MEMORANDUM

Date: February 14, 2008
To: TRPA Governing Board
From: TRPA Staff
Subject: Reservation of Allocations (Commercial Floor Area, Tourist, Accommodation Bonus Units and Residential Bonus Units) for Projects Applying Under the Community Enhancement Program (CEP)

Requested Action: Governing Board action on the proposed reservation of allocations for the nine proposed CEP projects, through adoption of the attached Resolution (Attachment A) reserving the proposed allocations, subject to the requirements listed in Exhibits 1-9.

Due to the volume of materials, attachments, and other related information for this agenda item, only the staff summary and resolution (Attachments A-C) are included in the Governing Board packet. Because of undue volume, Attachments D-G are available 1) on the web at http://www.trpa.org/ as a supplemental packet of information separate from the Board packet itself, 2) at the Governing Board meeting, and 3) by hard copy upon request.

Staff Recommendation: Staff recommends that the Governing Board adopt the attached Resolution (Attachment A).

Performance Review Committee’s (PRC) Recommendation: In accordance with Subsection 33.3.D (3) of the TRPA Code of Ordinances, this matter was reviewed by the Performance Review Committee (PRC) on December 17, 2007. The PRC recommended that each of the nine pre-applicants be invited to move forward in the process subject to those projects meeting and completing certain requirements for continued participation. The PRC also recommended that any commodities returned to the Special Projects Pool be made available to other project proposals currently being considered in the CEP process.

APC Recommendation: The APC recommended that the Governing Board make a motion to allow all nine projects to remain part of the CEP application process by adopting the Resolution outlining the designation of the CEP proposals, the reservation of commodities and the requirements for continued participation in the CEP process. The APC recommended amending Table 1 in the attached Resolution to reflect the current requests for commercial floor area (CFA) for the Domus project (see additional discussion in the Issues/Concerns section below). The APC also recommended amending the Resolution language to allow more flexibility and interpretation in how the requirements outlined in Exhibits 1-9 are met.
Required Motion(s): To reserve the proposed allocations, the Board must make the following motion, based on this staff summary and the evidence in the record:

1) A motion to adopt Resolution 2008-_, approving an initial reservation of special projects allocations of commercial floor area, tourist accommodation bonus units, and multi-residential bonus units to the eligible projects in accordance with Chapter 33 and 35 of the TRPA Code of Ordinances (Attachment A).

In order for the motion to pass, an affirmative vote of any 8 members of the Board is required.

Project Description/Background: TRPA staff introduced the CEP at the July 2007 APC and Governing Board meetings. Staff also introduced the nine pre-applicant’s projects and updated the APC and Governing Board on the status and progress of the CEP in November 2007 and January 2008. The nine CEP pre-applications have been received and reviewed by TRPA and local jurisdiction staff based on the goals and evaluation criteria of the CEP (Attachment B). Summary brochures prepared by the pre-applicants (See Color Brochure Enclosures, Items 1-9) describe each of the nine CEP proposals. These brochures describe the site location, existing conditions, proposed conditions, site plans and concept elevations for each of the proposals. Additionally, staff has put together an evaluation matrix for each project proposal (Attachment C). The matrix provides a quick reference guide to staff’s evaluation comments relative to the CEP goals and the requirements that each proposal will need to complete in order to utilize their reserved allocations.

In December 2007, TRPA staff presented the pre-application proposals to the Performance Review Committee (PRC). In January, staff met with representatives of the local jurisdictions and then the applicants to discuss the PRC’s recommendations. In February 2008, staff also presented recommendations to the APC. The recommendations presented herein are a result of these processes.

The proposed resolution (Attachment A) formally designates the CEP proposals and reserves the proposed allocations subject to the requirements (Exhibits 1-9 of the resolution) for continued participation being met.

Issues/Concerns: The primary issue of concern is that, while each project proposal has merit, none at the pre-application stage could demonstrate having met all of the CEP criteria at a level warranting an unconditional reservation of allocations. The TRPA and local jurisdictions joint review team, however, determined that all the CEP proposals have merit and, with additional clarification and project refinements, all of the project proposals have the potential to be extraordinary CEP projects.

The CEP goals, objectives and criteria specifically incorporate the Special Projects criteria in TRPA’s Code of Ordinances (TRPA Code Section 33.3.D (3)(c)). Noteworthy is that the Special Project evaluation criteria required that all project proposals implement an environmental improvement project and commit to implement substantial environmental benefits or mitigation in excess of TRPA’s project mitigation requirements.

For each of the pre-applications, clarifications were needed on how these requirements and others would be fully met within the proposals.
In order to address the issues and recommendations, TRPA staff met with representatives of the local jurisdictions and the pre-applicants to inform them of potential deficiencies or problems with each CEP proposal. Staff memorialized the identified concerns in recommendation letters to each of the pre-applicants outlining staff’s suggestions and requirements for continued participation in the CEP process (Attachment D, Items 1-9). Staff has incorporated these recommendations into the attached proposed resolution (Attachment A, Exhibits 1-9) and recommends that the reservation of the allocations be conditioned on the satisfactory resolution of these issues at the time the actual project application is submitted to TRPA.

Some of the items discussed in the letters can be completed at the time of application, while other items may need to be resolved during the environmental review process and potentially the scoping of alternatives if an environmental document is required. TRPA staff will continue to work with the local jurisdiction partners and the pre-applicants in completing this process and ensuring the applications are complete before they are submitted, including satisfying the conditions and requirements specified in the adopting resolution for each project.

Placer and Washoe Counties, and the City of South Lake Tahoe have each provided a letter or resolution to TRPA outlining their commitment to work with the pre-applicants on their project proposals especially in relation to the required Environmental Improvement Program commitment (Attachment E, Items 1-4). The pre-applicants have also submitted letters to TRPA stating their desire to move forward with the process and their commitment to formally address the concerns raised by TRPA (Attachment F, Items 1-9).

TRPA has recently been informed by Domus Development that they wish to reduce their request for CFA from 14,213 square feet to 8,175 square feet, the difference being 6,038 square feet. TRPA staff is recommending that this amount be returned to the Special Projects Pool and be reserved to be reallocated at a later date. The APC discussed this issue, with some members agreeing that it should be placed back in the pool and others suggesting they should follow the recommendation of the PRC and proportionately reallocate the 6,038 square feet to the other CEP pre-applications. The APC opted to defer their recommendation to the Governing Board on the redistribution of allocations to other projects to a future meeting. It was felt that this issue should wait until these CEP projects are more refined and TRPA and the local jurisdictions can consider the issue in the context of allocations currently available through the local jurisdictions.

In addition to public input received on the CEP project proposals at the two public meetings held in early November 2007, TRPA staff has received letters and other correspondence from local groups and the general public. These are provided in Attachment G, Items 1-12.

Environmental Documentation: Environmental documentation is not required for the Governing Board to reserve allocations for these CEP projects. TRPA completed an environmental review with the initial establishment of the TRPA allocation system. The reservation of allocations is not a final action, and environmental review and documentation will be completed for each project approval in the future.

The approval of the reserved allocations will be conditioned upon the project being consistent with the CEP criteria, the attached Resolution, the Regional Plan and Code,
and the environmental mitigation requirements associated with the environmental review.

Additional information on the program is available at the TRPA website, www.trpa.org, under the Community Enhancement Program.

If you have any questions, please contact Brenda Hunt at bhunt@trpa.org or (775) 589-5225.

**Attachments included in this packet:**
- Attachment A: Adopting Resolution with Exhibits 1-9
- Attachment B: CEP Evaluation Criteria
- Attachment C: Evaluation Matrices (Items 1-9)
- Enclosure: Project Concept Summary Brochures (Items 1-9)

**Supplementary Attachments available at http://www.trpa.org/ , at the Governing Board meeting, or by request:**
- Attachment D: Recommendation Letters (Items 1-9)
- Attachment E: County and City Commitment Letters and Resolutions (Items 1-4)
- Attachment F: Pre-applicant Commitment Letters (Items 1-9)
- Attachment G: Additional Public Comment Letters (Items 1 - 12)
ATTACHMENT A
TAHOE REGIONAL PLANNING AGENCY
RESOLUTION NO. 2008 – ___

A RESOLUTION APPROVING AN INITIAL RESERVATION OF SPECIAL PROJECTS ALLOCATION OF COMMERCIAL FLOOR AREA, TOURIST ACCOMMODATION BONUS UNITS, AND MULTI-RESIDENTIAL BONUS UNITS TO ELIGIBLE PROJECTS IN ACCORDANCE WITH CHAPTER 33 AND 35 OF THE TRPA CODE OF ORDINANCES

WHEREAS, Chapter 33 of the TRPA Code sets for the methods and time schedules for reserving commercial floor and tourist accommodation for special projects; and

WHEREAS, Chapter 35 sets forth the methods for reserving multi-residential bonus units for projects; and

WHEREAS, Chapter 33 also was enacted pursuant to Article V(g) of the Compact to codify and implement the requirement to ensure attainment and maintenance of the thresholds;

WHEREAS, Chapter 33 is designed to implement and coordinate the growth management provisions of the Regional Plan Package and provide guidance to the Governing Board during the ongoing implementation and process; and

WHEREAS, the goals and requirements of the Code Subparagraph 33.3.D (3) Special Projects have been incorporated into the Community Enhancement Program released August 1, 2007; and

WHEREAS, the Community Enhancement Program sets forth the goals, evaluation criteria, time schedules, and pre-application requirements for the designation of project proposals as Community Enhancement Program/Special Projects and the reservation of commercial floor area, tourist accommodation bonus units, and multi-residential bonus units for those designated proposals.

