area wide solutions identified above, each new project within the Redevelopment Plan Area will be required to incorporate the Best Management Practices (BMPs) outlined by TRPA on site. Some commonly used methods to treat runoff include:

Infiltration Trenches: The most often used method of retention is to discharge the surface water runoff into underground, rock-filled pits or infiltration trenches, where the water is held until it percolates into the ground.

Detention Basins: The other method often used is detention in surface basins or ponds. Both are usually designed for storms of 20-year frequency/1-hour duration.

E. DESIGN ELEMENT

The Design Element of the Redevelopment Demonstration Plan establishes design requirements for all new developments within the Redevelopment Plan Area. The intent of the requirements is to ensure high quality development sensitive to the unique setting of South Lake Tahoe and responsive to the specific problems and opportunities throughout the survey area. These requirements are also intended to provide a framework within which architects, builders and developers can creatively work. The requirements are specific, insofar as it is necessary to achieve public objectives, and more general, where the public interest is not as critical. The principal public objectives, upon which the design standards are based, include the following:

1. The improvement of the unique natural setting of South Lake Tahoe, through preservation and enhancement of key views to the mountains and Lake Tahoe.

2. The promotion of innovative design that restores the rustic alpine elegance for which the Lake Tahoe Region was once famous.
3. The creation of visual interest and diversity along the Lake Tahoe Boulevard corridor, through setback and landscaping requirements.
4. The improvement of the visual environment of the Redevelopment Plan Area through signage controls.
5. The enhancement of traffic and pedestrian circulation, as well as the visual environment, through control of site access and parking.
6. The creation of a safe winter environment, responsive to sun orientation, snow storage and removal, and to the unique snow conditions of the Sierras.

In order to respond to these objectives, the requirements apply to six key aspects of development, including: height and bulk; coverage; setbacks; architectural treatment; signage treatment and site access and parking.

1.0 Redevelopment Plan Area Development Standards

Applicability - These standards are designed to meet or exceed the applicable requirements of the City of South Lake Tahoe or the TRPA Code of Ordinances, and shall apply to:

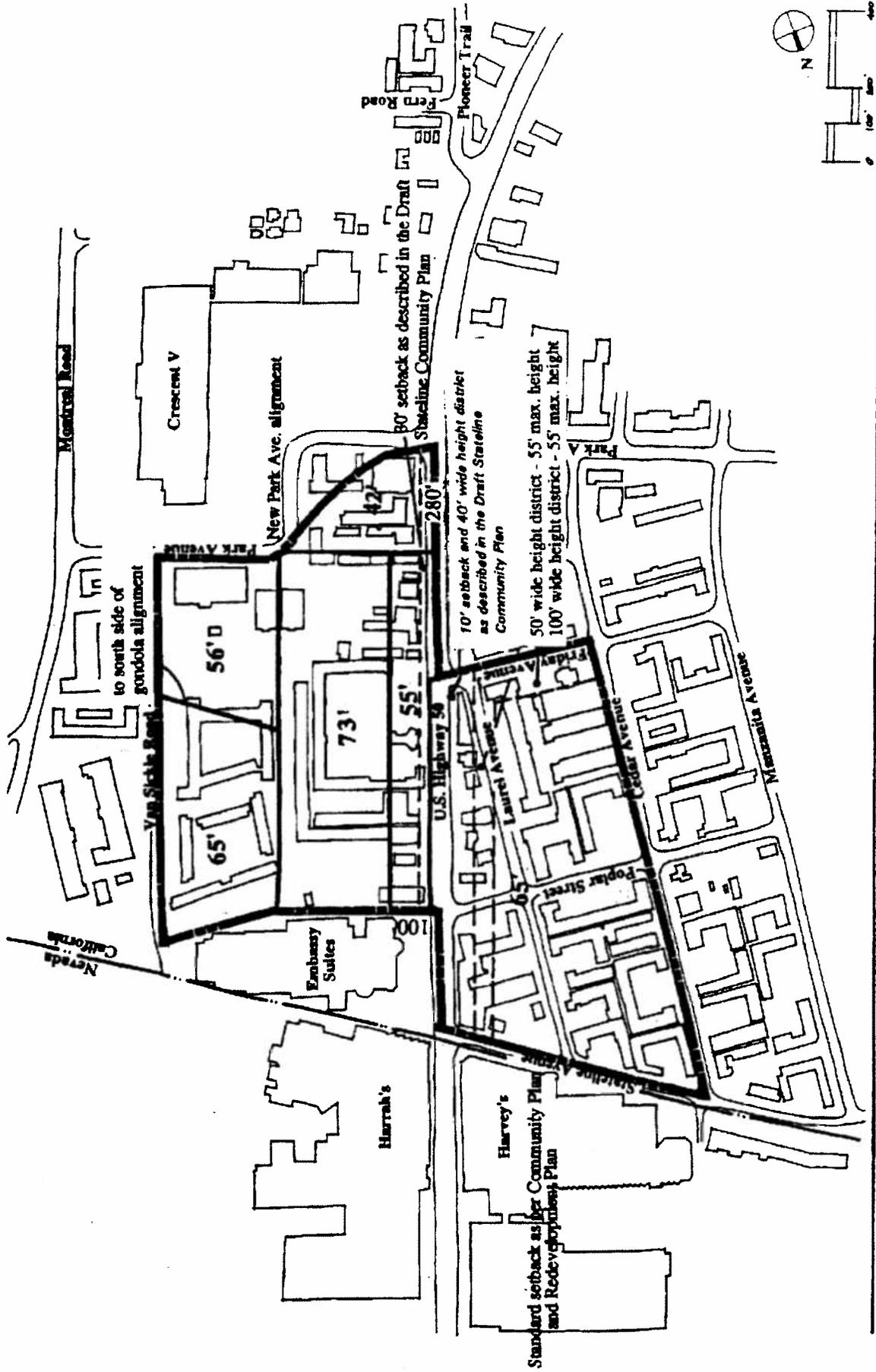
1. All new projects.
2. On a case by case evaluation for exterior modification of existing buildings. (Not a part of TRPA's Redevelopment Plan.)

1.10. Height and Bulk

1.11 Maximum Height: All new buildings within the Redevelopment Plan Area, with the exception of those project sites identified for additional height in Chapter 15, shall conform to TRPA's height requirement in Chapter 22. §Pursuant to Subsection 22.4.D, the Special Height District Map dated March 1, 1994; (Figure 6) establishes maximum height limitations for eligible uses within the special height district. All projects utilizing additional height shall conform to the standards set forth in Subsection 22.4.D and the applicable mitigation measures set forth in the "Proposed Amendment to TRPA Code of Ordinance Chapter 22 Final Environmental Assessment" dated February 25, 1994.

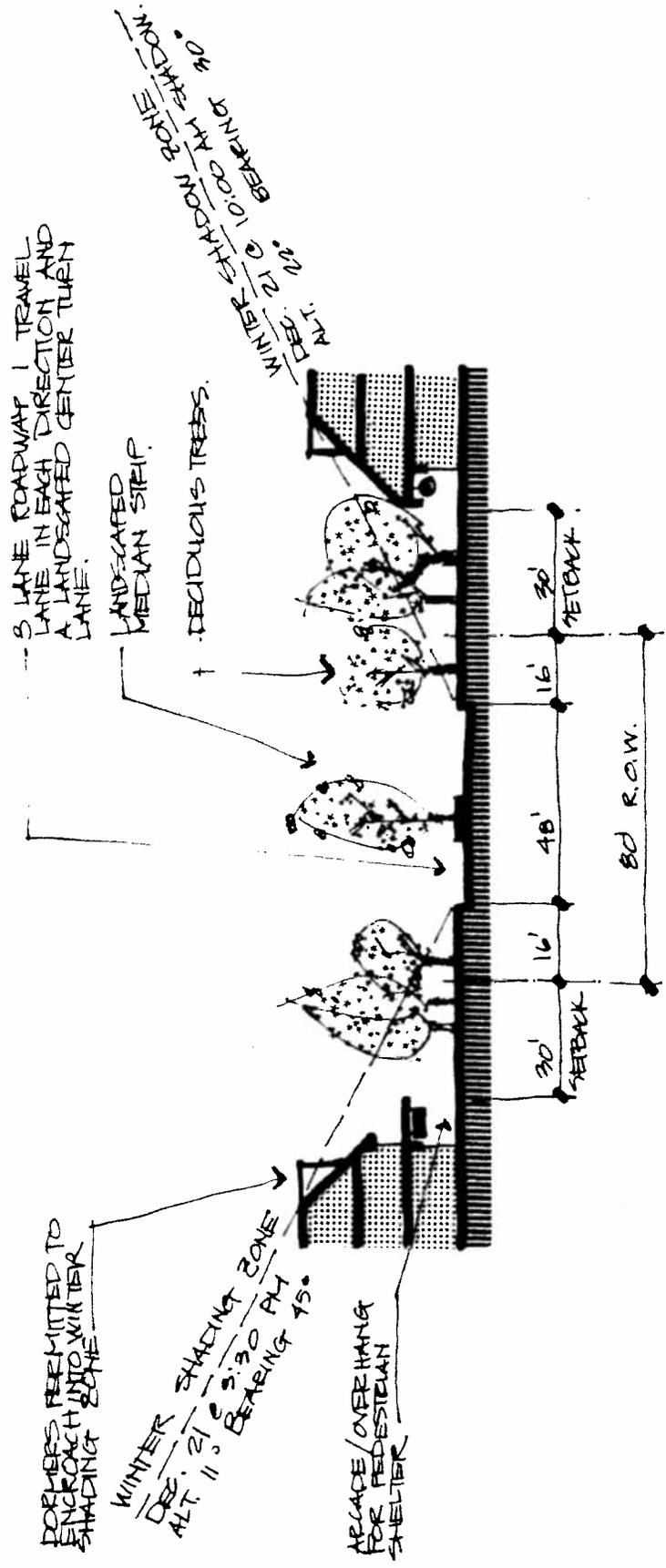
1.12 Bulk: Except as otherwise provided in Section 1.61, all new buildings shall incorporate pitched roofs of a slope not less than 7:12 and not more than 12:12 within the height limit (see roof treatments 1.61). All roofs shall be no less than 40 percent of the total height of the development as measured in elevation. In addition, all development shall be stepped back from the Lake Tahoe Boulevard corridor to prevent roadway shading in the winter between 10:00 A.M. and 3:30 P.M. (See Architectural Treatment)

§ Amended 03/23/94



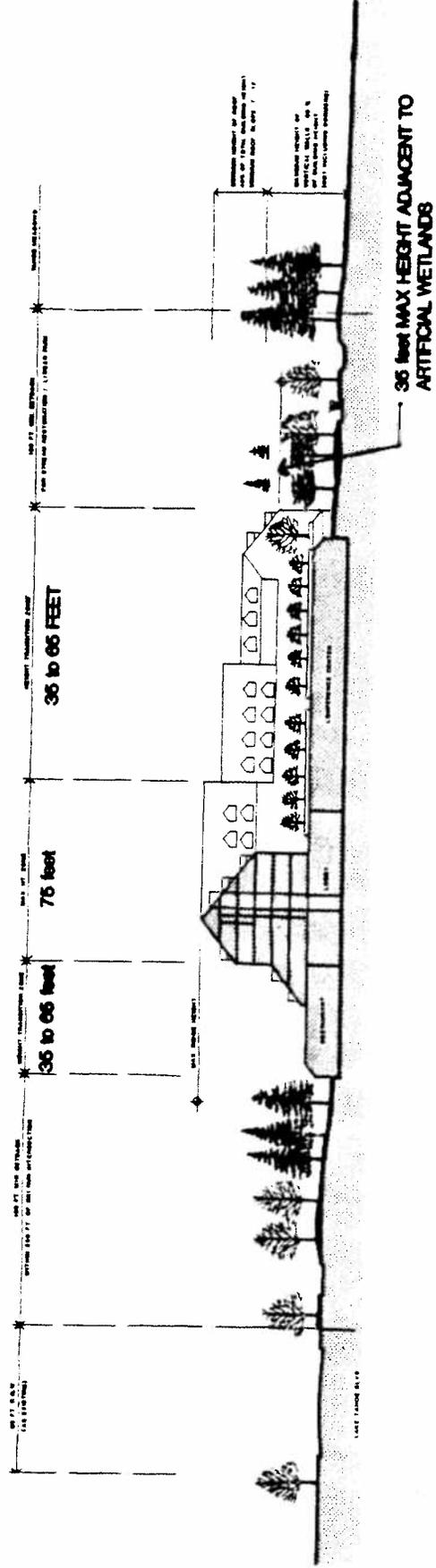
South Tahoe Redevelopment Demonstration Plan
 Special Height District Map
 March 1, 1994

Figure 6



STATELINE AREA section
SOUTH TAHOE REDEVELOPMENT AGENCY

Figure 7



HEIGHT TO BE MEASURED PER CHAPTER 22 OF TRPA CODE OF ORDINANCES
 BUILDING OUTLINE IS FOR CONCEPTUAL PURPOSES ONLY

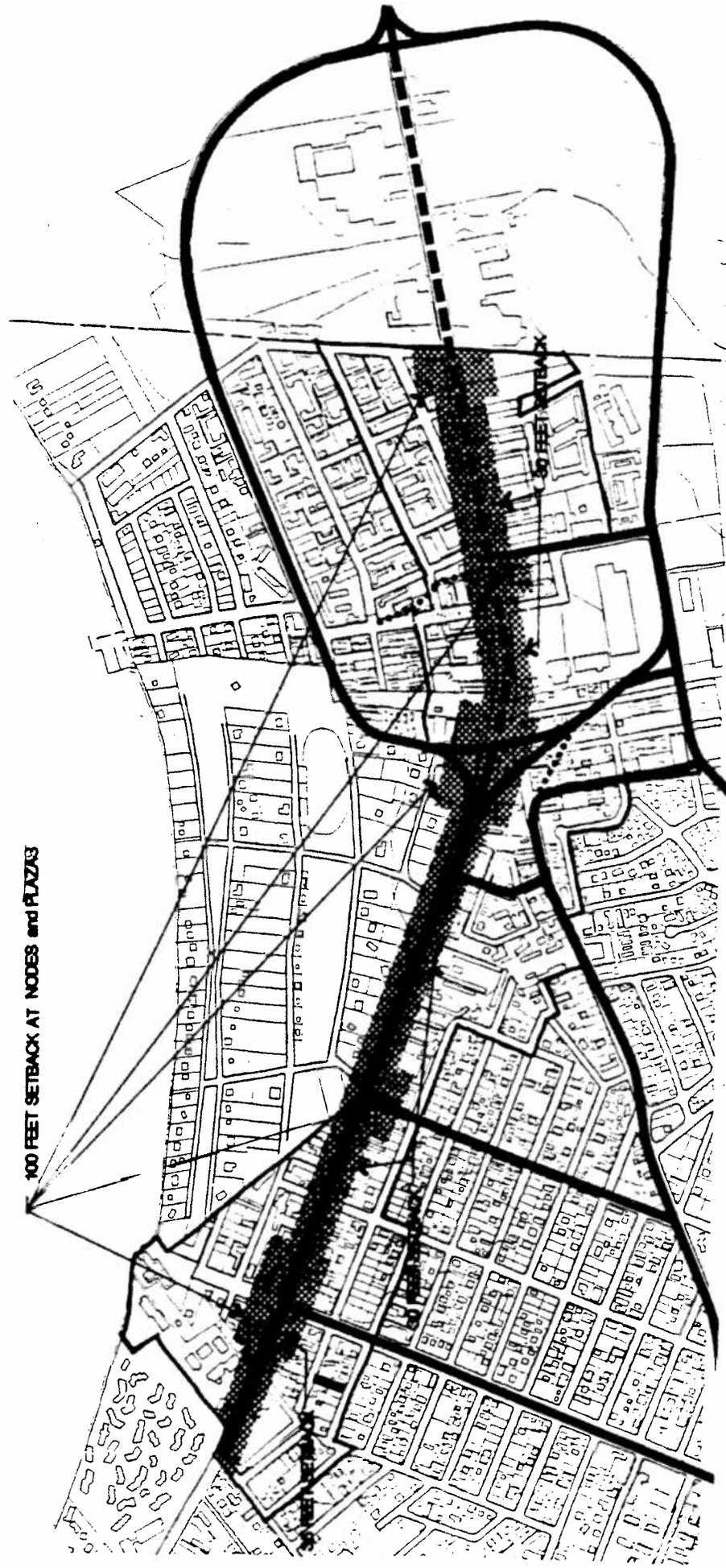
DESIGN ENVELOPE for the SKI RUN AREA HOTEL DEVELOPMENT
 SOUTH TAHOE REDEVELOPMENT AGENCY Figure 9