WHEREAS, Chapter 33 and the Community Enhancement Program called for the completion and action of mixed used projects that implement environmental improvement projects and provide substantial environmental benefits or mitigation in excess of the TRPA project mitigation requirements; and

WHEREAS, per Chapter 33, staff provided adequate public notice (90 days) in advance of any action to reserve commercial floor area, tourist accommodation bonus units and multi-residential bonus units,

WHEREAS, the Performance Review Committee completed review of the Community Enhancement Program/Special Project criteria and staff recommendation for the reservation of allocations and forwarded their recommendation to the Advisory Planning Commission; and

WHEREAS, the Advisory Planning Commission completed review of the Community Enhancement Program/Special Project criteria and staff recommendation for the reservation of allocations and forwarded their recommendation to the TRPA Governing Board.
WHEREAS, TRPA and Local Jurisdiction staff utilized the CEP/Special Project criteria to review the pre-applications and have made appropriate recommendations to the Governing Board; and

WHEREAS, the TRPA Governing Board has reviewed the staff summary and recommendations, and other updates and information submitted at its July 25, 2007, November 28, 2007, January 23, 2008, and February 27, 2008 meetings; and

WHEREAS, any commercial floor area, tourist accommodation bonus units, or multi-residential bonus units not utilized by the any of the project proposals listed below, will be returned to the allocation pool and assignment of those allocations would be subject to a subsequent Governing Board action; and

WHEREAS, the amount of commercial floor area requested by each proposals has been proportionally reduced by 7.05% to accommodate all the proposals; and

NOW, THEREFORE, BE IT RESOLVED THAT the Governing Board of the Tahoe Regional Planning Agency hereby amends Resolution 98-8, and designates the following project proposals as Community Enhancement Program/Special Projects and initially reserves these proposals commodities as outlined in the Table 1, below:

Table 1:

<table>
<thead>
<tr>
<th>Community Enhancement Project Proposals</th>
<th>Commercial Floor Area (square feet)</th>
<th>Tourist Accommodation Units</th>
<th>Multi-Residential Bonus Units</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Placer County</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BB LLC</td>
<td>46,475</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>Ferrari</td>
<td>27,048</td>
<td>0</td>
<td>25</td>
</tr>
<tr>
<td>Domus</td>
<td>8,175</td>
<td>0</td>
<td>79</td>
</tr>
<tr>
<td>KB Resorts</td>
<td>6,971</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>Pastore</td>
<td>2,383</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Homewood</td>
<td>23,237</td>
<td>50</td>
<td>12</td>
</tr>
<tr>
<td><strong>Washoe County</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boulder Bay LLC</td>
<td>0</td>
<td>40</td>
<td>48</td>
</tr>
<tr>
<td><strong>City of South Lake Tahoe</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Former</td>
<td>43,872</td>
<td>0</td>
<td>24</td>
</tr>
<tr>
<td>Mikasa</td>
<td>15,801</td>
<td>0</td>
<td>45</td>
</tr>
</tbody>
</table>

BE IT FURTHER RESOLVED THAT the Governing Board hereby declares that at the time a project application to TRPA and the local jurisdiction is received, the project proposals designated as Community Enhancement Program/Special Projects shall be consistent with the goals and objectives of the Community Enhancement Program and the proposal concepts reviewed by staff in their pre-application packages.
BE IT FURTHER RESOLVED THAT the Governing Board hereby declares that the designation of the above proposals and the reservation of commodities are subject to the conditions outlined in Exhibits 1-9.

BE IT FURTHER RESOLVED THAT TRPA recognizes that the project development process is fluid and that the details of project proposals are likely to change over time after the formal applications are submitted based on at least considerations of feasibility as well as the outcome of the environmental review analyses, and therefore the project conditions stated as requirements may be amended or may not need to be met in every detail. Nevertheless, the project conditions should be viewed as statements of issues that must be addressed to the full satisfaction of TRPA at the appropriate point in the project development process and no later than the time the project is considered for decision by the TRPA Governing Board.

BE IT FURTHER RESOLVED THAT the adoption of this resolution by the TRPA Governing Board is a set aside of commodities from the Special Projects pool for planning purposes only. The Board’s action is not a project approval or guarantee of any kind that the project, in any form, must be or will be approved. The CEP project applicants alone assume all risks of development, including the outcome of any future decisions of TRPA, and this reservation of allocations must not be construed as an entitlement or vested right of any kind.

BE IT FURTHER RESOLVED THAT the Governing Board hereby declares that this reservation of commodities shall expire on, Wednesday, February 25, 2009, unless extended by TRPA upon a showing of adequate progress toward project approval.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on February 27, 2008, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

__________________________
Mara Bresnick, Chair
Tahoe Regional Planning Agency
RESOLUTION 2008-

EXHIBITS (1-9)

Exhibit 1: Kings Beach Town Center – BB LLC
Exhibit 2: Kings Beach Housing Now – Domus Development
Exhibit 3: Ferrari Family Resort
Exhibit 4: Kings Beach Lakeside Resort
Exhibit 5: Pastore Ryan
Exhibit 6: Boulder Bay, LLC
Exhibit 7: Homewood Mountain Resort
Exhibit 8: South Y Center (Kmart)
Exhibit 9: Former Mikasa Gateway Site
February 4, 2008

Resolution 2008 – Exhibit 1
Conditional Reservation of Allocations – BB, LLC

Project Proponent:  B.B., LLC
Steven K. Brown

Project Representative:  Wyatt Ogilvy
Ogilvy Consulting
P.O. Box 1636
Kings Beach, CA 96143

Requirements for Participation:

Scale, massing, height, and community character:

1. The constraints with the triangular shaped site are not a basis on which TRPA can support the proposed height of 66 feet for Building 7. This proposed height is nearly 2X greater than allows (36 ft.), is inconsistent with the overall heights existing within Kings Beach, and is not appropriately stepped back from Lake Tahoe Boulevard. Site context, varying step backs, roof pitch, and articulation must be considered for additional height to be appropriate for this location. A substantial decrease in the proposed height is required for this proposal to move forward.

2. Within the existing design, a proportionate reduction in height of the other buildings based on the reduction to Building 7 must be incorporated to ensure the scale and mass of the buildings is more in keeping with the overall existing community character. The concerns about using the existing Kings Beach community character as a guide for development have been considered; the required guideline
is not the physical state of the buildings, but rather the mass, form and height of existing buildings.

3. TRPA requires a reduction in the percentage of the overall land coverage for this project. The increase in density and height must result in an overall reduction in land coverage. The existing Community Plan requires a minimum of 5% land coverage reduction. This can be accomplished by introducing landscape features as part of the overall project design.

4. A Scenic/Visual analysis of roadway unit and how it will enhance the scenic travel route rating is required for this project. Additionally, portions of this project will be visible from Lake Tahoe. The scenic analysis must also analyze impacts to the scenic threshold and any specify mitigations.

5. The use of high quality natural materials including stone, wood, and alternative green building materials will be required. Texture, color, form and glass reflectivity must be considered on all buildings, especially those that front the Scenic Travel Route.

6. TRPA requires that a new approach to the parking garage be incorporated into the design of the façade to ensure it is compatible with the adjacent residential neighborhood. Consider incorporating and integrating other uses around periphery (i.e. Commercial/Residential), a greater setbacks/step backs from the residential (north) side, and/or articulation to look like a retail/residential building, and the use of art to celebrate the parking garage. The maximum height for the parking garage must be consistent with the Code of Ordinances taking into consideration the comments about a new approach to the design.

7. TRPA requires that BBLLC coordinate with Placer County to ensure that the street improvements are consistent with the Community Plan, the KBCCIP, and Caltrans road improvements. Streetscape elements that are not a part of the KBCCIP project must be compatible with the CP, the KBCCIP, Caltrans road improvements and the other potential CEP projects. This is to ensure a consistent design is achieved for lighting, street furniture, the type of curb and gutter, sidewalk size and paving materials. so there is not an unorganized mixture of designs throughout the community core areas.