- PROJECT AREA NO. ONE
- 1a. TAHOE MARINA HOTEL
 - 1b. STATELINE HOTEL
 - 2. CRESCENT V REDEVELOPMENT OPPORTUNITY
 - 3. PARK AVENUE HOTEL REDEVELOPMENT OPPORTUNITY

REDEVELOPMENT PROJECT and OPPORTUNITIES
SOUTH TAHOE REDEVELOPMENT AGENCY

Figure 10



SCHEMATIC OF SETBACKS for new construction

SOUTH TAHOE REDEVELOPMENT AGENCY

Figure 13

1.20 Coverage: Requirements shall comply with the TRPA Code of Ordinances, Chapters 15 and 20.

1.30 Setbacks: (Figure 13)

1.31 Shorezone: New buildings must be set back not less than 100 feet from the high waterline or in accordance with TRPA Shorezone Ordinances, whichever is more restrictive. Public access along the Lakeshore of not less than 50 feet in depth (from the high water line) is to be provided along parcels upon which a redevelopment project occurs.

1.32 Lake Tahoe Boulevard: All new buildings and surface parking shall be set back from the Lake Tahoe Boulevard right-of-way by no less than 30 feet. This setback area shall be well landscaped to create an attractive edge to the street and shall be designed to screen surface parking areas from predominant view. In addition to the 30 foot setback, a winter shading zone has been established that ensures solar exposure of the roadway between 10:00 A.M. and 3:30 P.M. throughout the year.

Within the Stateline core area new construction shall have a minimum 30 foot setback from existing Lake Tahoe Boulevard right-of-way, except as noted in Section 1.33 below, designed to accommodate the high pedestrian volumes along Lake Tahoe Boulevard, and to compliment proposed streetscape improvements. In those instances where there are existing encroachments into the setback, the public land and the private land, up to the encroachment, shall be utilized together to enhance the pedestrian environment.

1.33 Lake Tahoe Boulevard Special Conditions: In order to create visual diversity along the Lake Tahoe Boulevard corridor, and to accentuate key gateways and activity centers, the following special setbacks are required to create plazas, open space/day use areas.

1.33.1 New buildings on both sides of Lake Tahoe Boulevard right-of-way, for a distance of 150 feet, measured from the intersection of the Nevada/California border and the centerline of Lake Tahoe Boulevard, shall be required to be set back from the street a minimum of 100 feet measured perpendicular from the project property line in order to create a "Gateway " Plaza.

1.33.2 New buildings, along the southern edge of the Lake Tahoe Boulevard right-of-way, for a distance of 150 feet west from the new right-of-way, created by the straightening of south Park Avenue, shall be required to be set back from the street by 100 feet in order to or preserve street views to Heavenly Valley Ski Area and to create a plaza in conjunction with the proposed specialty retail development at Crescent "V".

1.33.3 New development, within 250 feet of the following intersections right-of-way lines, shall be required to be set back 100 feet from the rights-of-way on both sides of Lake Tahoe Boulevard right-of-way:

Loop Road and Lake Tahoe Boulevard (in the vicinity of the existing intersection of Lake Tahoe Boulevard and Pioneer Trail).

Wildwood Avenue and Lake Tahoe Boulevard

Ski Run Boulevard and Lake Tahoe Boulevard (excepting the southwest corner).

These setbacks are intended to create visual relief along the Lake Tahoe Boulevard corridor and to accentuate activity centers and major points of land use transition.

1.34 Other Streets: On all other streets within the pedestrian-oriented commercial district of the Stateline core area (between Crescent "V" Shopping Center and the state line), a minimum setback of 30 feet shall be required for new development and surface parking.

1.40 NA

1.50 All projects shall be consistent with the Landscape Plan and Urban Design.

1.60 Architectural Treatment (1.61 and 1.62 are not a part of TRPA's Redevelopment Plan)

1.61 Roof Treatment: All new buildings and substantial roof modifications within the Redevelopment Plan Area shall incorporate pitched roofs with a slope of no less than 7:12 and no more than 12:12, and shall not have flat roof areas unless otherwise provided below. Flat roofs may be permitted in areas that are not within predominant view from the public right-of-way. Along the ridge of buildings, flat roofs up to a maximum area of 25 percent of the building footprint may be permitted. Covered parking is an exception and may be permitted to have flat roofs, but must be concealed through architectural design or landscaping, so as not to be within predominant view from the public right-of-way and must be no greater than 20 feet in height.

1.62 Roof slopes greater than 12:12 may be allowed provided the Redevelopment Agency finds:

1. All other design requirements are met including rustic alpine elegance architecture.
2. The roof slope is visually integrated into the building's architectural vocabulary so it is visually seen as part of the building and not an added "roof" appendage.
3. Flat roof areas are limited to that area necessary to comply with the U.B.C. (Uniform Building Code) to meet requirements of natural light and ventilation, and
4. That projects having roof of slopes greater than 12:12 shall incorporate design interest with the slope by using dormer windows, balconies or other architectural features.

Where the preceding findings are not made, the following standards shall apply:

1.63 The percentage of sloping roof to building wall (as measured in elevation) must be no less than 40 percent within the overall height limit, except

for Section 2.10. Dormer windows and other roof appurtenances (chimneys, towers, special features) are encouraged within the sloping roof area and within the overall height limit, but must be distributed and scaled in such a way as to maintain the overall proportion of roof to wall, and to create an interesting and varied roof form.

1.64 On sloping roofs, rapid unloading of roof snow must be avoided, either through measures that retain snow on the roof (e.g., snow fences) or by removing it safely (e.g., heated eaves that prevent ice damming).

1.65 Rooftop equipment shall be concealed from view and/or integrated within the architectural vocabulary of the building.

1.66 Facade Treatment: Except as otherwise required under Section 2.10, the building walls shall be no more than 60 percent of the total height of the building (as measured in elevation), within the remaining 40 percent devoted to sloping roofs. Building walls shall be well articulated; large uninterrupted expanses of horizontal and vertical wall surface shall be no greater than 30 percent of the length of the building. Walls shall be punctuated by well-proportioned openings that provide relief, detail and variation on the facade, and window treatments shall be of a quality that contributes to the richness and detail of the facade.

1.67 Ground Level Treatment: Public pedestrian areas at the ground level of buildings shall provide covered overhead protection in the form of recessed arcades or protruding canopies. Public entrances to buildings shall ensure protection from unloading roof snow. Additional protection from unloading snow shall also be provided in areas adjacent to sloping roofs, by the creation of a clear zone measured 60 degrees from the ground plane to the roof eave (Figure 9). This clear zone can include landscaping, but shall discourage pedestrian activity (particularly in the winter), and shall not be used for parking.

Along Lake Tahoe Boulevard, in the Stateline core area, ground level retail and commercial uses shall provide primary pedestrian access directly to the street, in order to ensure an enjoyable and interesting visual experience for pedestrians. Covered or surface parking areas are not permitted within view of Lake Tahoe Boulevard in the Stateline area. Long expanses of inactive building frontage shall be avoided by utilizing architectural elements such as transparent window surfaces, arcades, internal building uses that flow outdoors, and building entry points at frequent intervals. Additionally, site elements, such as increased building setbacks, meandering pedestrian walkways, increased landscaping and pedestrian areas within the building setback and street furniture for public use are to be used. Particular attention should be given to craftsmanship and detailing within the pedestrian's range of touch and view. For instance, the use of special store-front detailing, facade ornamentation, and flower boxes, reinforce the pedestrian nature of the street.

1.68 Building Material: Buildings should employ textured materials, compatible with the traditional and rustic resort style of the Lake Tahoe Region (stone, wood siding, shingles). Highly reflective materials are considered undesirable, because of their tendency to create uncomfortable glare conditions, and because of their inappropriateness to the Sierra environment. Buildings shall

be of natural hues, but are encouraged to be accented with bright colors that will provide color variation and a sense of festivity, appropriate to this resort destination. Such use of color will be subject to the City of South Lake Tahoe design review process and TRPA project review process. Roofs will be of dark colors and of non-reflective material.

1.69 Pubic Improvements: The public infrastructure improvements shall make a positive contribution to the rustic alpine character of the Tahoe Region. Sidewalks are to be constructed of a durable material conducive for use in the Sierra environment and, where possible, shall complement the natural environment by meandering the sidewalks away from the curb line to create pockets of landscape forms to "soften" the linear edge of the roadway.

Landscaping, landscaped median, street furniture, street lights, signals and other ancillary improvements, such as governmental signs, shall promote the rustic alpine character in form, color and material. Highly reflective or galvanized coated surfaces are not conducive to this character.

1.70 Sign Standards A sign committee shall develop a sign program consistent with or more restrictive than the sign program contained in the March 1988, South Tahoe Redevelopment Plan Draft EIR/EIS, pages 59 & 60.

1.75 Interim Sign Standards: On an interim basis, until the Redevelopment Sign Program is adopted, the City will allow only (a) face changes within existing sign structures provided the face change conforms to the City of South Lake Tahoe Sign Ordinance and; (b) No new sign area will be permitted.

1.80 Parking Standards: The City of South Lake Tahoe Parking Ordinance shall apply except in the following areas and except as provided in the note below:

Note: Whenever the City Parking Ordinance and Chapter 24 of the TRPA Code of Ordinances or the interim parking standards in TRPA Ordinance 87-8, Section 4.20 conflict, the most restrictive requirement shall apply.

1.81 Site Access and Parking: In order to promote more efficient and safe vehicular and pedestrian circulation, curb cuts and private driveways should be kept to a minimum. For properties with 150 feet of frontage or less, a maximum of one driveway, not to exceed 25 feet in width, may be permitted. For properties with more than 150 feet of frontage, a maximum of two driveways may be permitted. Properties fronting Lake Tahoe Boulevard that can efficiently gain access from an alternate roadway (i.e., a side street, shared drive, or back lane) should avoid or reduce curb cuts along the highway. Along Lake Tahoe Boulevard in the Stateline Area, site access is encouraged from the rear and side streets and from the loop roads, as appropriate.

1.82 Parking Ratios:

Hotel/Motel	1 guest space/rentable unit and 1 employee space/6 units
Restaurant	1 space/150 gross square feet
Retail	1 space/250 gross square feet
Office	1 space/400 gross square feet
Medical/Dental	1 space/200 gross square feet
Service Stations	1 space/200 gross square feet
Residential	1.5 spaces/studio unit 2.0 spaces/unit with one bedroom or more
All Other commercial uses:	1 space/400 gross square feet

(Note: Each project may elect to do a parking analysis to more accurately reflect their specific parking demands and, in that case, the above standards may be modified.)

1.83 Mixed Use Development: Potential reductions will be considered if it can be proven that the mix of uses will provide opportunities for shared parking through a City use permit, and if off-site parking is proposed, TRPA will require a parking study prior to approval.

1.83.1 Off-site parking may be permitted within a 300 feet walking distance from the use, or if shuttle service is provided through a City of South Lake Tahoe use permit. (Not a part of TRPA's Redevelopment Plan.)

1.83.2 Dimensional and other standards shall conform to the City's Zoning Ordinance, except where valet parking is provided, in which case the dimensional standards may be deviated. Said deviation shall be approved by the Redevelopment Agency only. (Not a part of TRPA's Redevelopment Plan.)

1.84 Parking Treatment: Parking facilities should be compatible with overall objectives for an improved visual environment. Surface parking should be well screened from predominant view (i.e., from Lake Tahoe Boulevard) and should be generously landscaped. At least 15 percent of surface parking areas shall be devoted to landscaping that is distributed between perimeter strips and interior areas of the lot. A minimum perimeter strip of 10 feet is required for all surface lots and those which front on Lake Tahoe Boulevard require a 30 foot strip. In addition to landscaping, bermed perimeter strips up to 48 inches in height, in conjunction with depressed parking areas are recommended as an effective way to reduce the visual impact of surface lots from adjacent roadways.

Surface parking areas shall be designed to provide for efficient snow storage and removal without reducing dimensional standards for parking spaces or aisle bays, and without impeding overall vehicular and pedestrian circulation and access.

In order to promote a continuous and active pedestrian environment within the Stateline Area (between Stateline Avenue and Crescent "V" Shopping Center), surface parking areas shall be situated behind buildings and concealed from street views. Covered parking facilities throughout the Redevelopment Plan Area should be designed to be integral with the architectural form of the development it is serving and should also be concealed when viewed from public rights-of-way.

1.85 Service Areas: Loading and service areas shall be completely screened (consistent with TRPA Section 30.5 B, paragraphs 4 & 5) from public view. Facilities shall conform with dimensional standards required by the City's Zoning Ordinance. (Not a part of TRPA's Redevelopment Plan.)

2.0 Redevelopment Project Area Development Standards:

Within the Redevelopment Plan Area, one Redevelopment Project Area has been identified for more detailed consideration: that being the vicinity of Stateline Avenue & Lake Tahoe Boulevard and the Ski Run Boulevard Areas and Lake Tahoe Boulevard. Project proponents have come forward with development proposals for major hotel facilities that would contribute to the overall improvement of the Redevelopment Plan Area. Design standards have been developed for these two major development projects; the Embassy Suites and the Ski Run Marina Hotel.

2.10 Project Area No. One

2.11 The Stateline Development Hotel Project Site: Immediately across the state line from the existing Harrah's Casino and Hotel development are a series of vacant parcels owned by Harrah's, Caltrans, and adjacent private interests. Currently, this land is being used for surface parking, presenting an inactive street edge to Lake Tahoe Boulevard and an unattractive entry to the City of South Lake Tahoe and to California.

The Redevelopment Plan recommends that the vacant land west of the casino be developed for a landmark hotel, oriented to the pedestrian streetscape planned for Lake Tahoe Boulevard, and designed as an attractive "Gateway" to California. As illustrated in the "design envelope for the Stateline Hotel Development", (Figure 8) the Redevelopment Plan recommends that the development be designed to step up from a 40 foot height limit along the street to a maximum roof ridge height of 95 feet at the rear of the site, with an intermediate height zone of 40 to 80 feet between the two.

In addition to the stepped up height requirements, this development project will be required to incorporate pitched roofs at a roof to wall ratio of 40 percent in the street zone, 25 percent in the intermediate zone, and 20 percent in the maximum height zone at the rear of the site. Principal site access will be from the loop road at the rear of the property. Access from Lake Tahoe Boulevard will need to have a traffic analysis to determine impacts and feasibility, as well as meeting the objectives of the Redevelopment Demonstration Plan. New development on both sides of Lake Tahoe Boulevard, for a distance of 150 feet, measured from the intersection of the Nevada/California border and the centerline of Lake Tahoe Boulevard, shall be required to be set back from the street a minimum of 100 feet

as measured perpendicular from the project property line in order to create a "gateway " plaza. All other development criteria for this project will be required to conform with the Community Design Element of the Redevelopment Plan.

2.12 The Ski Run Area Hotel Development Project Site: As the principal point of public lakefront access between Regan Beach and the state line, the redevelopment of the Ski Run area is critical in achieving objectives for enhancing public access to Lake Tahoe. The Redevelopment Plan recognizes that, in order to address public access objectives, three factors must be achieved: the improvement of views to the Lake from Lake Tahoe Boulevard; the enhancement of pedestrian connections to the Lake; and the creation of an activity center that will promote increased public access and use of the Lakefront. In addition to public access, the Redevelopment Plan also recognizes the importance of this area as an environmental resource within the Tahoe Basin. The area is within a Stream Environment Zone (SEZ) and, with sensitive redevelopment, can contribute to the improvement of storm water runoff and drainage conditions by means of stream restoration and artificial wetlands that extend and reinforce the City's Bijou-Wildwood Erosion Control Project.

The Redevelopment Plan for this area calls for the creation of a pedestrian oriented mixed-use district, with a major public open space that enhances views to Lake Tahoe from Lake Tahoe Boulevard and that creates an attractive destination at the Lakefront. Along the edge of Tahoe Meadows, and as an extension of the existing marina, the Redevelopment Plan also proposes the creation of an artificial wetland, that would connect to the proposed improvements of the Drainage E project and that could serve as a major site amenity.

Because of its potential role as a major activity node within the City, the Ski Run site has been identified as an area that can be considered for additional height. As illustrated in "Design Envelope for the Ski Run Hotel Development", (Figure 9) the Redevelopment Plan proposes that the hotel development be permitted to a maximum roof ridge height of 75 feet, with the mass of the development stepping down to 55 feet along the marina, Tahoe Meadows and Lake Tahoe Boulevard frontages of the hotel.

As outlined in the Community Design Element, development will be required to be set back from Lake Tahoe Boulevard by 100 feet, within 250 feet of the Ski Run and Wildwood Avenue intersections, and by 30 feet for the remaining frontage of the site. Retail and restaurant uses will be permitted within 20 feet of the marina edge, to create an active water oriented environment.

All development on the north side of Lake Tahoe Boulevard will be required to be set back at least 75 feet from the Ski Run Boulevard right-of-way by in order to contribute to the view corridor from Lake Tahoe Boulevard to the Lake. Upon full implementation of the hotel, open space/ day use areas and marina expansion projects, this requirement will ensure a major "window" to Lake Tahoe.

In order to create a strong pedestrian and bicycle linkage to the Lakefront from Lake Tahoe Boulevard, and to accommodate proposed artificial wetlands improvements, a 100 foot wide area along the boundary of Tahoe Meadows,

within the project area, will be required. This area will be improved not only with the artificial wetlands improvements, but also with improvements to serve as an extension of the pedestrian/bikeway trail, proposed for the northern edge of the Lake Tahoe Boulevard corridor between Wildwood Avenue and the Stateline Area. All other development criteria for this project will be required to conform with the Community Design Element of the Redevelopment Plan. (See Element II E., Design Element)

3.0 Other Project Opportunities

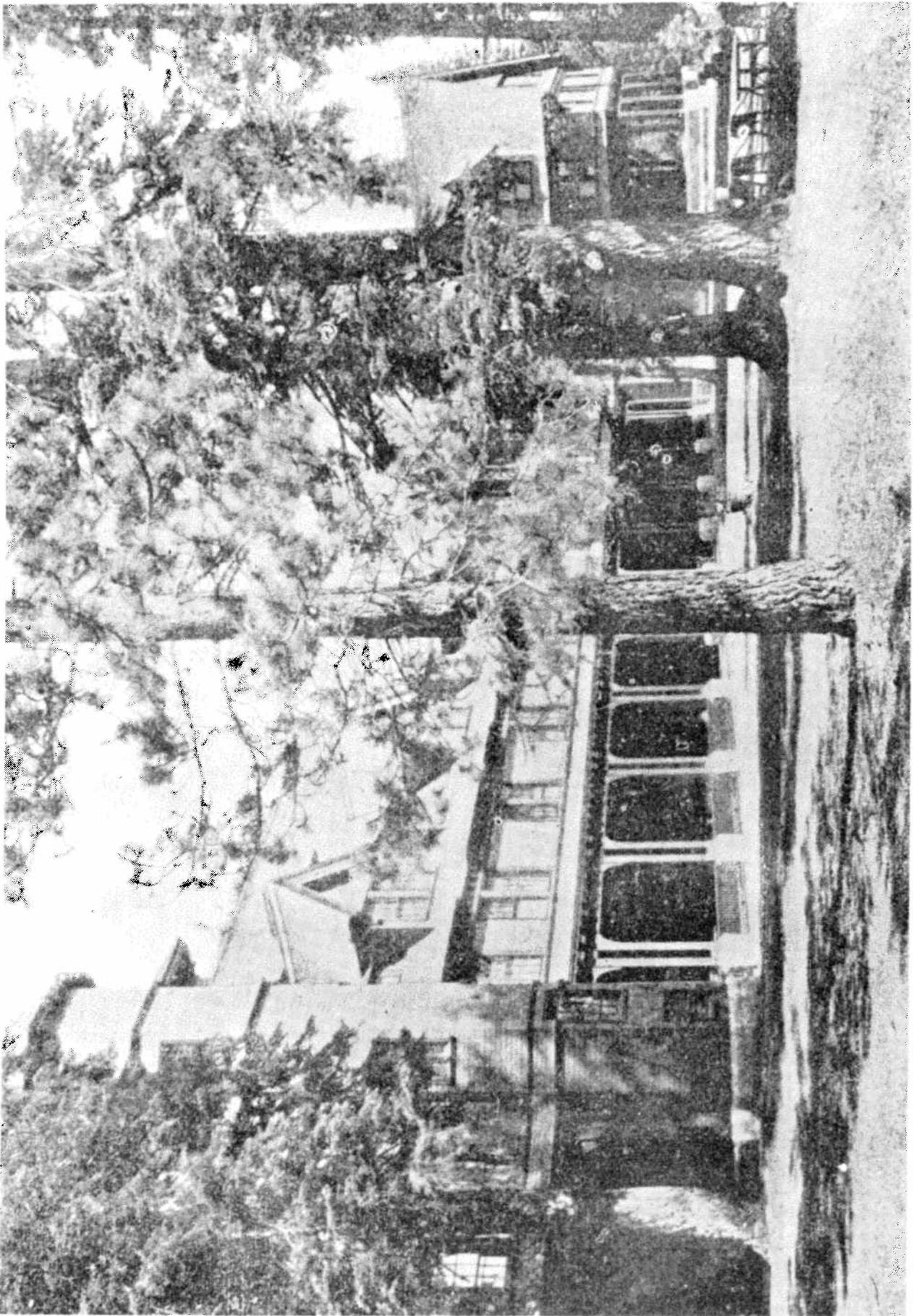
3.1 The Stateline Area: In addition to the Redevelopment Project Area, the construction of the proposed loop road creates major opportunities for the enhancement of the Stateline area's economic viability and its visual and pedestrian environment. The Redevelopment Plan proposes the creation of an active pedestrian-oriented retail district between the casinos on the east and Crescent "V" Shopping Center on the West. Two "potential" projects have been identified within this area, including: the Crescent "V" Redevelopment Project and the Park Avenue Redevelopment Project. In conjunction with these projects is a proposed revitalization and rehabilitation program for the remaining businesses within the Redevelopment Plan Area. The implementation of these projects and programs will depend, to the greatest extent, on private owner participation and will involve, as appropriate, land acquisition and assembly assistance by the Redevelopment Agency. All redevelopment projects and programs will be required to comply with the Community Design Requirements. (Figure 7)

3.2 The Crescent "V" Redevelopment Opportunity: The Crescent "V" Shopping Center offers significant development opportunities within the Stateline area. The large paved surface parking lot is oversized for the shopping center uses, and creates an unattractive entrance to the core area. The shopping center itself is primarily local serving, and takes little advantage of the large concentration of visitors within the area. (Figure 10)

In conjunction with the realignment of south Park Avenue and the improvement of Lake Tahoe Boulevard as a pedestrian-oriented street, the Redevelopment Plan proposes that 60,000 to 70,000 square feet of specialty retail uses be developed adjacent to the Crescent V Center as a western anchor to the Stateline pedestrian area. This western anchor would be punctuated with an urban plaza (see Open Space/Day Use Element). It is proposed that the community orientation of the existing shopping center be maintained, and that the new development be located on the northeast corner of the existing surface parking lot and on assembled properties to the west of the realigned south Park Avenue. Because the Crescent V site slopes approximately 10 feet down to the street, there is an opportunity to incorporate one level of parking (or approximately 300 spaces below the planned development while maintaining 300 to 400 spaces at grade.

3.3 The Park Avenue Redevelopment Opportunity: On the east side of the present Park Avenue alignment, there are several properties between Harrah's Road and Lake Tahoe Boulevard that are in a deteriorating condition, and that provide opportunities for redevelopment. One concept is for a mixed-use

development on 5 acres along a realigned Park Avenue that would include a small 150 room hotel oriented to Lake Tahoe Boulevard, and a 30,000 square foot commercial development along Park Avenue. The realignment of south Park Avenue, the proposed Park Avenue redevelopment opportunity, and the proposed specialty center development at Crescent V opportunity would remove approximately 125 existing motel units and provide approximately 30,000 square feet of commercial space in the area. (Figure 10)



Chapter III

CONSISTENCY WITH THE CITY AND TAHOE REGIONAL PLANNING AGENCY CODE OF ORDINANCES

A. USES ALLOWED

1. Pursuant to Chapter 18 of the TRPA Code of Ordinance, the uses permitted within the Redevelopment Plan Area are the same uses as identified within Redevelopment Plan Area Statements 089 B and 091 of the TRPA Regional Redevelopment Plan.
2. The City of South Lake Tahoe shall review all new uses for a determination of consistency with the Redevelopment Demonstration Plan, including but not limited to, the land use, transportation, drainage, open space/day use, design, and the City's Zoning Ordinance. It should be noted that projects or improvements where location may be a part of a future acquisition, e.g. transportation alignments and drainage basin locations, may be exempt from the consistency findings and may proceed at their own risk until the specific acquisition sites are identified.
3. Processing: All projects are subject to both TRPA (in accordance with Chapter 4 of the Code) and the City of South Lake Tahoe review. To facilitate this project review, the City and TRPA shall coordinate a "scoping" meeting, together with other appropriate agencies to outline issues and define processing procedures prior to formal project application.

B. MODIFICATIONS, EXPANSIONS AND REPAIRS TO EXISTING BUILDINGS AND TIE CONSTRUCTION OF NEW BUILDINGS

1. All building modifications, expansions and repairs, and new buildings require City of South Lake Tahoe review for a Redevelopment Demonstration Plan consistency finding. This shall include those modifications, expansions and repairs that are "exempt" or "qualified exempt" from TRPA review.
2. TRPA Code of Ordinances and the City of South Lake Tahoe Zoning Ordinance shall apply to building modifications, expansion and repairs. When a conflict appears, the most restrictive ordinance shall apply.

C. TRPA REDEVELOPMENT PROJECT REVIEW CONFORMANCE CHECKLIST

Key: + In Conformance; - Not in Conformance; N/A Not Applicable

_____ 1. REVIEWING BODY

TRPA (Exempt Activities)	_____	Sec.4.2 & 4.3 Code
TRPA (Staff/GB Review)	_____	Appendix A
City South Lake Tahoe Exempt	_____	Demonstration Plan
City South Lake Tahoe	_____	Demo. Plan/Zon.Ord.

_____ 2. PROCESSING (TRPA Rules of Procedure & South Lake Tahoe Zoning Ordinance Procedure)

All projects shall be coordinated with the City of South Lake Tahoe through scoping sessions to determine the appropriate processing procedure.