Environmental Improvements/ Environmental Improvement Program (EIP):

1. For allocations to be reserved and projects to be approved, CEP projects are required to commit to substantial environmental improvements, which must include specifically identified EIP projects. Although the project proposes a number of environmental benefits/improvements, those benefits that can be considered gains over and above the minimum project requirements were not easily identifiable. The proposal states it will be completing on-site Best Management Practices (BMPs) and that it may contribute to the Placer County Environmental Improvement projects (i.e. Kings Beach Commercial Core Improvement Project – KBCCIP) and/or the Kings Beach Residential Erosion Control Project (KBRECP). Completion of your on-site BMPs is a requirement of any project and does not constitute an independent EIP contribution. TRPA has had verbal discussions with you, your client, and your overall team about providing additional water quality treatment facilities to implement / link to a portion of the Placer County’s storm
water management for the KBCCIP and the KBRECP. A quantifiable reduction of sediment loads entering Lake Tahoe in the Kings Beach area through construction of such a facility could form the basis of the project’s EIP contribution. TRPA is fully supportive of the prospect of storm water from the upper grid streets being diverted to properly sized treatment facilities constructed and potentially maintained by BB, LLC. TRPA has been discussing these issues with Placer County. A written commitment regarding the funding, construction, and overall maintenance/monitoring for such a facility is required.

2. BBLLC provided detailed information on how the project would score against the LEED program system. TRPA is requiring that each of the project’s buildings meet the minimum LEED certification. This is to ensure that green building methodology will be completed and a long term commitment to maintain this certification is undertaken. Additionally, TRPA is also requiring that the project be scored against the pilot LEED for neighborhoods program and obtain a minimum score of 40. This second scoring would be reviewed by TRPA as the program is only in a pilot stage and projects are unable to receive a certification at this time. The reason for this second scoring is that this pilot program has very similar goals to the CEP and it is a nationally recognized quantifiable way to ensure that the mixed use projects are achieving those goals.

3. One of the important goals outlined in the TRPA Code of Ordinances and the CEP is to promote the transfer of development that results in substantial environmental benefits. The proposal put forth a potential idea of moving the library out of a Stream Environment Zone (SEZ), restoring that site, and locating the library in the proposed project area on higher capability land. TRPA is requiring further details on the viability of this proposal and a commitment to its completion.

Housing:
1. TRPA will require additional information on the projects impact on the local affordable/moderate housing stock and what measures are being proposed to mitigate any potential loss.

2. To promote Transit Oriented Development, TRPA will require the proposed project to meet minimum density and floor area standards that promote transit and walkability.

Parking:
1. TRPA requires façade improvements on the parking garage and the overall capacity needs to be evaluated in relation to the proposed mix of uses on site, identification of options for and commitment to shared parking, identification of options to remove cars from the Kings Beach parking lot (Park and Conference Center areas), and a commitment to work with other CEP project proponents and Placer County on a joint parking strategy.

Transportation:
1. TRPA requires an estimate of VMT reductions, strategies and methodology.

2. TRPA requires BBLLC to provide additional information on the proposed bus shelter and the potential use of the existing Scraps Building as a transit center. Working with Placer County, please provide details regarding how this project
contributes to the overall Placer County transit program and the benefits to the community, potential reduction in VMT, etc.

3. TRPA requires BBLLC to provide assurances that a transit stop is needed in this location and will be supported by the local transit authority.

4. TRPA requires a kiosk with signs, maps, etc. that provides linkages to schools, community facilities, bike paths should be located on site in or near the transit center/shelter.

**Basic Site Information:**
1. TRPA will require verification of the existing land coverage, land capability, and units of use.

**Miscellaneous CEP Items:**
1. TRPA requires BBLLC to provide details and commitments in relation to the Placer County Government Center. Provide written ideas, options and or commitments for the site if the Government Center is located elsewhere.

2. TRPA requires that the project shall include functional public art and potentially play structures.

3. TRPA requires BBLLC to provide details on the number and types of proposed mix of uses for the site using TRPA Chapter 18, Permissible Uses as a guide.

4. TRPA requires BBLLC to identify public/private open spaces for the residential housing and/or general public use within the mixed use development.

**Environmental Documentation:**
1. TRPA requires that B. B., LLC, and the other Community Enhancement Program designated projects located within the Kings Beach Community Plan area, cooperate on a formal cumulative impact analysis of all of the proposed projects.
February 4, 2008

Resolution 2008 — __
Exhibit 2
Conditional Reservation of Allocations – Domus Kings Beach Housing Now

Project Proponent: Domus Development
Meea Kang

Project Representative: Susan Simon
Simon Planning
P. O. Box 113
So. Lake Tahoe, CA  96156

There are many positive aspects to this project; but, the pre-application proposal needs improvement to be accepted by TRPA for action as a qualified CEP project. These requirements for improvement shall be addressed at the time TRPA receives an application for the project or when appropriate, before any action approving the project. Below is a list of requirements for continued participation as a qualified CEP project. Staff is available to work with the applicant to ensure that the project has met these requirements and all other TRPA project requirements.

The allocations outlined in the table below shall be reserved for the Ferrari Family Resort proposal for one year subject to the following requirements.

<table>
<thead>
<tr>
<th>CEP Projects</th>
<th>Requested CFA</th>
<th>Proportional Reduction of 7.05% *</th>
<th>Recommended CFA Reservation</th>
<th>TABU</th>
<th>Recommended MRBU</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domus</td>
<td>15,292</td>
<td>1079</td>
<td>14,213</td>
<td>0</td>
<td>79</td>
</tr>
</tbody>
</table>

Requirements for Participation:

Scale, massing, height, and community character:

1. TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. TRPA requires that the corner section of building on Chipmunk/ North Lake Blvd. be stepped back to add two roof planes (on N. Lake Blvd.) or be appropriately redesigned, articulated and stepped back to achieve a similar goal. This would provide additional articulation and interest to the building as viewed along a scenic travel route and would reduce the mass as seen by the pedestrian at street level. Additional articulation including dormers and decks on the all proposed building elevations (residential and commercial) that front streets is required to provide architectural and scenic interest and enhance the community character. TRPA currently measures height from the lowest point of natural grade. Submitted elevations must show this point and specify the height measurement from this point.
2. TRPA requires substantial land coverage reduction as a part of this overall project. The increase in density and height must result in an overall reduction in land coverage. The existing Community Plan requires a minimum of 5% land coverage reduction. This may be accomplished through providing landscaping pockets, planter beds, etc; however, an additional reduction needs to be provided to be in accord with the increased height proposal noted above.

3. TRPA has concerns that the current residential roof design and site locations will promote the shedding of snow directly into entrance areas on some buildings. TRPA requires the designs should be modified to eliminate this hazard.

4. A Scenic/Visual analysis of the roadway unit and demonstration as to how it will enhance the scenic travel route rating will be required for this project. The scenic analysis should also include an analysis of how the scenic threshold will be potentially impacted and any impacts mitigated.

5. TRPA requires the use of high quality natural materials including stone, wood, and alternative green building materials in the project designs. Texture, color, form and glass reflectivity must be considered on all buildings, especially those that front the Scenic Travel Route.

6. TRPA requires that Domus coordinate with Placer County to ensure that the street improvements are designed to be consistent with the CP, the KBCCIP, and Caltrans road improvements. Streetscape elements that are not a part of the KBCCIP project must be compatible with CP, the KBCCIP, Caltrans road improvements and the other potential CEP projects. This is to ensure a consistent design is achieved for lighting, street furniture, the type of curb and gutter, sidewalk size and paving materials so there is not an unorganized mixture of designs throughout the community core areas.

Environmental Improvements/ Environmental Improvement Program (EIP):
1. For commodities to be reserved and projects to be approved, CEP projects must commit to substantial environmental improvements, which must include specifically identified EIP projects. The project proposes to contribute to the Kings Beach area-wide water quality projects by donating land where a basin is to be constructed. A quantifiable reduction of sediment loads entering Lake Tahoe in the Kings Beach area through construction of such a facility could form the basis of the project’s EIP contribution. TRPA supports the treatment of storm water from the upper grid streets being diverted to properly sized treatment facilities constructed and potentially maintained by Domus. A written commitment regarding the funding, construction, and overall maintenance/monitoring for such a facility is required.

Green Building Requirements:
1. TRPA requires that each of the project’s buildings meet the minimum LEED certification and make a long term commitment to maintain the certification. In California, this may be a minimal request given the State requirements relating to Title 21. The applicant should strive to achieve higher certification, but this is not a requirement.
2. TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.

**Housing:**
- The proposal notes that the affordable housing will be deed restricted for a set number of years and thereafter the units could be sold at market rate. Deed restrictions are required by TRPA in perpetuity for the use of MRBUUs for affordable housing.

**Parking:**
- TRPA requires Domus to coordinate with other CEP project proponents on a shared parking plan, and coordinate with Placer County on an overall parking strategy, which must be described in your project application. The requested reduction in parking needs to be further evaluated during the formal review of the project.