_____ 3. SPECIAL CODE PROVISIONS

(Emergency)	_____	Sec. 4.11.A Code
(Modifications)	_____	Sec. 4.11.13
(Burn-Downs)	_____	Sec. 11.C

_____ 4. ENVIRONMENTAL DOCUMENTATION

_____	IEC (TRPA)	_____	EA(TRPA)
_____	EIS(TRPA)	_____	FONSI (TRPA)
_____	EIR(SLT)		
_____	Neg.Dec. (SLT)	_____	CAT.EXEMPT(SLT)

_____ 5. REQUIRED FINDINGS

_____	Sec. 6.3 Threshold Related Findings
_____	V(g) Checklist
_____	South Lake Tahoe
_____	Conformity

_____ 6. PLAN AREA STATEMENT/CONSIDERATION/ POLICIES

_____	PAS Special Designations
_____	PAS Special Policies
_____	PAS Permissible Use
_____	PAS Density Limitations
_____	PAS CNEL
_____	PAS Residential Bonus Units
_____	PAS PAOTs

_____ 7. PERMISSIBLE USE

(Primary Uses)	_____	Sec. 18.1
(Accessory Uses)	_____	Sec. 18.2
(Existing Uses)	_____	Sec. 18.5

CONFORMANCE CHECKLIST

8. LAND COVERAGE

(Land Capability Sys.)	_____	Sec. 20.2
(Base Cov.)	_____	Sec. 20.3.A
(Transfers)	_____	Sec. 20.3.B(3)-(7)
(Transfers)	_____	Sec. 20.3.C
(Cov. Calcs.)	_____	Sec. 20.3.D
(Red. Prj. Area)	_____	Sec. 15.2.D
(Cov. Prohibitions)	_____	Sec. 20.4
(Cov. Mitigation)	_____	Sec. 20.5.A
(Mitigation Exemptions)	_____	Sec. 20.5.B
(Cov. Relocation)	_____	Sec. 20.5.C
(Red. L.C. Limitations)	_____	Sec. 15.9.A
(Red. L.C. Program)	_____	Sec. 15.9.D

9. DENSITY

(Max. Density)	_____	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
(Red. Prj. Density)	_____	Sec. 15.9.B

10. HEIGHT

(Standards)	_____	Sec. 22.3
(Other Structures)	_____	Sec. 22.5
(SLT Add. Ht.)	_____	Sec. 15.11.E
(Additional Height)	_____	Sec. 22.6
(Existing Structures)	_____	Sec. 22.3

11. NOISE

(Single Event)	_____	Sec. 23.2
(CNEL)	_____	Sec. 23.3
(Standards)	_____	Sec. 23.6
(Compliance)	_____	Sec. 23.7
(Exemptions)	_____	Sec. 23.8

12. DRIVEWAY AND PARKING

(Standards)	_____	Sec. 24.2.C
(Drive)	_____	Sec. 24.2.D
(Driveway Width)	_____	Sec. 24.2.E(3)
(Service Drives)	_____	Sec. 24.2.F
(Parking)	_____	Interim TRPA Ord. S7-8, Sec. 4.20
	_____	SLT Refer to Sec. 32.33
	_____	Plan Refer to Redevelopment
	_____	Plan Area Standards

CONFORMANCE CHECKLIST

13. BEST MANAGEMENT PRACTICES

(Temp. BMPs)	Sec. 25.2.A
(Perm. BMPs)	Sec. 25.2.B
(Priority)	Sec. 25.4
(Std. BMPs)	Sec. 25.5.A-F
(Add. Requirements)	Sec. 25.6
(Special BMPs)	Sec. 25.7
(Maintenance)	Sec. 25.8
(Prj. Area BMPs)	Sec. 15.9.E
(BMP Program)	Sec. 15.10.D

14. BASIC SERVICES

(Paved Roads)	Sec. 27.2
(Water)	Sec. 27.3.A & B
(Sewer)	Sec. 27.4
(Electric)	Sec. 27.5

15. HISTORIC RESOURCES

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

16. NOISE

(Single Event)	Sec. 30.2 Plan refer to Redevelopment Plan Area Standards.
(Scenic Prog.)	Sec. 30.3 Plan refer to TRPA Chapter 15, Compliance within Demonstration Plan
(Gen. Stands)	Sec. 30.5.A
(Standards)	Sec. 30.5.B
(Snow Storage)	Sec. 30.5.C
(Setbacks)	Sec. 30.5.D
(Bldg. Design)	Sec. 30.6
(Landscaping)	Sec. 30.7
(Lighting)	Sec. 30.8
(Water Conservation)	Sec. 30.9
(Combustion Appliances)	Sec. 30.10
(Outdoor Advertising)	Interim Rules TRPA/CSLT Plan, refer to Redevelopment Plan Area Development Standards
(Scenic)	Sec. 24.2.F Plan, TRPA, Chapter 15, Compliance within Demonstration Plan.

CONFORMANCE CHECKLIST

_____ 17. ALLOCATION OF DEVELOPMENT

(Residential Alloc.)	_____	Sec. 33.2
(Comm. Floor Alloc.)	_____	Sec. 33.3
(Tourist Alloc.)	_____	Sec. 33.4
(Public Service)	_____	Sec. 33.5
(Recreation)	_____	Sec. 33.6
(Conversion of Use)	_____	Sec. 33.7

_____ 18. TRANSFER OF DEVELOPMENT

(Residential)	_____	Sec. 34.2
(Allocations)	_____	Sec. 34.3
(Relocation)	_____	Sec. 34.4.A-C
(Retirement)	_____	Sec. 34.5.A-K
(Red. Retirement)	_____	Sec. 15.9.G
	_____	Sec. 15.11.D
(Basic Service)	_____	Sec. 34.6

_____ 19. BONUS UNIT INCENTIVE PROGRAM

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

_____ 20. TRACKING (Chapter 38)

(Banking)	_____	Sec. 38.2.C
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_____ 21. CONSTRUCTION SCHEDULES

(Schedules)	_____	Sec. 62.2
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_____ 22. 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
(Red. Basements)	_____	Sec. 15.9.C
(Min. Excavation)	_____	Sec. 64.7.C

_____ 23. VEGETATION PROTECTION

(Standards)	_____	Sec. 65.2.A-H
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CONFORMANCE CHECKLIST

_____ 24. TREE REMOVAL

(Gen. Standards)	_____ Sec. 71.2
(Min. Standards)	_____ Sec. 71.3
(Reasons)	_____ Sec. 71.4

_____ 25. SENSITIVE PLANT PROTECTION/FIRE HAZARD REDUCTION

(Sensitive Plants)	_____ Sec. 75.2
(Wildfire Mgmt.)	_____ Sec. 75.3

_____ 26. REVEGETATION

(Approved Species)	_____ Sec. 77.2
(Soil Stabilization)	_____ Sec. 77.3
(Reveg. Plans)	_____ Sec. 77.4

_____ 27. WILDLIFE RESOURCES

(Protection)	_____ Sec. 78.2
(Standards)	_____ Sec. 78.3

_____ 28. FISH RESOURCES

(Lake Habitat)	_____ Sec. 79.2.A
(Stream Habitat)	_____ Sec. 79.2.B

_____ 29. 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

_____ 30. WATER QUALITY MITIGATION

(Offsets)	_____ Sec. 82.2
(Fees)	_____ Sec. 82.3
(Exemptions)	_____ Sec. 82.4

_____ 31. AIR QUALITY CONTROL

(Appliances)	_____ Sec. 91.3
(Open Burning)	_____ Sec. 91.4
(Stationary Sources)	_____ Sec. 91.5
(Idling)	_____ Sec. 91.6

CONFORMANCE CHECKLIST

_____ 32. TRAFFIC AND AIR QUALITY MITIGATION

(Additional/Transferred Dev.) _____ Sec. 93.3

(CIC) _____ Sec. 93.4

(Mitigation Fee Credit) _____ Sec. 93.7

_____ 33. SHOREZONE (Chapters 50-56)

_____ 34. SUBDIVISION

(Prohibitions) _____ Interim

(Lot Line Adj.) _____ Interim

_____ 35. TEMPORARY USES AND ACTIVITIES (Chapter 7)

_____ 36. MANDATORY CONDITIONS OF APPROVAL

_____ 37. REDEVELOPMENT DEMONSTRATION PLAN

D. TRPA CHAPTER 15 COMPLIANCE

1. 15.10.D

15.10.D (1) Scenic Threshold Attainment, (Also refer to 15.11. F (4) Environmental Targets)

The purpose of this program is to set forth in concise form the goals, objectives, and implementation strategies which the Redevelopment Agency will pursue to upgrade the existing built environment in the Redevelopment Plan Area. All new projects, as a part of their mitigation, will be required to demonstrate the maintenance and/or improvement to TRPA scenic thresholds.

Goals of the Program

To bring about as rapidly as possible a new signage program within the area, reducing the size and number of existing signs, insuring that the replacement signs meet specified standards, and eliminating readerboards and the use of window signs.

To remove from the Redevelopment Plan Area as many existing substandard and economically obsolete motel units as financially feasible, obtaining those properties in logical patterns for use as open space and day use areas along the Lake Tahoe Boulevard corridor.

To beautify the Redevelopment Plan Area as a whole with landscaping and street amenities, and through the installation of curb, gutter, and sidewalks to provide useable pedestrian walkways throughout the area, including the provision of street lighting which is compatible with minimizing the urban character of the area.

In conjunction with the installation of landscaping and pedestrian walkways to provide drainage and water quality improvements which meet the standards set forth in the 208 Plan and insure that all such installations utilize best management practices during construction and maintenance.

Goals of the program are to achieve Goals #1 and #2 of the Scenic Sub-element, Conservation Element of the Regional Plan policies regarding scenic thresholds in the Redevelopment Plan Area. Those policies are: 1) to maintain and restore the scenic qualities of the natural appearing landscape and, 2) to improve the accessibility of Lake Tahoe for public viewing. Projects undertaken in the implementation of this program will be evaluated against, and must be consistent, with or exceed, the recommendation in the TRPA Scenic Quality Improvement Program, upon adoption by the TRPA Governing Board.

Objectives of the Program

One objective of the program is to accomplish the goals through a public/private partnership with the existing property owners in the area. Leadership assumed by the property owners would insure that the final program is one with full property owner support and therefore commitment to implementation.

A second objective is to accomplish the goals as expeditiously as possible, preferably within a specific and defined time frame to be agreed upon by the City and principals in the process.

The third objective of the program is to replace existing signage with, indirectly illuminated, natural material signs, designed and installed by local sign professionals.

The final objective of the program is to prepare and implement the Redevelopment Plan Area, a program combining creation of new open space/day use areas through unit retirement programs, with a program of street frontage and pedestrian improvements which will achieve the goals of the Scenic Quality Improvement Plan through the use of appropriate landscaping and beautification strategies. Included in this objective are the replacement of the existing Tahoe Meadows fencing with security of a compatible character, the closure of non-essential driveways on Lake Tahoe Boulevard, screening of existing satellite dishes, and through a rehabilitation loan program, securing an upgrading of the architecture of the area. Reducing the visual impact of automobiles in the area will be addressed in the transportation and circulation strategy.

Implementation Strategies

To meet the scenic threshold attainment requests listed in TRPA Chapters 15.10.D. (1) and 15.11.F. (4) the following programs will be implemented.

A. Sign Replacement Program

1. Purpose: To replace all signage with natural material. Signage to be constructed and erected under one program to allow equal competition for businesses.

2. Description of Program: The City Council has created a committee to formulate the details of the sign replacement program including representation from the Lodging Association, Chamber of Commerce, retail business as well as the City Council and Planning Commission. The committee will be focusing on the scope of the program, the program incentives, the implementation schedule and the design of the program (See Design Element "Signage").

3. Cost of Program: The cost of the program for design, construction and installation along Lake Tahoe Boulevard has been estimated at \$331,000. This figure may be revised depending on the program developed by the sign committee.

4. Funding: The funding sources are the long term bonds supported by the Transient Occupancy Tax revenues and Tax increment collections.

5. Schedule:

May 1989	Select Sign Maker
May 1990	Begin Installation
Oct. 1990	Finish Installation

6. Responsible Jurisdiction: South Tahoe Redevelopment Agency

B. Infrastructure Improvements

1. Purpose: To beautify the Redevelopment Plan Area as a whole with landscaping and street amenities, and through the installation of curb, gutter, and sidewalk to provide useable pedestrian walkways throughout the area, including the provision of street lighting which is compatible with minimizing the urban character of the area.

2. Description of Program:

a. Design Plan: The program is both an architectural and engineering design plan. From an architectural perspective. Design of the infrastructure improvements must be compatible with the overall plan, including multiple driveways, consolidation and reorientation to side streets, landscaping concept (both public and private), pedestrian walks (alignment & materials), streetscape amenities, including street furniture; public signage treatment/graphics and street lighting, median strip development, method of snow removal (street as well as sidewalks), costs and implementation schedule based on Redevelopment Agency approval of architectural engineering plans, including cost estimate.

b. Phasing: No reduction in the number of lanes of Lake Tahoe Boulevard shall be required until after completion of the loop roads. Following the completion of the loop roads, the number of lanes on Lake Tahoe Boulevard shall be reduced to three in accordance with the Redevelopment Plan.

After the circulation system has been in operation for sufficient time to determine its effectiveness, a reevaluation may be made. If consistent with any applicable Redevelopment Agreements, appropriate changes may then be made, including the resumption of five lanes on Highway 50. The architectural and engineering plans for the reduction in lanes may be phased consistent with the potential reevaluation referenced above.

In addition the implementation schedule shall determine the best method to construct the roadway improvements without significantly impacting summer season traffic. Such methods to be evaluated: detours, phasing (Spring-Fall), utilize center turn lanes, night construction, etc.

3. Cost of Program: Preliminary cost estimate for the program is approximately \$500,000. However, depending on the architectural design and cost estimates, phasing, etc., this figure may have to be revised.

Note: The cost of the Ski Run infrastructure improvements shall be the responsibility of the Ski Run developer.

4. Funding: The funding sources are the long term bonds supported by the Transient Occupancy Tax revenues and Tax increment collections.

5. Schedule:

Develop Urban Design Concept for Plan Areas	May, 1990
Begin Architectural/Engineering Design of Transition Area, (Phase I)	June, 1990
Complete Architectural/Engineering Plans for Transition Area(Phase I)	October, 1990
Begin Construction, Phase I	May, 1991
End Construction, Phase I	October, 1991
Begin Architectural/Engineering Design of Stateline Area (Phase II)	October, 1995
Complete Engineering Design of Stateline Area (Phase II)	February, 1996
Begin Construction, Phase II	May 1, 1996
Complete Construction, Phase II	October 15, 1996

6. Responsible Jurisdiction: South Tahoe Redevelopment Agency

C. Open Areas Resulting from Motel Retirement

1. Purpose: To remove from the Redevelopment Plan Area as many existing substandard and economically obsolete motel units as financially feasible and obtaining those properties in logical patterns for use as open space along the Lake Tahoe Boulevard corridor.

2. Description of Program: In order to achieve the 110 percent reduction in DVTE required to meet the TRPA threshold, a program for retirement through acquisition of existing motel units is proposed by the Redevelopment Plan. The Redevelopment Demonstration Plan proposes to acquire at least 80 to 90 percent of the motel units in the area between Ski Run and Stateline for the purposes of the Ski Run land acquisition, the drainage improvements, and the loop road right-of-way. That portion of the land not used for the requisite improvements will be developed into open areas. The balance of the motel units to be retired will focus on those properties which will enhance the open areas.

The open areas created by this program will be designed in conjunction with each improvement and be subject to a review process to insure consistency with the Redevelopment Plan. Conceptually, the open areas will be a combination of open space/day use areas utilizing urban and natural landscape forms consistent with TRPA's list of native and adapted species.

3. Cost of Program

Ski Run Open Space	\$1,800,000 (marina and artificial wetlands) Redevelopment cost for three acre park and site improvements.
Detention Basins	(E) \$4,000,000 includes infrastructure improvements.
	(A-2) \$2,000,000 includes

infrastructure improvements.

Loop Road	\$719,000.
Other Open Space	Not yet determined.

These figures reflect open space/landscaping cost and not land acquisition.

4. Schedule:

Ski Run

Begin Acquisition of Land	April, 1989
Finish Open Space Improvements	October, 1991
Loop Road	
Begin Acquisition of Land	November, 1990
Complete Road Landscaping	October, 1993*

Detention Basins

(E) Begin Acquisition	October, 1989
Complete open space	October, 1991
(A-2) Begin Acquisition	October, 1993*
Complete open space	October, 1995*

*contingent on funding.

5. Responsible Jurisdiction: South Tahoe Redevelopment Agency

D. Linear Park at Tahoe Meadows

1. Purpose: To beautify the Redevelopment Plan Area as a whole with landscaping and street amenities, and through the installation of curb, gutter, and sidewalk to provide useable pedestrian walkways throughout the area, including the provision of street lighting which is compatible with minimizing the urban character of the area.

2. Description of Program: As is pointed out in the TRPA Scenic Quality Improvement Plan, one of the major scenic problems in the Redevelopment Plan Area is the existing chain link and barbed wire fencing adjacent to Tahoe Meadows. The original redevelopment concept plan called for a 100 foot wide linear park. The linear park has been modified and will have a minimum depth of 35 feet and a maximum depth of 50 feet. There will be adjustments consistent with these parameters to accommodate the needs and concerns of individual property owners. The fence design will be consistent with the City of South Lake Tahoe fencing requirements (not a part of TRPA's Redevelopment Plan) as well as TRPA's Scenic Quality Improvement Plan, and not utilize chain link or barbed wire. The Plan will be reviewed as a part of the urban design study mentioned in the infrastructure improvements section.

3. Cost of Program: Land - STRA will work with the property owners to develop a mutually acceptable arrangement for the use of the land. Improvements -\$250,000.

4. Funding: The funding sources are the long term bonds supported by the Transient Occupancy Tax revenues and Tax increment collections.

5. Schedule:

Begin architectural design concept	April 1989
Approve architectural design concept and preliminary cost	September, 1989
Complete Construction Drawings	March, 1990
Begin Construction(assumes transfer of land to City occurs)	May, 1990
Finish Construction	October, 1990

6. Responsible Jurisdiction: South Tahoe Redevelopment Agency

E. Design Requirements for New Construction and Major Removal of Existing Structures

1. Purpose: To insure high quality development sensitive to the unique setting of South Lake Tahoe.

2. Description of Program: The requirements are intended to provide a framework within which architects, builders and developers can creatively work. The requirements are specific, insofar as it is necessary to achieve public objectives, and more general where the public interest is not as critical. The principal public objectives, upon which the design guidelines are based, include the following:

- the improvement of the unique natural setting of South Lake Tahoe, through preservation and enhancement of key views to the mountains and Lake.
- the promotion of innovative design that restores the rustic elegance for which the Lake Tahoe region was once famous.
- the creation of visual interest and diversity along the Lake Tahoe Boulevard corridor, through setback and landscaping requirements.
- the improvement of the visual environment of the survey area, through signage controls.
- the enhancement of traffic and pedestrian circulation as well as the visual environment, through control of site access and parking.
- the creation of a safe winter environment responsive to sun orientation, snow storage and removal, and to the unique snow conditions of the Sierras.

In order to respond to these objectives, the Design Requirements apply to six key aspects of development, including: height and bulk; coverage; setbacks; architectural treatment; signage treatment; and site access and parking. (See

Design Requirements of the. Redevelopment Demonstration Plan.) It should be noted that these requirements are designed to meet or exceed the applicable requirements of the City of South Lake Tahoe and the TRPA Code of Ordinances.

3. Cost of Program: Cost of program is a part of project development cost, thus cost varies.

4. Funding Source: Developer

5. Schedule: On going

6. Responsible Jurisdiction: South Tahoe Redevelopment Agency

F. Commercial Loan Rehabilitation Program

1. Purpose: To provide economic incentives for remaining business to upgrade their property consistent with the redevelopment design requirements.

2. Description of Program: The commercial rehabilitation program is divided into two separate programs:

- (a) Commercial Rehabilitation Program
- (b) Commercial Revolving Loan Program

The commercial rehabilitation program is essentially a loan targeted to a specific project within the Redevelopment Plan Area.

The repayment of the loan would then be "recycled" into a commercial revolving loan program; however, rather than having targeted a specific project, it allows all commercial properties within the Redevelopment Plan Area an opportunity to participate in the program. As the payments are made, they would be "recycled" back into this revolving loan program.

The design of both programs will be dependent on the environment in which the program is to function. For this, the major characteristics of the Redevelopment Plan Area should be evaluated, including existing economic conditions, resources, interest, plan area goals and objectives, and the economic development programs and expertise available. Each of these things influence the design of the program.

3. Cost of Program: \$600,000

4. Funding Source: Community Development Block Grants

5. Schedule:

Design Program	December, 1990
Accept applications (on going process)	May, 1991

6. Responsible Jurisdiction: South Tahoe Redevelopment Agency

REVOLVING LOAN PROGRAM

Outline of Program Alternatives

I. Eligibility

- Small Business Concerns
- Any Business
- Non-Profit Organizations
- Commercial/Industrial Only
- Users only (not speculators)
- Specific area or location
- Specific type of Company
- Start-up Businesses

II. Financing Methods

- Loans - Short and/or Long Term
- Loan Guarantees
- Position Venture Capital

III. Use of Proceeds

- Real Property Acquisition
- Real Property Construction
- Real Property Rehabilitation
- Machinery and Equipment
- Working Capital
- Business Buy-outs
- Development Costs

IV. Terms and Conditions

- Loan size: Minimum and Maximum stated in dollars
- Leveraging: Maximum loan size as function of other financing/Equity in Project
- Loan Term: Short/Medium/Long, as a function of life of Assets Purchased
- Interest Rates: Low/Medium/High, could be a function of Project type
- Loan Fee
- Prepayment policy
- Deferral of Payment
- Interest Limitation on Guaranteed Loans
- Business Equity Requirements: In Project and/or Business

V. Collateral:

- Liens on Real Property in Project
- Liens on Real Property in Business
- Liens on Real Property Held personally
- Personal and/or corporate guarantees
- Machinery and Equipment Liens
- Subordinate Loans

VI. General Administration

- Conflict of Interest Policy
- Confidentiality of Client Information
- Equal Employment Opportunity Policy
- Attorney Review of All Contracts and Legal Forms
- Monitoring and Reporting Administration
- Program Marketing
- Collection and Foreclosure

RATING OF SCENIC IMPLEMENTATION STRATEGIES

Chapter 15 of TRPA's Code of Ordinances requires that the Redevelopment Plan Area be treated as if the Lake Tahoe Boulevard corridor were one roadway unit. Presently the Redevelopment Plan Area is composed of two units, 32 & 33. For the purpose of Chapter 15, a new hybrid unit, Unit A, (February, 1989 Draft EIR/EIS South Tahoe Redevelopment Project Area No. I) was created by TRPA for use in the Redevelopment Plan Area, (generally described as being along Lake Tahoe Boulevard from Ski Run to the Stateline Area) as set forth below.

The existing roadway units 32 & 33 were rated by Wagstaff & Brady as follows:

Unit 32 = rated 11
Unit 33 = rated 6

The new hybrid Unit A existing rating has been determined to be a 7. This is based on a three member TRPA Consultant Scenic Evaluation Team. Their composite scoring is as follows:

Travel Route Rating Criteria	Composite Score
1. Man Made Features	1
2. Physical Distractions	1
3. Road Alignment	1
4. Lake Views	1
5. Natural Landscape Areas	2
6. Variety within Travel Zone	7

The scenic quality implementation programs noted under 15.10. D (1) , the scenic quality analysis, including video simulation; TRPA's Draft Scenic Resources Management Package EIS, December 1988; the draft EIR/EIS for the Project Area No. 1, February 1989; and the scenic quality analysis within the South Tahoe Redevelopment Plan (1988) indicate that it is feasible to upgrade the Travel Route Rating for Unit A to 17. This rating is based on the following analysis:

Travel Route Rating Criteria	Composite Score
1. Man Made Features	4
2. Physical Distractions	3
3. Road Alignment	3
4. Lake Views	2
5. Natural Landscape Areas	3
6. Variety within Travel Zone	2

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As a conclusion, it appears that the full implementation of the improvements proposed within the Redevelopment Demonstration Plan, construction of public benefits, additional implementation of Park Avenue and Crescent " V" Center opportunities, and the gradual retrofit of individual properties consistent within the Redevelopment Demonstration Plan Design Guidelines, a travel route rating of 17 would be reached. This rating of 17 exceeds the passing score of 16 and, therefore, the Redevelopment Demonstration Plan attains the scenic threshold for the Unit A as required by 15.10. D (1) and 15.11. F (4).

15.10.D.(2)Description of Proposed Methods of Financing the Redevelopment Projects

Included in the Redevelopment Plan is a financing strategy to fund the public and environmental improvements that are the benefits of redevelopment. The financial plan is premised *on* voter approval of an increased City of South Lake Tahoe transient occupancy tax ("TOT"). Citywide, the TOT has been increased from 8 percent to 10 percent to assist in paying for the components of the Redevelopment Demonstration Plan. For newly constructed properties, including the Embassy Suites and Tahoe Marina Hotels, the TOT has been increased to 12 percent. The two hotel projects would be generating public revenue for redevelopment through (1) property tax increment bonding, (2) TOT bonding, (3) developer fee, (4) affordable housing set-aside (based on property tax increment), (5) Mello-Roos, or subordinate lien bonds, and (6) resale of the affordable housing mortgages. Altogether, the two hotel projects are expected to generate about \$40.5 million of the approximately \$76.4 million necessary to fund the public improvements. The Citywide TOT will generate about \$8.6 million in public revenues. The remainder of the public financing, approximately \$27.3 million, is dependent on various grants and contributions from other public agencies, including the California Tahoe Conservancy, Caltrans, and Lahontan Regional Water Quality Control Board.

A COPY OF THE
SOUTH TAHOE REDEVELOPMENT AGENCY
CONSOLIDATED FINANCIAL ANALYSIS
MAY BE OBTAINED AT THE OFFICE OF THE CITY
FINANCE DIRECTOR
(916-573-2066)
1250 TATA LANE
SOUTH LAKE TAHOE, CALIFORNIA

15.10.D.(3) Description & Schedule Of Required Mitigation Measures

RESPONSIBLE PARTY	IMPACT	MITIGATION MEASURES	SCHEDULE
	Land Use		
STRA	1. Displacement and relocation of 19 single family and 100 multi-family residential units.	Pursuant to State law, prepare relocation plan.	3/89 - 7/8/89
STRA	2. Development of 700 tourist accommodation units.	Retirement of 908-934 existing units	Retirement - Complete 1/92 Ski Run-Complete 10/91 E.S. -Complete 10/92
SKI RUN DEVELOPER/STRA	3. Development of 58,600 sq. ft. of commercial use.	Retirement of 58,600 sq. ft. required. 29,868 sq. ft. proposed, and 5,000 allowed from TRPA initial allocation. 23,702 additional sq. ft. remain to be identified for retirement.	10/91
TRPA	4. Redevelopment Plan may be inconsistent with TRPA's plan area statement 089E and the Community Plan Boundary.	Amend the Plan Area Statement and Community Plan Boundary.	3/89
	Geology, Soils & Seismic Conditions		
Developers/ STRA	5. The redevelopment and storm water management programs would result in 35 acres of grading; roadway improvements would require additional clearing and grading.	All site grading must meet the requirements of the TRPA Code of Ordinances. Following demolition of retired structures about 10 acres will be restored to open space.	1/92
Ski Run/ Embassy Developers	6. Off site erosion and sedimentation could result from large-scale excavation proposed for the two hotel projects, and increased turbidity and sedimentation could result from construction at Ski Run Marina. Excavation of two sublevels from the Embassy Suites site and one sublevel for the Ski Run project could result in thousands of cubic yards of material to be removed.	Identify and mitigate these impacts prior to approval of specific development projects.	6/89

RESPONSIBLE PARTY	IMPACT	MITIGATION MEASURES	SCHEDULE
Ski Run Developers	7. Potential seiche hazards would affect the proposed Ski Run beachfront areas and the Tahoe Marina Hotel buildings.	Structures should meet standards of earthquake safety in the Uniform Building Code.	10/91
Ski Run Developers	8. Rehabilitation and enhancement of SEZ	Rehabilitation and enhancement of SEZ	5/90 thru 10/91
STRA Developers	Hydrology 9. Detention basins are inadequately sized to treat a 20 yr, 1-hour storm event. 10. Construction of two sub-levels of the Embassy Suites Hotel and one sublevel of the Tahoe Marina Hotel may encounter groundwater. Dewatering during and after construction, and special construction, may be required.	Resize detention basins to contain 20 yr, 1-hour storm event. No portion of the excavation for the Tahoe Marina Hotel shall exceed maximum high groundwater level, measured at the location where the bottom of the excavation meets the foundation wall, exclusive of footing excavations, pursuant to TRPA Code of Ordinances, Subsection 64.7.A. A revised design for the Embassy Suites Hotel and parking structure has been prepared which may not interfere with groundwater. Site Specific impacts and mitigation measures should be reviewed further prior to approval of new development.	8/89 10/92
STRA	11. Increased runoff would occur due to increased impervious surface area resulting from construction of new and larger roads.	Roadway runoff would be infiltrated within the right-of way.	10/93
STRA	Water Quality 12. There would be an overall decrease in impervious coverage of approximately 4%o throughout the drainage areas. This would reduce runoff and increase water quality generated from runoff. Implementation of the storm-water treatment concept as described would significantly reduce pollutant levels and increase overall water quality.	Pretreatment of the runoff should be incorporated into the overall design of the drainage concept Prior to construction of the basins or wetlands, percolation studies should be conducted to examine any potential for seepage to groundwater. The use of impervious lines should be reviewed. Detention basins and wetlands must be sized to handle the 20 year, 1 hour storm. Detention basins must be designed for maximum efficiency for sediment removal (see Draft EIRIEIS Sec.5.5.2.4)	12/88 -10/91

RESPONSIBLE PARTY	IMPACT	MITIGATION MEASURES	SCHEDULE
STRA	13. Open Space and Day Use areas would be generated from retirement of tourist units.	<p>Wetlands must be designed for maximum efficiency or nutrient removal (see Draft EIR/EIS Sec.5.5.2.5).</p> <p>A Monitoring program should be installed to provide routine maintenance to the system and monitor its effectiveness.</p> <p>Install emergency spillways in the event of system failure.</p> <p>Prepare exact engineering designs for each system.</p> <p>Install landscaping adjacent to all new structures and facilities.</p> <p>Install gravel filled filtration trenches in street runoff areas.</p> <p>Install sediment and grease traps in appropriate areas.</p> <p>Consider the installation of porous pavement where feasible.</p> <p>Install grated storm drains.</p> <p>Follow TRPA Best Management Practices to collect and channel surface runoff.</p>	5/89-1/92
SKI RUN DEVELOPER	14. Construction and ongoing maintenance activities at the Tahoe Marina may increase lake sedimentation and turbidity levels.	<p>Encourage use of new open area for the treatment of runoff:</p> <p>An engineered design must be completed and submitted to the City for environmental review.</p> <p>Construction guidelines must follow TRPA requirements.</p> <p>Construction of jetties must be in accordance with findings of the Superior Court of California.</p> <p>Proper excavation and screening procedures must be followed during construction.</p> <p>Dredging permits must be obtained from Lahontan, and the Army Corps of Engineers, TRPA & Calif. Dept. of Fish & Game & State Lands.</p>	5/90 -10/91