**Transportation:**
- TRPA requires an estimate of VMT reduction, strategies and methodology.
- TRPA requires Domus provide a map of the location and distance of transit stops to the proposed project areas and the pedestrian linkages required to access these transit locations.
- TRPA requires Domus to provide a kiosk with signs, maps, etc. that provides linkages to schools and community facilities. Bike paths/lanes should be located on site or near the transit stops.
- TRPA requires sidewalk improvements be incorporated into the mixed use sites with linkages to other CEP projects including the potential Pastore Ryan project area.

**Basic Site Information:**
- TRPA requires Domus to provide verification of the existing land coverage, land capability, and units of use.
- TRPA requires Domus to identify where snow storage will be provided and what best management practices (BMPs) will be employed to ensure proper drainage and treatment of melting snow.

**Miscellaneous CEP Items:**
- TRPA requires Domus to evaluate providing a gateway feature (public art/monument) at the mixed use site on the corner of Chipmunk and North Lake Boulevard. The potential to provide a joint gateway feature with the Pastore Ryan and other CEP projects should be explored and details provided.
- TRPA requires Domus to provide details on the number and types of proposed mix of uses for the site using TRPA Chapter 18, Permissible Uses as a guide.
Domus Kings Beach Housing Now
Community Enhancement Program

- TRPA requires Domus to identify public/private open spaces/pocket parks for residential housing and/or general public use within the proposed developments. Inclusion of functional public art and potentially play structures is encouraged.

*Environmental Documentation:*

1. TRPA requires that Domus, and the other Community Enhancement Program designated projects located within the Kings Beach Community Plan area, cooperate on a formal cumulative impact analysis of all of the proposed projects.
February 6, 2008

Resolution 2008 –_

Exhibit 3
Conditional Reservation of Allocations – Ferrari Family Resort

Project Proponent:  Ferrari Family Resorts
Dave Ferrari

Project Representative:  Gary Midkiff
Midkiff & Associates, Inc.
P.O. Box 12427
Zephyr Cove, NV  89448

There are many positive aspects to this project; but, the pre-application proposal needs improvement to be accepted by TRPA for action as a qualified CEP project. These requirements for improvement shall be addressed at the time TRPA receives an application for the project or when appropriate, before any action approving the project. Below is a list of requirements for continued participation as a qualified CEP project. Staff is available to work with the applicant to ensure that the project has met these requirements and all other TRPA project requirements.

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<th>Recommended MRBU</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ferrari</td>
<td>29,100</td>
<td>2052</td>
<td>27,048</td>
<td>0</td>
<td>25</td>
</tr>
</tbody>
</table>

Requirements for Participation:

Partnership Opportunities:

1. TRPA requires that Ferrari Family Resorts use best efforts to coordinate and develop a partnership or other joint approach to project design, evaluation and permit processing with the adjacent KB Resorts project proposal. TRPA and local jurisdiction staff members will work with both project proponents to ensure that the goals of the CEP and the Community Plan (CP) are implemented in a coordinated and thoughtful manner. The projects shall consider the joint design and location of the following items:
   a. lake access
   b. view corridors
Ferrari Family Resort
Community Enhancement Program

c. bike trail implementation
d. public art
e. pedestrian friendly blending/circulation around and between sites
f. options for Brockway Vista Road
g. utility services
h. water quality improvements
i. parking
j. pedestrian overpass

Scale, massing, height, and community character:
1. It is TRPA’s understanding that the proposed structure will be limited to 35 feet based on the height of the existing structure closest to the high water mark. Verify the proposed height of the structures located on the Lake side and the mountain side of Highway 28. TRPA requires that the proposed project is visually perceived as no more than three stories.

2. TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. As the project is currently proposed, TRPA has concerns with the scale and mass of the proposed architecture as it will be viewed from the street and the Lake. The renderings included within the proposal did not indicate the structure would be stepped back; they must be stepped back from both the Lake and the Highway 28. This was suggested in your 4 page brochure but was not apparent in the rendering. Also, the height of the buildings between the Lake and the highway must be significantly less than the height proposed for the buildings on the mountain side of the highway. Site context, varying step backs, roof pitch, and articulation must be used in order for additional height to be appropriate for your location and be consistent with the community character. The concerns about using the existing Kings Beach community character as a guide for development have been considered; the required guideline is not the physical state of the buildings, but rather the mass, form and height of existing buildings.

3. TRPA requires substantial land coverage reduction as a part of this overall project. The increase in density and height must result in an overall reduction in land coverage. The existing CP requires a minimum of 5% land coverage reduction. This can be accomplished by introducing landscape features as part of the overall project design.

4. TRPA requires additional information to demonstrate the proposed “transparency” concept. In presentations and in the examples shown, the idea of transparency was discussed at length and was an interesting feature of the proposal. The renderings shown of the buildings from Highway 28 do not have the appearance of transparency; instead, there appears to be walls as viewed from the street.

5. The examples and materials proposed are interesting and appear to be appropriate in nature and color; however, translation of these materials to proposed elevations was lost. TRPA requires renderings or visual simulations that better articulate the design intent and materials proposed.
Ferrari Family Resort
Community Enhancement Program

6. A Scenic/Visual analysis of roadway unit and how it will enhance the scenic travel route rating is required for this project. Additionally, the project will be visible from Lake Tahoe and a scenic assessment is required. An analysis of how the shorezone travel route threshold is being quantifiably improved is also required.

7. TRPA requires that Ferrari Family Resort coordinate with Placer County to ensure that the street improvements will be designed to be consistent with the CP, the Kings Beach Commercial Core Improvement Project - KBCCIP, and CalTrans road improvements. Streetscape elements that are not a part of the KBCCIP project must be compatible with CP, the KBCCIP, CalTrans road improvements and the other potential CEP projects. This is to ensure a consistent design is achieved for lighting, street furniture, the type of curb and gutter, sidewalk size and paving materials, etc. so there is not an unorganized mixture of designs throughout the community core areas.

Environmental Improvements/ Environmental Improvement Program (EIP):

1. For commodities to be reserved and projects to be approved, CEP projects must commit to substantial environmental improvements, which must include specifically identified EIP projects. Although the project proposes a number of environmental benefits/improvements (including the removal of land coverage from the beach (1b)), Ferrari must incorporate other specific environmental benefits (see list below) that would be considered gains over and above the minimum project requirements in order to meet the goals of the CEP. Written commitments regarding funding, construction, and overall maintenance/monitoring are required for some or all of the following EIP projects.

   a. The proposal discusses completing on-site Best Management Practices (BMPs) and over-sizing the facilities. Over-sizing may be beneficial, especially if this is to provide linkages to Placer County’s area-wide drainage programs including the KBCCIP and the Kings Beach Residential Erosion Control Project. The construction of key water quality facilities that provides a quantifiable reduction of sediment loads entering Lake Tahoe must be considered on both the Lake and mountain sides of Highway 28. Diversion of storm water from the upper grid streets to a properly sized treatment facility constructed and potentially maintained by the Ferrari Family Resort would be considered an EIP contribution. TRPA has been discussing these issues with Placer County. A written commitment regarding the funding, construction, and overall maintenance/monitoring for such a facility is required.

   b. Complete bike path improvements along Brockway Vista as outlined in the CP.

   c. Including a cohesive pedestrian circulation/visual corridor/Lake access plan with the adjacent CEP/KB Resorts proposal would provide multiple benefits to the project and could constitute an additional EIP contribution.

   d. Complete the fisheries enhancement project associated with the KB Residential Erosion Control Project.

Green Building Requirements:

1. TRPA requires that each of the project’s buildings meet the minimum LEED certification and make a long term commitment to maintain the certification. In
California, this may be a minimal request given the State requirements relating to Title 21. The applicant should strive to achieve higher certification, but this is not a requirement.

2. TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.

**Housing:**
1. TRPA requires additional information on the projects impact on the local affordable/moderate housing stock and what measures are being proposed to mitigate any potential loss.

2. TRPA requires a contingency plan in relation to meeting the project's employee housing requirements. The Speckled St./Bear St. parcel is located in an Industrial Plan area that does not currently have multi-family residential as a permissible use. If a plan amendment is not approved, detail options for meeting the project's workforce housing requirements.

3. TRPA requires that the use of TRPA MRBUs for any moderate or affordable housing associated with your project will be deed restricted in perpetuity.

4. To promote Transit Oriented Development, TRPA requires the proposed project to meet minimum density and floor area standards that promote transit and walkability.

**Parking:**
1. Facing the parking garage with residential and retail uses makes good design sense and will allow a better transition into the neighboring residential neighborhood. TRPA requires more details on this design including, elevations, types of residences, types of retail, circulation patterns, and overall design intent.

2. TRPA requires Ferrari Family Resorts to cooperate with other CEP project proponents to develop a shared parking plan, and work with Placer County on an overall parking strategy. Discuss status and progress in your project application. The requested reduction in parking must be further evaluated during the formal review of the project.

**Transportation:**
1. TRPA requires an estimate of VMT reductions, strategies and methodology.

2. TRPA requires Ferrari Family Resort to provide assurances that a transit stop serving the project will be located nearby and will be supported by the local transit authority.

3. TRPA requires a kiosk with signs, maps, etc. that provides linkages to schools and community facilities. Bike paths/lanes must be located on-site in or near the transit center/shelter.

4. TRPA has concerns with the proposed pedestrian overpass and its impact on the community design and scenic thresholds. TRPA will require a scenic analysis and visual simulations for the proposed pedestrian overpass.
Basic Site Information:
1. TRPA requires final verification of the existing land coverage, land capability, and units of use.

2. TRPA requires the identification of snow storage and best management practices (BMPs) to be employed to ensure proper drainage and treatment of melting snow.

3. TRPA requires elevations and associated floor, drainage, landscaping plans that clearly articulate and depict all proposed mountain side parcels, buildings and the parking garage.

Miscellaneous CEP Items:
1. TRPA requires updated details on how this proposal is impacted by not including the Langston residential parcel.

2. TRPA requires details on the number and types of proposed mix of uses for the site using TRPA Chapter 18, Permissible Uses as a guide.

Environmental Documentation:

1. TRPA requires that the Ferrari Family Resort, and the other Community Enhancement Program designated projects located within the Kings Beach Community Plan area, cooperate on a formal cumulative impact analysis of all of the proposed projects.
February 5, 2008

Resolution 2008 –
Exhibit 4
Conditional Reservation of Allocations – KB Resorts

Project Proponent: KB Resorts
Michael Blakeman, Nancy Fritsch and George Bean

Project Representative: Leah Kaufman
Kaufman Planning
P.O. Box 253
Carnelian Bay, CA  96140

There are many positive aspects to this project; but, the pre-application proposal needs improvement to be accepted by TRPA for action as a qualified CEP project. These requirements for improvement shall be addressed at the time TRPA receives an application for the project or when appropriate, before any action approving the project. Below is a list of requirements for continued participation as a qualified CEP project. Staff is available to work with the applicant to ensure that the project has met these requirements and all other TRPA project requirements.

The allocations outlined in the table below shall be reserved for the KB Resorts proposal for one year subject to the following requirements.

<table>
<thead>
<tr>
<th>CEP Projects</th>
<th>Requested CFA</th>
<th>Proportional Reduction of 7.05% *</th>
<th>Recommended CFA Reservation</th>
<th>TABU</th>
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<tr>
<td>KB Resorts</td>
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<td>529</td>
<td>6,971</td>
<td>0</td>
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Requirements for Participation:

Partnership Opportunities:
1. TRPA requires that KB Resorts use best efforts to coordinate and develop a partnership or other joint approach to project design, evaluation and permit processing with the adjacent Ferrari Family Resorts project proposal. TRPA and local jurisdiction staff members will work with both project proponents to ensure that the goals of the CEP and the Community Plan (CP) are implemented in a coordinated and thoughtful manner. The projects shall consider the joint design and location of the following items:
   a. lake access
   b. view corridors
   c. bike trail implementation
   d. public art
KB Resort
Community Enhancement Program

e. pedestrian friendly blending/circulation around and between sites
f. options for Brockway Vista Road
g. utility services
h. water quality improvements
i. parking
j. pedestrian overpass

Scale, massing, height, and community character:

2. The revised elevation proposal submitted to TRPA indicates a maximum height of 40 feet. Verify the proposed height of the structures located on the Lake side and the mountain side of Highway 28. TRPA requires that the proposed project is visually perceived as no more than three stories.

3. TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. As currently proposed, TRPA has concerns with the scale and mass of the proposed architecture as it will be viewed from the street and the Lake. The renderings within your proposal did not indicate the structures would step back enough from the Lake side, and they must be stepped back. No renderings were available for the Big Seven site. Also, the height of the buildings between the Lake and the highway must be significantly less than the height proposed for the buildings on the mountain side of the highway. Site context, varying step backs, roof pitch, and must be used in order for additional height to be appropriate for your location and be consistent with the community character. The concerns about using the existing Kings Beach community character as a guide for development have been considered; the required guideline is not the physical state of the buildings, but rather the mass, form and height of existing buildings.

4. TRPA requires substantial land coverage reduction as a part of this overall project. The increase in density and height must result in an overall reduction in land coverage. The existing CP requires a minimum of 5% land coverage reduction. This can be accomplished by introducing landscape features as part of the overall project design.

5. A Scenic/Visual analysis of roadway unit and how it will enhance the scenic travel route rating is required for this project. Additionally, the project will be visible from Lake Tahoe and a scenic assessment is required. An analysis of how the shorezone travel route threshold is being quantifiably improved is also required.

6. TRPA requires that KB Resorts work with Placer County to ensure that the street improvements will be designed to be consistent with the CP, the Kings Beach Commercial Core Improvement Project - KBCCIP, and CalTrans road improvements. Streetscape elements that are not a part of the KBCCIP project must be compatible with CP, the KBCCIP, CalTrans road improvements and the other potential CEP projects. This is to ensure a consistent design is achieved for lighting, street furniture, the type of curb and gutter, sidewalk size and paving materials, etc. so there is not an unorganized mixture of designs throughout the community core areas.
**Environmental Improvements/ Environmental Improvement Program (EIP):**

1. TRPA requires a written commitment to ensure completion of the main EIP project. Provide details regarding the purchase of the Motel California (located on Lake Tahoe Boulevard in front of the NTPUD beach) the transfer of the TAUs, removal of the structure, removal and retirement of the land coverage and creation of a view corridor.

2. For commodities to be reserved and projects to be approved, CEP projects must commit to substantial environmental improvements, which must include specifically identified EIP projects. Although the project proposes a number of environmental benefits/improvements (including the potential Motel California discussed above), KB Resorts must incorporate other specific environmental benefits (see list below) that would be considered gains over and above the minimum project requirements in order to meet the goals of the CEP. Written commitments regarding funding, construction, and overall maintenance/monitoring are required for some or all of the following EIP projects.

   a. The proposal discusses completing on-site Best Management Practices (BMPs) and over-sizing the facilities. Over-sizing may be beneficial, especially if this is to provide linkages to Placer County’s area-wide drainage programs including the KBCCIP and the Kings Beach Residential Erosion Control Project. The construction of key water quality facilities that provides a quantifiable reduction of sediment loads entering Lake Tahoe must be considered on both the Lake and mountain sides of Highway 28. Diversion of storm water from the upper grid streets to a properly sized treatment facility constructed and potentially maintained by KB Resorts would be considered an EIP contribution. TRPA has been discussing these issues with Placer County. A written commitment regarding the funding, construction, and overall maintenance/monitoring for such a facility is required.

   b. Complete bike path improvements along Brockway Vista as outlined in the CP.

   c. Including a cohesive pedestrian circulation/ visual corridor/ Lake access plan with the adjacent CEP/Ferrari Family Resorts proposal would provide multiple benefits to the project and could constitute an additional EIP contribution.

   d. Complete the fisheries enhancement project associated with the Kings Beach Residential Erosion Control Project.

**Green Building Requirements:**

1. TRPA requires that each of the project’s buildings meet the minimum LEED certification and make a long term commitment to maintain the certification. In California, this may be a minimal request given the State requirements relating to Title 21. The applicant should strive to achieve higher certification, but this is not a requirement.

2. TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40
**Housing:**
1. TRPA requires additional information on the projects impact on the local affordable/moderate housing stock and what measures are being proposed to mitigate any potential loss. Additional information is also required on the location for the proposed employee housing.

2. TRPA requires that the use of TRPA MRBUs for any moderate or affordable housing associated with your project will be deed restricted in perpetuity.

3. To promote Transit Oriented Development, TRPA requires the proposed project to meet minimum density and floor area standards that promote transit and walkability.

**Parking:**
1. TRPA requires all ingress and egress to the project site to come from Highway 28.

2. TRPA requires KB Resorts to cooperate with other CEP project proponents to develop a shared parking plan, and work with Placer County on an overall parking strategy. Discuss status and progress in your project application. The requested reduction in parking must be further evaluated during the formal review of the project.

**Transportation:**
1. TRPA requires an estimate of VMT reductions, strategies and methodology.

2. TRPA requires KB Resorts to provide assurances that a transit stop is needed in this location and will be supported by the local transit authority.

3. TRPA requires a kiosk with signs, maps, etc. that provides linkages to schools and community facilities. Bike paths/lanes must be located on-site in or near the transit center/shelter.

**Basic Site Information:**
1. TRPA requires final verification of the existing land coverage, land capability (including the backshore), and units of use for the entire project area.

2. TRPA requires the identification of snow storage and best management practices (BMPs) to be employed to ensure proper drainage and treatment of melting snow.

3. TRPA requires elevations and associated floor, drainage, landscaping plans that clearly articulate and depict all proposed buildings on both the Lake side, and the mountain side (Big Seven) of Highway 28.

4. TRPA requires details on the number and types of proposed mix of uses for the site using TRPA Chapter 18, Permissible Uses as a guide.
KB Resort
Community Enhancement Program

Miscellaneous CEP Items:
1. In order to activate the space and promote use of the proposed public plaza/corridor to the Lake, TRPA requires that the lower floor retail wrap into public plaza from Highway 28.