RESPONSIBLE PARTY	IMPACT	MITIGATION MEASURES	SCHEDULE
SKI RUN DEVELOPER/STRA	15. Littoral drift patterns may be altered at the Marina Inlet leading to possible beach at the east side of the channel opening.	Use only suction dredging methods. Disposal of dredged materials must follow TRPA guidelines. Applicant shall conduct a hydrologic study which analyzes the possible impact of littoral drift beach erosion from Marina expansion. If artificial means for beach replenishment are necessary, TRPA guidelines must be followed.	5/90-10/91
SKI RUN DEVELOPER/STRA	16. Implementation of the Stormwater Management Component would reduce nutrient loadings at the Marina which would reduce algae buildup.	Applicant should implement a program to monitor existing and altered conditions at the site.	5/90 -10/91
SKI RUN DEV. E.S. HOTEL	17. Contamination of groundwater may occur due to the removal of fuel storage tanks and/or petroleum contaminated soil.	Removal and installation of all hazardous materials must be in accordance with all current regulations. Any detection of leakage must be corrected by the owner according to Lahontan Standards.	7 - 8/89 -10/92
STRA	18. There would be no significant impact from new roadway construction. Surface runoff would continue to deteriorate.	Proper procedures for street runoff' collection as outlined by TRPA must be followed.	3/89 -10/93
STRA	Transportation, Circulation and Parking 19. Increase in vehicle miles travel led throughout the study area. (VMT)	Retirement of existing land uses as outlined would incrementally contribute to the basin wide goal of a 10% reduction in VMT.	See Impacts 2&3
STRA/ SKI RUN DEV	20. Reduction in level-of-service at Ski Run Blvd/Hwy 50 inter section.	Provide dual Northbound left-turn lanes on Ski Run Blvd. and right turn lanes on Lake Tahoe Blvd. at Ski Run.	7 - 8/89 -10/91
STRA	21. Reduction in level-of service at Lake Tahoe B1./Pine Blvd. extension intersection.	Construct Montreal Extension to divert additional traffic volumes.	5/93 -10/96
STRA	22. Level-of service at key intersections are still unacceptable.	Implement a transit program to reduce DVT across Stateline by 2% or 930 trips.	7/89

RESPONSIBLE PARTY	IMPACT	MITIGATION MEASURES	SCHEDULE
STRA	23. The Redevelopment Plan does not include a bicycle concept for the area, other than the linear parkway, nor does it specifically include provisions for other new bicycle facilities.	Preparation of a bicycle concept for the Redevelopment Plan Area clearly defining the opportunities which would be created to connect the Redevelopment Plan Area to the overall bicycle system.	3/89
STRA	24. Significant delays may occur at the realigned Park Ave. intersection.	Signalization of the eastern intersection of Park Ave. & Lake Tahoe Blvd.	10/93
SKI RUN DEV./ E.S.HOTEL SKI RUN DEV.	Parking	Conduct parking analysis for each project site to confirm site-specific parking requirements.	2/89 – 6/89
	25. Potential demand for parking in excess of that proposed.	Conduct parking analysis and implement recommended mitigation measures.	2/89 – 6/89
E.S.HOTEL	26. Parking proposed inadequate for Tahoe Queen Passengers.	Provide 400 temporary parking spaces near the Embassy Suites site until Harrah's garage is constructed.	8190 -10/92
STRA	27. Displacement of 40027. Displacement of 400 parking spaces during Embassy Suites Hotel construction.	Air Quality Implement street and transit improvements and investigate oxygenated fuels.	12/88 –10/93
SKI RUN & E.S. HOTEL	28. Principal effects would be the reduction in concentrations along Lake Tahoe Blvd. and the spreading out of carbon monoxide (C) emissions in Stateline due to diversion of traffic to the loop road.	Inspect buildings for asbestos, water bare surfaces and sweep streets at construction sites.	12/88 -10/92
	29. Particulate concentrations would increase along new road segments and near construction sites.	Noise All projects within the Redevelopment Area shall not exceed the Tahoe Regional Planning noise thresholds. City of South Lake Tahoe shall provide for early	8/93 -10/96
	30. With the Montreal Extension, noise levels along Needle Peak Road would be increased by 12 decibels and reduced by 6 decibels on Pioneer Trail.		

**RESPONSIBLE
PARTY**

IMPACT

MITIGATION MEASURES

SCHEDULE

**RESPONSIBLE
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IMPACT

MITIGATION MEASURES

SCHEDULE

beautification requirements for redevelopment in public and private projects. Evaluation of the potential noise impacts shall be conducted on a project specific basis. Mitigation measures for such impacts may include, but are not limited to, earth berms, noise walls, landscaping, reforestation and fencing.

Noise conditions and compliance with the applicable TRPA noise standards in the Redevelopment Plan Area shall be evaluated in all environmental reviews on activities within the Redevelopment Plan Area, including the projects. Pre-construction noise monitoring for the purpose of establishing baseline noise data shall be included as part of the supplemental EIR/EIS on the projects. The City and/or Redevelopment Agency, in cooperation with TRPA, shall provide monitoring after completion of the projects to determine compliance with the thresholds.

Construction Period: Hours of construction should be limited to 8:00 am to 6:30 pm. Pavement breakers of the electric solenoidal type can replace jack hammers in some applications. In some construction situations, temporary plywood walls built around the construction site can enhance safety and security and reduce noise impacts on neighbors. (There should be no large holes or gaps in the walls through which sound can pass.)

Demolition/construction starting and ending times shall be regulated in accordance with Chapter 23 of the TRPA Code of Ordinances, and the City shall assist in enforcement and monitoring. In the project review process, in order to mitigate noise to the extent feasible, items such as temporary noise barriers around demolition/construction sites (such as hay bales, mufflers, and barriers), if applicable, will be required.

RESPONSIBLE PARTY	IMPACT	MITIGATION MEASURES	SCHEDULE
SKI RUN & E.S.HOTEL/STRA	31. Construction period noise levels reach 85-90 decibels within 50 ft. of construction sites and haul routes.	Restrict construction hours to 8:00 AM.-6:30 P.M., (due to noise impacts only) erect temporary noise walls around construction sites and use electric solenoidal pavement breakers.	7 - 8/89 -10/96
STRA	Biological Resources 32. Potential for temporary and permanent degradation of Ski Run SEZ wildlife and vegetation.	Develop drainage and revegetation plan to enhance wetland and riparian vegetation. Retain where possible and appropriate, existing riparian vegetation.	12/88 –10/91
Developers/ STRA	33. Implementation of the stormwater management component could have direct and indirect impacts on population of Tahoe Yellow Cress (<i>R. subumbellata</i>), Construction of a storm drain outfall near the population site could result in degradation or loss of site; this would be a significant impact. Indirect impacts could also be significant if the stormwater management component results in increasingly moist soils in areas supporting Tahoe Yellow Cress.	Prior to approving any project that could have a significant impact on <i>R. subumbellata</i> develop a comprehensive mitigation plan including: (1) a survey of all suitable habitat in the Redevelopment Plan Area, (2) protection of threatened populations with fencing and the monitoring, (3) a long-term monitoring program, and (4) a contingency plan to correct adverse impacts.	6/89
Developers/ STRA	34. The increase in soil moisture resulting from the creation of artificial wetlands could cause the death of Jeffrey Pines adjacent to these wetlands.	Preparation of a landscape plan.	6/90
SKI RUN & E.S.HOTEL	Visual Resources 35. Substantial visual improvement from most plan components. New view corridor to the Lake and visual organization of the Ski Run Site would result.	Use materials and colors in building design compatible with the natural environment. Develop landscape plan for Ski Run Site. Parking area on Ski Run site to be screened from roadway views. Develop landscape and design plan for Plaza at	7- 8/89 –10/92 6/90

RESPONSIBLE PARTY	IMPACT	MITIGATION MEASURES	SCHEDULE
STRA		<p>Ski Run/Lake Tahoe B1. intersection.</p> <p>Develop a lighting plan for Ski Run area.</p> <p>Require protection plan and security for preservation of critical vegetation on Ski Run Site.</p> <p>Retain as many existing trees on Embassy Suites & Ski Run Hotel Sites as practical.</p> <p>Develop a landscape plan for the Embassy Suites Hotel Site.</p> <p>Prepare an open space restoration and management plan for new open space areas.</p> <p>Develop a detailed design plan to coordinate Wildwood detention facility with new open space south of Lake Tahoe Blvd. and define two separate areas between Ski Run and Stateline.</p> <p>Develop a landscape plan for the linear parkway along Tahoe Meadows.</p> <p>Design a gateway plaza for the loop roads intersection with Lake Tahoe Blvd.</p> <p>Provide limited left turns & median landscaping along Lake Tahoe Bl.</p>	10/90
Ski Run Developer	<p>36.The two-story retail building proposed for the southwest corner would create a consistent, unified design character along U.S. 50 and Ski Run Blvd., but would increase the sense of building mass if not properly designed.</p>	<p>Encourage multiple property redevelopment projects on the south side of Lake Tahoe Blvd. near Ski Run.</p> <p>Vary building height and break up long, straight facades. Select building materials and colors that are compatible with the natural setting. Develop a landscape and lighting plan.</p>	Ongoing
Developers/ STRA	<p>37. The Redevelopment Plan is consistent with the TRPA goals and policies; it does not lower scenic quality ratings or travel route ratings. It does not directly promote,</p>	<p>Retain existing trees on the site to the maximum extent practical and protect them during construction. Develop a landscape improvements plan for the site. Select building materials and</p>	10/91

RESPONSIBLE PARTY	IMPACT	MITIGATION MEASURES	SCHEDULE
Developer	<p>however, the goals of maintaining and restoring scenic quality of the natural-appearing landscape and improving the accessibility of Lake Tahoe for public viewing.</p> <p>Cultural Resources</p> <p>38. Potentially historical resources that could be altered, removed or destroyed by plan implementation include one structure on the Ski Run site and one structure south of Highway 50 at Fern Road. The revised ROMA plan could disturb or destroy one prehistoric archaeological site, and seven (four within Tahoe Meadows) may be eligible for listing as a historic district in the National Register of Historic Places.</p>	<p>colors which are compatible with the natural setting and do not call attention to the building's scale.</p> <p>Prepare Historic Properties Survey Report (HPSR) for Tahoe Meadows and other potential significant historic properties in the survey area. Avoid removal or disturbance of identified historical/archaeological sites. Relocate the resource if avoidance of sites is not feasible. Document the site with a Historic American Building Survey if relocation is not feasible. Take recommended measures for protection of the resource if archaeological sites are discovered during construction.</p>	ongoing
STRA	<p>Population, Housing and Employment</p> <p>39. Employment could be reduced by 174 to 195 employees. This reduction may be offset by increases in occupancy levels, and in turn employee demand and increased activity in retail commercial uses. Population would not change significantly. Displacement and relocation of 119 housing units would occur. About 145-150 seasonal affordable housing units would be removed through retirement. Rehabilitation and upgrading of existing housing stock would occur. About 119 new affordable housing units are to be constructed over the long term.</p>	<p>Develop a detailed housing rehabilitation and housing assistance plan.</p> <p>Develop a long-term program to avoid major dislocation in employment and housing.</p> <p>Prepare a phasing program to avoid major dislocation in employment and housing.</p>	12/89 – 7/92

RESPONSIBLE PARTY	IMPACT	MITIGATION MEASURES	SCHEDULE
	PUBLIC SERVICES AND UTILITIES		
	Water		
SKI RUN & E.S.HOTEL	40. Increased water demand will occur with the addition of suites, landscaping and fire protection demands.	STPUD must find sufficient available capacity to serve the proposed development. Conform to the District's general guidelines for water conservation measures.	7 – 8/89 –10/92
SKI RUN DEVELOPER E.S.HOTEL	41. The Tahoe Marina Hotel will require a minimum of 2,250 gpm for fire protection 42. Embassy Suites will require a minimum of 4,000 gpm for fire protection. Stateline Reservoir is currently operating near capacity.	Install adequate lines. Conform to all fire safety codes. Embassy Suites and/or STPUD must conduct a study to ascertain whether or not there is sufficient capacity at the Stateline Reservoir. Consider the possibility of augmenting the existing contract between STPUD and Heavenly Valley for additional water supply for Embassy Suites. Install adequate lines. Conform to all fire safety codes.	7 - 8/89 -10/91 5/90-10/92
SKI RUN & E.S.HOTEL DEVELOPERS	43. Water supply lines may be inadequate for the proposed development.	Analyze the existing lines and capacities and replace or install the new lines as necessary. Water mains must be sized to carry fire flows plus the average peak hourly flows. Leak detection systems should be installed for all new development. Conduct a study to determine the adequacy of water supply lines and consider further mitigation prior to approval of new development.	7 - 8/89 -10/92
STRA	44. Possible realignment of pipes and lines with roadway expansions and improvements.	Mitigations would have to be analyzed on a site specific basis.	3/89 –10/93
	Wastewater		
STRA	45. Under present STPUD regulations, 1300 sewer units must be acquired and retired.	Though approximately 1300 sewer units have been identified, they need to be acquired by the City and retired.	7 -8/89 -10/92

RESPONSIBLE PARTY	IMPACT	MITIGATION MEASURES	SCHEDULE
SKI RUN DEVELOPER/STRA	46. Sewage flows may be more centralized and peak day flows in the Ski Run area may increase.	Major improvements to the Bijou Pump Station may be required. An engineering analysis may be necessary to determine the extent of improvements needed to the Bijou Pump Station. Consideration should be given to relocating the pump station.	7 – 8/89 -10/91
SKI RUN DEVELOPER/STRA	47. Some sewer lines may not be adequate to handle the proposed developments.	The 16-inch force main from the Bijou Pump Station will need to be reviewed. Conduct a study to determine the adequacy of sewer lines and consider further mitigation prior to approval of new development. New and/or modified connections will be necessary.	7 -8/89 -10/91
SKI RUN & E.S. HOTEL DEVELOPER	Electricity 48. Electrical service will be provided by Sierra Pacific Power Company.	Some modifications to the existing distribution system may be necessary.	7 -8/89 -10/92
SKI RUN & E.S. HOTEL DEVELOPER	Police 49. Police Services will be provided by the City of South Lake Tahoe Police Department.	Contact the Police Department prior to construction for input on pedestrian and vehicular traffic and lighting issues.	7 -8/89 -10/92
SKI RUN & E.S. HOTEL DEVELOPER	Fire Services 50. Fire Services will be provided by the City of South Lake Tahoe Fire Department. There are adequate personnel and equipment.	All developments must meet the State of California Uniform Fire Codes. Sprinklers must be installed in all structures (see Draft EIR/EIS Sec. 5.13.2.S).	7 -8/89 -10/92
SKI RUN & E.S. HOTEL DEVELOPER	ENERGY 51. Reductions in vehicle miles traveled and developed areas resulting from the plan would result in decreased energy consumption; however, this reduction may be offset by the need for additional energy required by energy-intensive high-rise hotels,	Design project structures for maximum energy conservation. Minimize paved areas. Reduce intensity and number of lighting fixtures. Perform energy audit of buildings and implement cost effective energy conservation measures. Optimize use of passive solar systems.	7 -8/89 -10/92

RESPONSIBLE PARTY	IMPACT	MITIGATION MEASURES	SCHEDULE
SKI RUN DEV	<p>construction of new affordable housing units, and construction of new hotels, commercial uses, and new roadways.</p> <p>RECREATION</p> <p>Marina Expansion</p> <p>52. Expansion of the Ski Run Marina to 98 slips</p>	<p>Public restrooms, fueling facilities, chemical fire retardant distribution systems trash receptacles, and pump-out facilities for boat sewage must be provided.</p> <p>Boat-washing facilities, if any, must be connected to a sewer system, or an acceptable alternative must be provided.</p> <p>Gas pumping facilities shall include emergency and standard shut-off systems to avoid gas leakage to the Lake. Requires master plan development approval pursuant to Chapter 16 (TRPA) and City of SLT.</p> <p>Water treatment systems for waters contained within the Marina must be provided.</p> <p>The 25 persons-at-one-time (PAOT) limit must not be exceeded.</p> <p>A demand assessment of small boat slips in the South Lake Tahoe area should be made to evaluate the need for additional slips, both for rental and private use.</p>	7 -8/89 -10/91
SKI RUN DEV.	<p>53. No overall reduction in beachfront is expected. It may, however, be necessary o widen the channel to Boating and Waterways grant standards, thereby reducing overall beachfront.</p>	<p>A precise design of the Marina expansion is necessary to determine beachfront expanse and access. Master plan required(see Marina expansion)</p>	7 -8/89 -10/91

RESPONSIBLE PARTY	IMPACT	MITIGATION MEASURES	SCHEDULE
STRA	<p>Bike Trail/Linear Park and Five Acre Park</p> <p>54. The linear park/pedestrian and bike trail will be an aesthetic and functional addition.</p>	<p>Consideration should be given to joining the existing linear parkway at Los Angeles Ave. creating a continuation from El Dorado, along Lake Tahoe Blvd. to Pioneer Trail.</p> <p>The trail along the edge of Pine Ave. should ink with the loop road, continue around the loop and connect again at Lake Tahoe Blvd The trail should be connected to the Lakeside marina.</p>	10/89 -10/90
CITY SLT	<p>PUBLIC SAFETY</p> <p>55. Water quality may be affected by leaks or spills from underground fuel tanks in the marina and service station sites in the area. Spills of fuels could occur during fueling and operations of the Tahoe Queen. Transports of hazardous materials on Lake Tahoe Blvd. could endanger public safety in the plan area.</p>	<p>In addition to preventive measures required by law: Lahontan and the Redevelopment Agency should coordinate a plan for monitoring and clean-up of underground leaks.</p> <p>Redevelopment Agency and CHP should develop plan for rerouting carriers of hazardous materials off Lake Tahoe Blvd.</p> <p>Regular inspections and monitoring programs should be implemented for storage of hazardous materials;</p> <p>Major tenants should prepare evacuation/emergency plans.</p> <p>Plans for clean-up of lake spills should be developed by the Agency, Fire Department and operators of Tahoe queen.</p>	12/88

15.10.D.(4) List and Schedule of Priority Public Benefits and Related Mitigation Measures that Are Required to be Implemented to Attain the Identified Targets

15.10.D.(5) List of Related Mitigation Measures that are Required to Be Implemented to Attain the Identified Environmental Targets.

The following list of Redevelopment components are the priority public benefits or related mitigation measures required pursuant to 15.10.D.(4) and 15.10.D.(5) of TRPA Code of Ordinances.

<u>Improvement</u>	<u>Approximate Cost In Millions</u>
1. Site Acquisition - View Corridor and Beach Access See Ski Run Project site plan date 11/7/88	26.9
2. Stateline Drainage Basin "B" (as shown in Drainage Element of South Tahoe Redevelopment Demonstration Plan)	1.9
3. Ski Run Drainage Basin "E" (as shown in Drainage Element of South Tahoe Redevelopment Demonstration Plan)	4.0
4. Open Space Acquisition (as shown in Open Space/Day Use Element of South Tahoe Redevelopment Demonstration Plan)	4.2
5. Open Space Plaza At Stateline Hotel Site (as shown in Open Space/Day Use Areas Element of South Tahoe Redevelopment Demo.Plan)	Developer Cost
6. Ski Run Park Improvements (Exhibit 22)	Developer Cost
7. Transit Coordination (see Circulation and Transit Element of South Tahoe Demonstration Plan)	City
8. Loop Road Improvements (See Circulation and Transit Element of South Tahoe Demonstration Plan)	16.4
9. Drainage Basin "A-2" (See Drainage Element of South Tahoe Redevelopment Demonstration Plan)	2.0
10. Tahoe Meadows Linear Park Improvements (See Open Space/Day Use Areas Element of South Tahoe Redevelopment Demonstration Plan)	1.0
11. Affordable Housing (See Chapter "D" of the Demonstration Plan TRPA Chapter 15, Compliance, Item 7)	1.9
12. Housing Rehabilitation Program	0.6
13. Beach Improvements and Public Access to Lake (see Ski Run Project Site Plan dated 11/7/88)	Developer Cost
<u>Total</u>	<u>\$58.9</u>

In addition to this irrevocable commitment to fund, the benefits or measures, 8,9,10,11,& 12, are required to have approval by all agencies of jurisdictions prior to commencement of construction for Project No. 1. (15.10. G (2). These benefits or' measures (1 thru 13) are required to have an irrevocable commitment to fund prior to construction of the Redevelopment Project No. 1.

PRIORITY PUBLIC IMPROVEMENTS,
RELATED MITIGATION MEASURES AND OTHER IMPROVEMENTS

IMPLEMENTATION SCHEDULE

1. Drainage Basin "B" (Includes Phase I, North of 50 and Phase II, South of 50)
 - Begin initial design, Phases I & II 12/88
 - *- 90% Design, Phases I & II 5/89
 - Agency approval/final design, Phases I & II 7-8/89
 - Commence Acquisition 10/89
 - Complete Acquisition 3/90
 - Construction 5/90
 - Completion 10/91

2. Transfer Terminal Study
 - TRPA approval of Redevelopment Plan 3/89
 - Obtain consultant 4/89
 - Prepare/complete study 6/89
 - Select preferred alternative & funding program 7/ 89

3. Transit Coordination
 - Study Completion 12/88
 - Implementation of preferred alternative 7/89

4. Ski Run Acquisition (Building Pad/Construction Zone)
 - Assemble acquisition team comprised of: 2/89
 - Relocation consultant
 - Appraisers
 - Negotiators
 - Legal
 - Financial
 - Begin acquisition process (voluntary first) 4/89
(including relocation)
 - Agency approval/Environmental documentation 6/89
 - Clear Title 6/89
 - Demolition of structures 7/89
 - Site clearing complete 7/39
 - Commence Acquisition 8/89
 - Complete Acquisition 3/90
 - Complete Demolition/Commence Construction 5/90
 - Complete Construction 10/91

5. Drainage Basin "E"/Ski Run Wetlands

- Begin initial design 12/88
- 90% Design 5/89
- Agency approval/final design 7-8/89
- Begin acquisition 8/89
- Complete acquisition 3/90
- Commence demolition/relocation 3/90
- Commence construction 5/90
- Complete construction 10/91

6. Sign Program (Phase I - Highway 50 Corridor)

- Request for Proposal due 4/89
- Select signmaker 5/89
- Finalize sign program 7/89
- Commence installation 5/90
- Complete installation 10/90

7. Historic Preservation

- Prepare historic properties survey report (For Ski Run) 1/89
- Complete 3/89
- Determination 4/89

Note: To be prepared on a project-specific basis

8. Loop Road

- Commence Right-of-Way study/
Preliminary engineering design/EIR/EIS 4/89
- Complete Right-of-Way Study/
Preliminary engineering design/EIR/EIS 10/90
- Commence acquisition process 11/90
- Complete 50% of acquisition process (Voluntary) 5/91
- Commence drawing of engineering plans 11/90
- Complete drawing of engineering plans 11/91
- Complete 100% of acquisition process 1/92
- Commence construction 5/92
- Complete construction 10/93

9. Linear Park

- Begin architectural design concept 4/89
- Approve architectural design concept and preliminary cost 9/89
- Complete construction drawings 3/90
- Commence construction 5/90
- Complete construction 10/90

10. Infrastructure Improvements

Phase I - Transition Area

- Begin initial design 6/90
- 90% Design of architectural/engineering design for transition area (Phase I) 10/90
- Agency approval/final design (Phase I) 2/91
- Commence construction (Phase I) 5/91
- Complete construction (Phase I) 10/91

Phase II - Stateline Area

- Begin initial design (Assumes 1 year of Loop Road Analysis) 10/95
- 90% Design of architectural/engineering design of Stateline area (Phase II) 2/96
- Agency approval/final design (Phase II) 4/96
- Commence construction (Phase II) 5/96
- Complete Construction (Phase II) 10/96

11. Park Avenue Water Quality Improvement Facility (Sub-Area A-2)

- Begin initial design 12/92
- 90% Design complete 5/93
- Obtain Agency Approvals (TRPA, Lahontan, Tahoe Conservancy, Agency) 7-8/93
- Commence Acquisition/Prepare Bid Documents 10/93
- Complete Acquisition and Commence Demolition 3/94
- Complete Demolition/Commence Construction 5/94
- Complete Construction 10/95

12. Open Space and Day Use Acquisition

- Ski Run Sites (Sites 1 and 2) - Refer to Item 4 Above
- Detention Basin E - Refer to Item 5 Above
- Loop Road - Refer to Item 8 Above
- Crescent V - Schedule to be Determined Upon Development of Property
- Gateway - One Half Developed by Embassy Suites/
One Half to be Completed Upon Development of Property

13 . Affordable Housing

(Motel Conversion)

- Commence Design 2/91
- 90% Design Complete 8/91
- Agency Approval/Final Design 11/ 91
- Commence Acquisition 12/91
- Complete Acquisition 6/92
- Conversion Construction 12/92

(New Construction)

- Commence Acquisition 11/90
- Complete Acquisition 11/92
- Commence Design 2/92
- 90% Design Complete 7/92
- Agency Approval/Final Design 10/92
- Commence Construction 5/93
- Complete Construction 10/93

Residential Unit Conversions)

- Design Program 12/89
- Implement Program 5/90

14. Housing Rehabilitation Program

- Design Program 12/89
- Secure Funding 5/90

:jmc revised 3/14/89

NEW PROJECTS:

1. Ski Run Hotel July, 1989
 October, 1991
2. Embassy Suites Hotel May, 1990
 October, 1992

VI. Responsible Jurisdiction: South Tahoe Redevelopment Agency

15.10.D.(7) Affordable Housing

I. Purpose: The City and Agency agree to implement employee and affordable housing strategies and programs as set forth as follows:

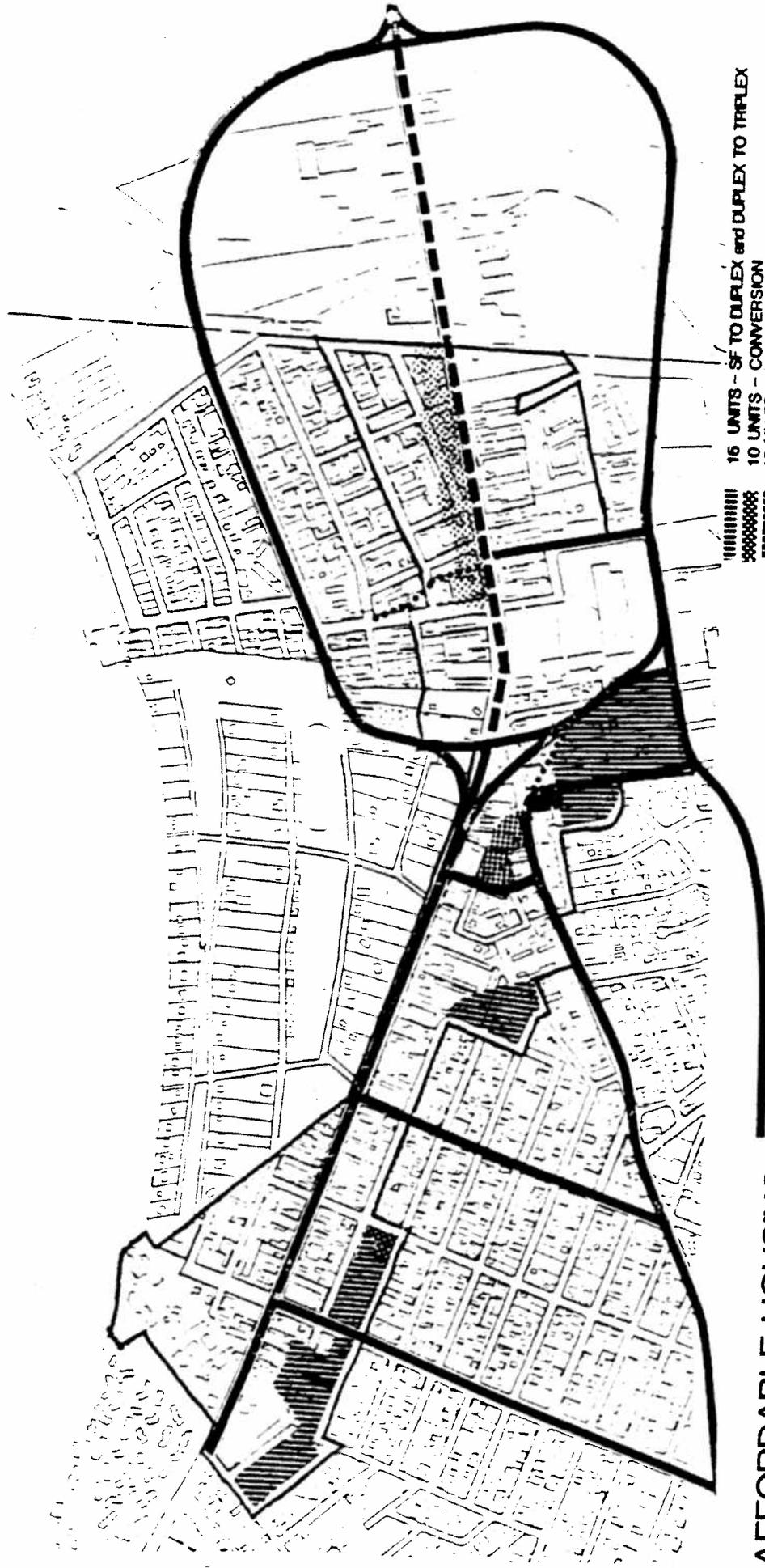
II. Program Description: These strategies have three principle goals: First to promote rehabilitation of existing substandard housing within the Redevelopment Plan Area. Second, to promote infill of existing vacant residential lots and the creation of additional units in conjunction with existing development where allowed under applicable City and TRPA standards. Third, to authorize the construction of new affordable housing only where need exists as set forth in the City's Housing Element and where sufficient resources are provided by State or Federal Programs to either (a) demolish existing development for purposes of obtaining sewer capacity or (b) reallocate existing sewer capacity to allow such construction.