2. TRPA requires KB Resorts to coordinate with Placer County on the proposed boardwalk. Redesign will be required to ensure the boardwalk can be used by multiple users (re: bike path).

Environmental Documentation:

1. TRPA requires that the KB Resorts, and the other Community Enhancement Program designated projects located within the Kings Beach Community Plan area, cooperate on a formal cumulative impact analysis of all of the proposed projects.
January 14, 2008

Resolution 2008 –__

Exhibit 5
Conditional Reservation of Allocations – Pastore Ryan

Project Proponents/Representatives: Tony Pastore
Andrew Ryan
Pastore Ryan
PO Box 1847
Kings Beach, CA 96143

There are many positive aspects to this project; but, the pre-application proposal needs improvement to be accepted by TRPA for action as a qualified CEP project. These requirements for improvement shall be addressed at the time TRPA receives an application for the project or when appropriate, before any action approving the project. Below is a list of requirements for continued participation as a qualified CEP project. Staff is available to work with the applicant to ensure that the project has met these requirements and all other TRPA project requirements.

The allocations outlined in the table below shall be reserved for the Pastore Ryan proposal for one year subject to the following requirements.

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<tr>
<th>CEP Projects</th>
<th>Requested CFA</th>
<th>Proportional Reduction of 7.05%</th>
<th>Recommended CFA Reservation</th>
<th>TABU</th>
<th>Recommended MRBU</th>
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</thead>
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<td>181</td>
<td>2,383</td>
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Requirements for Participation:

Scale, massing, height, and community character:

1. Although use of the existing building foundation will cause fewer disturbances on site, TRPA has concerns this will limit the project’s ability to achieve basic design elements outlined in the existing Kings Beach Community Plan (CP) including standards for parking, gateway and street frontage improvements, and substantial environmental benefits as it pertains to the Environmental Improvement Program (EIP). TRPA requires additional information that resolve these issues.

2. TRPA requires an analysis and consideration of expanding the project site to manage/provide an appropriate amount of parking, undertake frontage improvements, and realize the implementation of area-wide water quality benefits.
3. TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. The scale and mass of the proposed architecture appears appropriate for this location. TRPA requires additional articulation on the street side of the structure. Site context, varying step backs, roof pitch, and articulation must be considered for additional height to be appropriate for your location and be consistent with the community character. The concerns about using the existing Kings Beach community character as a guide for development have been considered; the required guideline is not the physical state of the buildings, but rather the mass, form and height of existing buildings.

4. TRPA requires substantial land coverage reduction as a part of this overall project. The increase in density and height must result in an overall reduction in land coverage. The existing CP requires a minimum of 5% land coverage reduction. This can be accomplished by introducing landscape features as part of the overall project design.

5. TRPA requires additional design details for the retail portions on the bottom floor street frontage and the introduction of additional windows and main entrances. TRPA requires specific details on the proposed building materials (colors, textures, styles) and how these choices are consistent with what is outlined in the existing Kings Beach Community Plan (pp 19 – 7).

6. A Scenic/Visual analysis of roadway unit and how it will enhance the scenic travel route rating is required for this project. The scenic analysis must analyze how the scenic threshold will be impacted and how those impacts will be mitigated.

7. TRPA requires that Pastore Ryan coordinate with Placer County to ensure that the street improvements will be designed to be consistent with the CP, the Kings Beach Commercial Core Improvement Project - KBCCIP, and CalTrans road improvements. Streetscape elements that are not a part of the KBCCIP project must be compatible with CP, the KBCCIP, CalTrans road improvements and the other potential CEP projects. This is to ensure a consistent design is achieved for lighting, street furniture, the type of curb and gutter, sidewalk size and paving materials, etc. so there is not an unorganized mixture of designs throughout the community core areas.

**Environmental Improvements/ Environmental Improvement Program (EIP):**

1. For commodities to be reserved and projects to be approved, CEP projects must commit to substantial environmental improvements, which must include completion of a specifically identified EIP project (See Special Projects Section 33.3.D of the TRPA Ordinances). The proposal does not provide details about the specific EIP project that will be completed as a part of your project. Completion of on-site Best Management Practices (BMPs) is a requirement of any project and cannot be considered an EIP contribution. During your presentation at the public meeting, it was TRPA’s understanding that the project could provide water infiltration for surrounding properties in the upper grid streets. TRPA requires additional details on this proposal and written commitments regarding funding, construction, and overall maintenance/monitoring.
2. Although the project proposes a number of environmental benefits/improvements, Pastore Ryan must incorporate other specific environmental benefits (see list below) that would be considered gains over and above the minimum project requirements in order to meet the goals of the CEP. Written commitments regarding funding, construction, and overall maintenance/monitoring are required for some or all of the following EIP projects.
   a. Implement utility underground. Working with adjacent property owners and leveraging funding to underground utilities on this property and on adjacent properties to the north, toward the proposed Domus development, on North Lake Boulevard.
   b. The KBCCIP and the Kings Beach Residential Erosion Control Project - KBRECP projects may not extend to this area. TRPA requires that the applicant evaluate the possibility to link to these projects and provide water quality benefits beyond that which is required.
   c. Implement fisheries enhancements associated with the KB Residential Erosion Control Project are currently unfunded (substantial design work has been completed). Coordination with Caltrans and the County is required.

3. One of the goals outlined in the TRPA Code of Ordinances and the CEP is to promote the transfer of development that results in substantial environmental benefits. TRPA will require Pastore Ryan to explore this and any other potential option for the transfer of development that will result in the realization of this goal.

**Green Building Requirements:**
1. TRPA requires that each of the project’s buildings meet the minimum LEED certification and make a long term commitment to maintain the certification. In California, this may be a minimal request given the State requirements relating to Title 21. The applicant should strive to achieve higher certification, but this is not a requirement.
2. TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.
3. TRPA staff is interested in the green roof concept and its applicability to the Tahoe climate. TRPA requires additional details and specifications relating to this concept.

**Housing:**
1. The proposal does not specify what level of housing being proposing (Affordable vs. Moderate). TRPA requires that the use of TRPA MRBUs for any moderate or affordable housing associated with your project be deed restricted in perpetuity.

**Parking:**
1. TRPA requires Pastore Ryan to cooperate with other CEP project proponents to develop a shared parking plan, and work with Placer County on an overall parking strategy. Discuss status and progress in your project application. The requested reduction in parking must be further evaluated during the formal review of the project.
2. Movement of parking into right of way may not be possible. Coordination with CalTrans and Placer County is required to ensure that the potential parking design and number of spaces is appropriate. Additional detailed coordination with CalTrans is required to ensure a consistent and coordinated approach is taken in relation to the Lake Tahoe Boulevard water quality project design and any bike lane design/improvements for this area.

Transportation:
1. TRPA requires an estimate of VMT reductions, strategies and methodology.
2. TRPA requires Pastore Ryan to provide assurances that a transit stop is needed in this location and will be supported by the local transit authority.
3. TRPA requires a kiosk with signs, maps, etc. that provides linkages to schools and community facilities. Bike paths/lanes must be located on-site in or near the transit center/shelter.
4. TRPA requires street frontage improvement including a sidewalk in front of building pursuant to the adopted Community Plan. Additional sidewalk improvements need to be incorporated into the mixed use sites with linkages to other CEP projects including the Domus project area.
5. To promote Transit Oriented Development, TRPA requires the proposed project to meet minimum density and floor area standards that promote transit and walkability.

Basic Site Information:
1. TRPA requires final verification of the existing land coverage, land capability, and units of use.
2. TRPA requires the identification of snow storage and best management practices (BMPs) to be employed to ensure proper drainage and treatment of melting snow.

Miscellaneous CEP Items:
1. TRPA requires additional details on the number and types of proposed mix of uses for the site using TRPA Chapter 18, Permissible Uses as a guide.

Environmental Documentation:
1. TRPA requires that the Pastore Ryan project, and the other Community Enhancement Program designated projects located within the Kings Beach Community Plan area, cooperate on a formal cumulative impact analysis of all of the proposed projects.
February 4, 2008

Resolution 2008 –
Exhibit 6
Conditional Reservation of Allocations – Boulder Bay, LLC

Project Proponent: Boulder Bay, LLC
Steven K. Brown

Project Representative: Lew Feldman
Feldman Shaw LLP
P.O. Box 1249
Zephyr Cove, NV 89448

There are many positive aspects to this project; but, the pre-application proposal needs improvement to be accepted by TRPA for action as a qualified CEP project. These requirements for improvement shall be addressed at the time TRPA receives an application for the project or when appropriate, before any action approving the project. Below is a list of requirements for continued participation as a qualified CEP project. Staff is available to work with the applicant to ensure that the project has met these requirements and all other TRPA project requirements.

The allocations outlined in the table below shall be reserved for the B.B., LLC proposal for one year subject to the following requirements.

<table>
<thead>
<tr>
<th>CEP Projects</th>
<th>Requested CFA</th>
<th>Proportional Reduction of 7.05% *</th>
<th>Recommended CFA Reservation</th>
<th>TABU</th>
<th>Recommended MRBU</th>
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Requirements for Continued Participation:

Settlement Agreement:
1. The project as proposed is currently inconsistent with the Settlement Agreement between Crystal Bay Associates and the TRPA dated 9/17/2001. Major concerns relating to existing permanent deed restrictions and use restrictions on the Mariner Site have been identified. TRPA requires that the site be redesigned and the settlement agreement renegotiated to meet the overall goals of the CEP, the project, and the intent of the original settlement agreement. TRPA requires that in order for the intent of the settlement agreement to be realized, Boulder Bay, LLC will commit to providing the improvements for the park, dedicating the land to public use, and providing for the long-term maintenance of the site.

Scale, massing, height, and community character:
1. TRPA has concerns with the proposed 75 feet height of the casino structure as it will likely be visible from Lake Tahoe as it is being relocated up hill and could be visible over tree canopy. TRPA recognizes the need to allow additional height to achieve the visions espoused in the existing Community Plan; the place based
planning process local and regional visions, and the CEP itself. Site context, varying step backs, roof pitch, and articulation need to be considered for additional height to be appropriate for this location. Given the proposed project area is located on a slope; TRPA is considering an alternative method of measuring height in these situations. TRPA’s design guidelines provide details in relation to stepping a building with the contours and staying below the tree canopy. The proposal will require the use of a building envelope that would allow a building to stair step up a slope to a maximum height not to exceed currently existing height at the highest point of the envelope/slope. TRPA requires a decrease in the proposed height if TRPA height findings (1), (7) and (9) in Section 22.7 can not be made.

2. TRPA requires Boulder Bay, LLC specify the percentage of land coverage reduction proposed for this overall project. The increase in density and height should result in an overall reduction in land coverage. The existing Community Plan requires a minimum of 5% land coverage reduction. This may be accomplished through providing landscaping pockets, planter beds, etc; however, an additional reduction needs to be provided to be in accord with the increased height proposal noted above.

3. A Scenic/Visual analysis of roadway unit and how it will enhance the scenic travel route rating will be required for this project. The scenic analysis will also include an analysis of how the scenic threshold will be potentially impacted and any impacts mitigated. If the proposed project is visible from Lake Tahoe, an additional scenic analysis will be required that addresses the impacts to Lake Tahoe.

4. TRPA requires the use of high quality natural materials including stone, wood, and alternative green building materials should be incorporated into the designs. Texture, color, form and glass reflectivity need to be considered on all buildings, especially those that front the Scenic Travel Route.

Environmental Improvements/ Environmental Improvement Program (EIP):

1. For allocations to be reserved and projects to be approved, CEP projects are required to commit to substantial environmental improvements, which must include specifically identified EIP projects. Your project proposes a number of environmental benefits/improvements; however, TRPA requires a written commitment regarding the funding, construction, and overall maintenance/monitoring for these EIP project contributions in order to ensure the projects are implemented. The EIP concerns listed in TRPA’s January 16, 2008 letter shall be addressed.

2. TRPA requires that each of the project’s buildings meet the minimum LEED certification. This is to ensure that green building methodology will be completed and a long term commitment to maintain this certification is undertaken. Additionally, TRPA is also requiring that the project be scored against the pilot LEED for neighborhoods program and obtain a minimum score of 40. This second scoring would be reviewed by TRPA as the program is only in a pilot stage and projects are unable to receive a certification at this time. The reason for this second scoring is that this pilot program has very similar goals to the CEP
and it is a nationally recognized quantifiable way to ensure that the mixed use projects are achieving those goals.

3. One of the important goals outlined in the TRPA Code of Ordinances and the CEP is to promote the transfer of development that results in substantial environmental benefits. TRPA requires Boulder Bay, LLC provide specific details on the location and land capability of the 40 TAUs.

Housing:
1. To promote Transit Oriented Development, TRPA will require the proposed project to meet minimum density and floor area standards that promote transit and walkability.

Parking:
1. The project proposes an amendment of parking standards to accommodate a 45% reduction in parking. Boulder Bay, LLC is required to provide a detailed discussion and commitments toward coordination, implementation, and long term maintenance of a transportation strategy which will allow this reduction to be justified. See Transportation section below.

2. TRPA requires the parking lot in Boulder Bay, LLC ownership located across the street from the existing Biltmore be included in this project proposal.

Transportation/Recreation:
1. TRPA requires an estimate of VMT reduction, strategies and methodology.

2. TRPA requires Boulder Bay, LLC provide specific details including confirmation and commitments regarding the proposed transit components. This is to ensure connections are coordinated and improved with existing public transportation authorities and private shuttle systems for transport to and from the site, including transport to other recreation facilities/sites (Ski areas, beaches, trailheads, etc.).

3. TRPA requires Boulder Bay, LLC provide a kiosk with signs, maps, etc. that provides linkages to schools, community facilities, bike paths should be located on site in or near the transit center/shelter.

4. TRPA requires Boulder Bay, LLC to coordinate with CalTrans, NDOT, Washoe and Placer County to create a multi-use trail connecting Crystal Bay to Kings Beach Commercial Area. This would be beneficial to your project, other CEP projects within the Kings Beach area, and the local residential and tourist populations.

5. TRPA requires Boulder Bay, LLC to help achieve a portion of the NV Stateline to Stateline trail being planned to connect Crystal Bay to Incline Village. Coordination with this trail project would be considered an environmental benefit and would help reduce the need for the automobile, provide access to your site from the surrounding areas, and be a recreational benefit for the community. It is likely that a bike trail associated with this parcel would be considered a leg of the around the Lake trail.
Boulder Bay, LLC  
Community Enhancement Program

*Basic Site Information:*
1. TRPA requires Boulder Bay, LLC identify where the North Stateline Community Plan Boundaries are located within the project area. TRPA has concerns that per the project proposal site plan dated 10/31/2007, Locations I, J, & K may be outside the CP boundary. All development located outside the CP boundary cannot be a part of this CEP proposal.

2. TRPA requires Boulder Bay, LLC provide specific verifications and calculations for the existing (Biltmore and Tahoe Mariner) land coverage, cfa, and TAUs.

3. TRPA requires Boulder Bay, LLC provide Soils Hydrological determination in relation to the proposed underground parking facility.

4. TRPA requires Boulder Bay, LLC provide details and confirmation regarding the issue of moving of gaming/casino floor area with NTRPA and ensure project conformance with compact requirements prior to application to TRPA.

*Miscellaneous CEP/CP Items:*
1. TRPA requires Boulder Bay, LLC some form of functional public art and potentially play structures/etc.

2. TRPA requires Boulder Bay, LLC provide details on the number and types of proposed mix of uses for the site using TRPA Chapter 18, Permissible Uses as a guide.

3. Identify public/private open spaces for the residential housing and/or general public use within the mixed use development.

4. TRPA requires Boulder Bay, LLC provide details and commitments on how is this proposal will help meet the existing goals within the CP:
   a. a reduction in driveway cuts
   b. the inclusion of left turn pockets to reduce traffic delays
   c. Inclusion of Bus Shelters on the Biltmore site
   d. Buffers between existing residential and the commercial areas
   e. And, Snow Storage
February 5, 2008

Resolution 2008 - ___

Exhibit 7
Conditional Reservation of Allocations – Homewood Mountain Resort

Project Proponent: Homewood Mountain Resort
JMA Ventures, Inc.

Project Representative: Gary Midkiff
Midkiff & Associates, Inc.
P.O. Box 12427
Zephyr Cove, NV 89448

There are many positive aspects to this project; but, the pre-application proposal needs improvement to be accepted by TRPA for action as a qualified CEP project. These requirements for improvement shall be addressed at the time TRPA receives an application for the project or when appropriate, before any action approving the project. Below is a list of requirements for continued participation as a qualified CEP project. Staff is available to work with the applicant to ensure that the project has met these requirements and all other TRPA project requirements.

The allocations outlined in the table below shall be reserved for the Homewood Mountain Resort proposal for one year subject to the following requirements.

<table>
<thead>
<tr>
<th>CEP Projects</th>
<th>Requested CFA</th>
<th>Proportional Reduction of 7.05% *</th>
<th>Recommended CFA Reservation</th>
<th>TABU</th>
<th>Recommended MRBU</th>
</tr>
</thead>
<tbody>
<tr>
<td>Homewood</td>
<td>25,000</td>
<td>1763</td>
<td>23,237</td>
<td>50</td>
<td>12</td>
</tr>
</tbody>
</table>

Requirements for Participation:

Scale, massing, height, and community character:
1. TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. TRPA requires that the greatest height be significantly set back from the streets and located more toward the middle of the building. Site context, varying step backs, roof pitch, and articulation must be considered for additional height to be appropriate for this location. TRPA may consider an alternative method of measuring height in sloped situations. TRPA’s design guidelines provide details in relation to stepping a building with the contours. The use of a building envelope that would allow a building to stair step up a slope to a max of 50 ft. at the highest pt. of the envelope/slope, depending on the elevation, may be appropriate for this site. This approach may limit and
potentially eliminate the amount of grading/cut required for building foundations which would be an added environmental benefit.