Any such new construction shall be sited, where feasible, within or adjacent to the project area in configurations of 25 units or less. Any such new construction which is not in or adjacent to the project area shall have any necessary shuttle or transit programs to mitigate DVTE impacts included as a mitigation measure.

Redevelopment Housing Program - Proposed Sites and Funding Sources:

Attached is a map depicting new construction and rehabilitation, which is proposed in conjunction with the housing component of the South Tahoe Redevelopment Plan. The following housing projects have been proposed:

1. Conversion of the Copper Lantern Motel (13 Units, 20,000 sq. ft. parcel, on Osgood near Wildwood) to a 10 unit affordable housing project.
2. Demolition of the Midway Motel (37 units, 7500 sq. ft. parcel) the Olympic Motel (32 units, 28,600 sq. ft. parcel), the Serra Lodge (11 units, 14,900 sq. ft. parcel) and the Jack Pot Inn (22 units, 35,700 sq. ft. parcel) in the vicinity of Midway Road and Lake Tahoe Boulevard and the construction of 25 dormitory style employee housing units on a total of approximately one acre.
3. Conversion of the Elizabeth Lodge (20 units, 16,600 sq. ft. parcel, on Pioneer Trail near Glen Road) to a 15 unit affordable housing complex.
4. Conversion of Fantasy Inn II (24 units on Park Avenue) to a 20 unit affordable housing complex.
5. Creation of 44 additional housing units in the affordable housing target area (behind commercial development on the South side of Lake Tahoe Boulevard from



16 UNITS - SF TO DUPLEX and DUPLEX TO TRIPLEX
 10 UNITS - CONVERSION
 16 UNITS - CONVERSION
 26 DORMITORY UNITS - NEW CONSTRUCTION
 6 UNITS - UNITS ABOVE FETAL

||||| 16 UNITS - SF TO DUPLEX and DUPLEX TO TRIPLEX
 ===== 10 UNITS - CONVERSION
 ##### 16 UNITS - CONVERSION
 ##### 26 DORMITORY UNITS - NEW CONSTRUCTION
 ##### 6 UNITS - UNITS ABOVE FETAL

AFFORDABLE HOUSING

Figure 15

Ski Run to Chonokis area through the conversion of single family dwellings to duplexes, or duplexes to triplexes.

6. Establishment of five employee housing units above existing retail businesses in the Stateline vicinity (on the south side of Lake Tahoe Boulevard, east of Park Avenue).

The total number of units provided under this proposal is 119, which will address the needs identified in the report prepared in compliance with Section 33352 of the California Health and Safety Code.

III. Cost: To be determined

IV. Funding: Funding Sources are the long term bonds supported by the Transit Occupancy Tax Revenues and Tax increment collections.

V. Schedule: December, 1989 - October 1993, See item 13 of Priority Public Benefits and Measures contained in 15.10 D. (4) & (5) for more detail.

VI. Responsible Jurisdiction: South Tahoe Redevelopment Agency and the City of South Lake Tahoe

SOURCES OF FUNDING FOR REDEVELOPMENT HOUSING PROGRAM

PROGRAM NAME	PROGRAM PURPOSE			ADMIN. ENTITY		
	New Constr.	Rehab.	Rent Subsidy	Local	State	Fed.
Tax Increment Financing	\$1,989,000 (bonded proceeds) available for all 3 purposes			X		
Deferred Rehab. (DPRLP)		X			X	
	Max. loan \$100,000/rental prop.					
Special User Rehab. (SUHRP)		X			X	
	30 yr., 30 loans for rental prop					
Predev. Loan Program	X	X			X	
	1-3 yr. loan at 7% as seed money					
Rental Constr(RHCP)	X				X	
	New, low income rental units					
Self-Help Program(CSHHP)	X	X			X	
	Emphasizes tech. assistance					
Block Grant Funds(CDBG)	X	X			X	X
	Max. of \$600,000 for 4 yrs.					
Housing Assist. (HAP)			X		X	
	Rent Subsidy for Low Income					
CHFA-Single/Multi	X	X			X	
	Self-help (SFDU), Loans for constr. & rehab. (MFDU)					
Section 8			X			X
	Very low income rent subsidy					
Section 202	X	X				X
	Loans for Elderly/Handicapped					
Section 203 (k)		X				X
	Loan guarantee for 1-4 units					
Section 207	X	X				X
	Loan guarantee for rental prop.					
Section 220		X				X
	Loan guarantee for rental rehab					

PROGRAM NAME	PROGRAM PURPOSE			ADMIN. ENTITY		
	New Constr.	Rehab.	Rent Subsidy	Local	State	Fed.
Section 221 (d) 2	X	X				X
	Finances purchase or rehab. For displaced families					
Section 221(d)3	X					X
	Loan guarantee for 5 units or more					
Section 221(d) 4	X					X
	Loan guarantee for 5 units or more					
Section 231	X	X				X
	Loan guarantee for elderly rentals					
Section 245 (a, b)	X					X
	Subsidizes monthly payments on a graduated repayment schedule					
Section 312		X				X
	20 yr., 30, max. of \$27,000/unit					
Title I, Sec. 2		X				X
	Rehab. of SPUD or MFDU					
Troubled MFDU X(Existing)		X				X
	Loan for deferred maint.					
FmHA Sec. 502	X	X				X
	Direct loan to low/mod. income					
FmHA Sec. 504		X				X
	Direct loan to very low income					
FmHA Sec. 515	X	X				X
	50 yr. loan for rental housing					
FmHA Sec. 521			X			X
	Rent subsidy for low income & elderly					
FmHA Sec. 523/524	X					X
	Self-help tech. assist & loans					
FmHA Sec. 525(a)	X	X				X
	Tech. assist. grant for 2 yrs.					
FmHA Sec. 533		X				X
	Grants for very low/low income rehab.					
CDCU	X					X
	Loans for credit union 4% below mkt.					

15.10.D.(8) Coverage Program:

I. Purpose: To ensure that the Redevelopment Demonstration Plan will not result in a net increase in the amount of land coverage existing within the Redevelopment Plan Area.

II. Description of Program: The program to achieve a coverage reduction in the Redevelopment Plan Area is based on:

1. The TRPA requirements in Chapter 15 and Chapter 20 do not allow for an increase in land coverage;
2. The Redevelopment Project Area #1 will reduce existing coverage approximately in half (see pages 181 & 182 of June 1988 EIR/EIS)
3. The acquisition of developed motel properties inside the Redevelopment Project Area #1 for detention basins will further reduce existing coverage as that property will not be used for further development.
4. Tracking and accounting shall be the responsibility of TRPA.

III. Cost: See acquisition cost for property acquisition at the Ski Run Site and detention basins.

IV. Funding: See funding sources for acquisition of property

V . Schedule

Ski Run Site: April, 1989 - October, 1991

Drainage Basin "E": October, 1989 - October, 1991

VI. Responsible Jurisdiction: South Tahoe Redevelopment Agency and TRPA

15.10.D.(9) Use Of Land After Transfer Of Development

The Redevelopment Demonstration Plan requires the acquisition of existing tourist accommodation units in order to build the two hotel projects.

The units targeted for acquisition will be those required to assemble land, implement water quality improvements, provide public open space/day use areas, provide affordable housing sites and transportation improvements.

Said parcels acquired and resultant tourist accommodation units transferred to the hotel projects, will then be deed restricted to limit the use of the property.

The revegetation and maintenance of property from which the transfers originated will be the responsibility of the Redevelopment Agency.

15.10.D. (10) Recreation Needs Assessment

The recreational needs assessment program for the entire City is currently under way as a part of the City's "Renaissance 90" community task force. This assessment will result in the preparation of a Parks and Recreation Master Plan for the City, scheduled for completion by 1990.

Presently the Redevelopment Plan Area does not have any public recreation areas. By virtue of the Redevelopment Demonstration Plan, the Agency will provide public access to an enlarged beach and marina in the Ski Run Area. In addition, passive day use/open space, bikeways and plazas will be constructed to provide visual as well as physical relief to this urban core area. These projects are consistent with the City's General Plan, Open Space goals of (1) providing open space within the same hydraulic areas that are being developed or redeveloped under City Supervision; (2) Coordinating public/private sector development to insure future open space and (3) Implementing the South Tahoe Redevelopment Plan which retires motel units will create approximately 10 acres of passive open space.

15.10.D. (11) Historic Preservation Program:

I. Purpose: To evaluate potentially significant historic resources, identified within the EIRJEIS for designation and protection consistent with Chapter 29 of the TRPA's Code of Ordinances.

II. Program Description: Each proposed project, and or building modification, containing or involving one of the potential historically significant resources, will be required as a part of their project submittal and environmental documentation, to prepare an evaluation report of the resource to determine if it is eligible for designation as a historic resource.

If, based on the evaluation report, the State Office of Historic Preservation concurs that the resource is eligible for designation, then compliance with Chapter 29 will be required.

III. Cost: To vary depending on scope of resource to be evaluated.

IV. Funding: The cost of the evaluation report shall be the responsibility of the project proponent.

V. Schedule:

Ski Run Site: January, 1989 thru April, 1989

Other sites: Unknown, as some potentially significant resources may or may not be involved in a project or building modification.

VI. Responsible Jurisdiction: City of South Lake Tahoe and the TRPA

2. 15.11. A ELIGIBLE AREAS FOR REDEVELOPMENT DEMONSTRATION PLAN AND NECESSARY FINDINGS

TRPA may approve a Redevelopment Demonstration Plan for those areas of Plan Areas 089B (California South Stateline Resort Area), 091 (Ski Run) and 092 (Pioneer/Ski Run) which are eligible pursuant to Section 15.4 and 14.3 as shown on the preliminary Redevelopment Plan Map approved by the South Tahoe Redevelopment Agency on June 28, 1988. Prior to adoption of the South Tahoe Redevelopment Demonstration Plan and prior to approval of additional building height pursuant to Subsection 15.11.E, TRPA shall make the following findings:

- (1) That a 2000 foot linear park and bikeway is provided as part of the plan.
- (2) That the Stateline site project is on the landward side of Lake Tahoe Boulevard, adjacent to a cluster of high rise buildings where there is a high floor area ratio (approximately 1.0), provides a transition in height from high rise to low rise, and is 50 percent lower in height than the adjacent high rise building.
- (3) That public open space in the Redevelopment Plan Area is being provided by redevelopment projects consolidating development in the same jurisdiction through design and room retirement, of which 80 percent is occurring within the Redevelopment Plan Area.
- (4) That additional public access to Lake Tahoe and 10,000 square feet or more of additional public beach are being provided by redevelopment projects.
- (5) That additional public access to Lake Tahoe through marina facilities is being provided by redevelopment projects.
- (6) That additional open views of Lake Tahoe from Lake Tahoe Boulevard of at least 150 feet of width of view corridor, exclusive of existing public rights-of-way are being provided by redevelopment projects.
- (7) That at least four acres of additional wetlands or SE2 restoration are being provided by redevelopment projects.
- (8) That a project is located next to a major water/land transportation interface and both hotel projects are in close proximity to a major ski area.

3. 15.11. B (4) FINDINGS FOR ADOPTION

Prior to adopting the final Redevelopment Demonstration Plan, TRPA shall find:

- (a) The Redevelopment Demonstration Plan is consistent with the Goals and Policies;
- (b) The Redevelopment Demonstration Plan is consistent with the Code;
- (c) The Redevelopment Demonstration Plan is consistent with the applicable plan area statement and any other plans and programs of TRPA;
- (d) The Redevelopment Demonstration Plan is consistent with the adjacent PASs, or any inconsistencies are identified and evaluated and measures specified to correct the inconsistencies.
- (e) The Redevelopment Demonstration Plan does not propose the development of residential units, tourist accommodation units, commercial floor area, recreational PAM or other projects, in excess of applicable limits set forth in the Regional Plan;
- (f) Affordable housing is provided as part of a Redevelopment Demonstration Plan to the extent required by applicable state law and to meet the needs identified in Subparagraph 15.10. D (7).
- (g) The Redevelopment Demonstration Plan shall not result in a net increase in the amount of land coverage existing within the Redevelopment Plan Area prior to adoption of the Redevelopment Demonstration Plan;
- (h) The Redevelopment Plan is consistent with 15.10.D (1) through (11), except that the requirements of Subsection 14.6.C (1) through (7) need not be met.
- (i) The provisions of Subsection 15.10.6 have been met in regards to Subparagraph 15.10.D (4) and (5); and
- (j) The Redevelopment Plan in conjunction with other adopted plans and programs of TRPA shall attain and maintain thresholds.

4. 15.11.F ENVIRONMENTAL TARGETS:

The Redevelopment Demonstration Plan shall demonstrate the ability to achieve the following targets:

Air Quality and Traffic: The following air quality and traffic targets shall be achieved within the Redevelopment Plan Area:

- (a) Attain the following carbon monoxide (CO) standards:
 - (i) 9 ppm CO (8 hr. avg.) by the year 1993
 - (ii) 7 ppm CO (8 hr. avg.) by the year 2005

The Redevelopment Demonstration Plan may consider all proposed redevelopment improvements and programs plus projected changes in fleet mix and reduced vehicle emissions due to federal requirements. All measures used by redevelopment plans to attain the CO standards shall be documented.

- (b) Traffic volumes shall be reduced to no greater than 21,400 vehicles between 4:00 p.m. and midnight at the Park Avenue and Lake Tahoe Boulevard intersection for a peak winter day by 1993. The Redevelopment Demonstration Plan may consider all proposed improvements and programs included in the Redevelopment Plan Area, but shall not be credited with any externally caused changes, whether negative or positive, from the conditions in 1981.
- (c) Upon completion, the demonstration project shall result in a reduction of 732 vehicle trip ends from 1987 levels.

Water Quality: The following water quality targets shall be achieved in the Redevelopment Plan Area:

- (a) Application of BMPs to all parcels within the demonstration project area upon completion of the project. Retrofit the remaining parcels in the Redevelopment Plan Area pursuant to subparagraph 15.10.1) (6).
- (b) Implementation of projects, or their equivalent, as set forth in the TRPA Water Quality Capital Improvement Program (CIP) by 2005.
- (c) TRPA discharge standards as set forth in Chapter 81.

SEZ Restoration: Restoration or creation of four acres of SEZ or artificial wetlands. If restoration of SEZ or creation of artificial wetlands is not feasible, other equivalent measures shall be required by TRPA.

Scenic: Implementation of scenic improvements on portions of scenic quality threshold roadway travel route units in the redevelopment plan area needed to attain the threshold rating of 16, as the rating system would apply if the Lake Tahoe Boulevard corridor within the Redevelopment Plan Area were to be considered as a single roadway travel route unit.

Recreation: Provide at least the following recreational facilities:

- (a) 33 mooring slips and provisions for at least 17 additional slips, if the additional slips do not cause significant adverse environmental impacts;
- (b) 2000 feet of Class I Bike Trail; and
- (c) 10,000 square feet of public beach with 200 linear feet of Lake frontage.

Noise: The Ski Run Marina shall not provide storage, moorage or launching of marine craft that exceed the single event noise standards.