2. TRPA requires substantial land coverage reduction for this overall project. The increase in density and height must result in an overall reduction in land coverage.

3. A Scenic/Visual analysis of the roadway unit and demonstration as to how it will enhance the scenic travel route rating is required for this project. Additionally, portions of your project will be visible from Lake Tahoe. The scenic analysis must also include an analysis of how the scenic threshold will be potentially impacted and any impacts mitigated.

Environmental Improvements/ Environmental Improvement Program (EIP):

1. For commodities to be reserved and projects to be approved, CEP projects must commit to substantial environmental improvements, which must include specifically identified EIP projects. The project proposes a number of environmental benefits/improvements. TRPA requires written commitments regarding the funding, construction, and overall maintenance/monitoring for the specific EIP proposals. Some EIP components that were discussed in the pre-application or in verbal conversation are listed below:
   a. TRPA supports storm water from Highway 89 and the Homewood site being diverted to properly sized treatment facilities that are constructed and maintained by Homewood Mountain Resort. Provide details and commitments regarding the Homewood water quality improvements and how they will be integrated with the Caltrans water quality improvements and the Placer Cty Homewood Erosion Control Project. Specifically, evaluate and specify the quantifiable reduction of sediment loads entering Lake Tahoe in the Homewood area garnered through the construction of these targeted water quality facilities?
   b. Provide design and written commitments for the implementation of the bike trail improvements referenced in the CEP application through the Homewood project area.
   c. Provide details and commitments regarding the under grounding of the utilities that cross the Homewood site.
   d. Provide details and commitments regarding the day-lighting of the creek under the ski-bowl (new residential area) parking lot. Also, explore possibilities to restore creek/SEZ along proposed cat road between base areas
   e. Additionally, consider participation in the Hwy. 89 re-alignment EIP project # 855 at Tahoe City.

2. Promote transfer of development that results in substantial environmental benefits. The proposal requests 50 TABUs that require a 1 to 1 transfer of TAUs from sensitive parcels. Provide specific details on where the 25 units on sensitive parcels are located (APN, Transfer applications, etc). Please be aware that TRPA understands the location of the units lies within the North Stateline CP. This CP contains policies that encourage the transfer of TAUs into this area, not out of the area. Provide an explanation as to why the transfer of these commodities out of this CP would be considered beneficial.
Green Building:
1. TRPA requires that each of the project’s buildings meet the minimum LEED certification and make a long term commitment to maintain the certification. In California, this may be a minimal request given the State requirements relating to Title 21. The applicant should strive to achieve higher certification, but this is not a requirement.

2. Provide confirmation that the proposal has been accepted into the pilot LEED for Neighborhood Development program, and commit to achieve certified LEED for Neighborhood Development program status. TRPA requires that each CEP project be scored using the criteria in the pilot LEED for neighborhoods program and obtain a minimum score of 40.

Housing:
1. TRPA requires additional information on the project’s impact on the local affordable housing stock and what measures are being proposed to mitigate any potential loss. Provide details on the specific Placer County requirements for employee housing. The proposal provides for some units to be located on-site; specify the location of the balance of the employee housing units proposed to be built. Provide details on the location, number of units, type of housing, travel distances and transportation options.

2. Clarify and detail the proposed residential ownership of south base area.

3. Deed restrictions are required in perpetuity for the use of MRBU’s for affordable housing.

4. To promote Transit Oriented Development, TRPA requires the proposed project to meet minimum density and floor area standards that promote transit and walkability.

Parking/Transportation:
1. TRPA requires a parking analysis that provides details and commitments on the overall parking strategies including proposed on–site facilities, utilization of satellite parking to reduce on-site parking demands, links to existing transit system, shuttle system details, and water taxi details.

2. TRPA requires an estimate of VMT reduction, strategies and methodology.

3. A kiosk with signs, maps, etc. that provides linkages to schools, community facilities, bike paths will be required to be located on site in or near the transit center/shelter.

Recreation:
1. TRPA requires that any loss of Persons At One Time (PAOTs) be mitigated. The Plan Area Statement (PAS) 157 was anticipating that this area would grow for recreation purposes by a maximum of 1100 PAOTs; however, the proposal is reducing the capacity. Evaluate and specify how the reduction of PAOTs
impacts the achievement of TRPA’s recreation threshold and specify how this will be mitigated.

2. In your presentations you described that the mid-station lodge would be available for the public to use (pool, access to hiking, etc.) In your pre-application, you limit this access substantially. Evaluate the potential impacts to the project associated with reduced public access to the mid station lodge/pool and explain reasons why this change is desirable.

3. TRPA requires details and commitments on where and how five miles of hiking trails will be developed per the PAS 157.

Basic Site Information:
1. TRPA requires verification of the existing land coverage, land capability, and units of use.
2. TRPA requires assurances that locations of proposed buildings and proposed transfers are not impacting sensitive lands.

Miscellaneous CEP Items:
1. The proposed project requires changes to the current PAS 157 and would need to incorporate these into the Master Plan document. Evaluate the environmental impacts of the following changes:
   a. Multi-Family Residential and Timeshare Residential would be added to the permissible use list in this PAS/Master Plan Area
   b. Multi-Residential Incentive Program and Existing Development receiving area designations would be added to the PAS/Master Plan Area. This would be required to transfer in the MRBU, TAUs and CFA.
2. To make these changes above, Transit Oriented Development (TOD) findings will need to be made.
3. The project shall include some form of functional public art in proposed gathering places.
4. TRPA requires details on the number and types of proposed mix of uses for the site using TRPA Chapter 18, Permissible Uses as a guide.
5. TRPA requires commitments and details in relation to the proposed sign at the Tahoe City Y and an explanation of why this system is the most publicly beneficial as compared to other available means.
6. TRPA requires identification of public/private open spaces for residential housing and/or general public use within the mixed use development.
February 4, 2008

Resolution 2008 –
Exhibit 8

Conditional Reservation of Allocations for Former Mikasa Gate

Project Proponent: Seven Springs, LP
Christopher G. Blair

Project Representative: Mike Mason
MWA
11165 Brockway Rd. #1
Truckee, CA 96161

There are many positive aspects to this project; but, the pre-application proposal needs improvement to be accepted by TRPA for action as a qualified CEP project. These requirements for improvement shall be addressed at the time TRPA receives an application for the project or when appropriate, before any action approving the project. Below is a list of requirements for continued participation as a qualified CEP project. Staff is available to work with the applicant to ensure that the project has met these requirements and all other TRPA project requirements.

The allocations outlined in the table below shall be reserved for the Ferrari Family Resort proposal for one year subject to the following requirements.

<table>
<thead>
<tr>
<th>CEP Projects</th>
<th>Requested CFA</th>
<th>Proportional Reduction of 7.05% *</th>
<th>Recommended CFA Reservation</th>
<th>TABU</th>
<th>Recommended MRBU</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Y</td>
<td>17,000</td>
<td>1199</td>
<td>15,801</td>
<td>0</td>
<td>45</td>
</tr>
<tr>
<td>Kmart/Raleys</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The re-facing and revitalization of the existing South Y shopping center at the gateway to South Lake Tahoe is a much needed and supported project. TRPA is also supportive of a complete or partial redevelopment of this site that is consistent with the CEP and the proposed Tahoe Valley Community Plan. A redevelopment of this site may provide additional opportunities to better meet the goals of the CEP, including increased economic vitality, a more walkable, pedestrian friendly atmosphere, and the enhancement of the multi-modal transportation. If the project proponents felt that such a redevelopment was possible, staff in conjunction with the City of South Lake Tahoe, is open to discussing this possibility and working to create and implement CEP compatible design options.

Requirements for Participation:

Scale, massing, height, and community character:
1. TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. The proposal did not contain a definitive height, but it appears that additional height may be necessary. The architectural examples provided in your pre-application appear to be compatible with community character, scale and massing. TRAP requires the greatest height be significantly set back from the streets and located more toward the middle of the site/building. Site context, varying step backs, roof pitch, and articulation must be used in order for additional height to be appropriate for your location and be consistent with the community character.

2. TRPA requires a reduction in the percentage of the overall land coverage for this project. Please specify the percentage of land coverage reduction proposed for this overall project based on the verified land coverage and land capability. The increase in density and height must result in an overall reduction in land coverage. Additional reduction in land coverage may be required to be consistent with the proposed CP targets of 70%. This may be accomplished through providing landscaping pockets, planter beds, drainage areas, etc.

3. It is TRPA’s understanding that a large percentage of the site is currently mapped as Stream Environment Zone (SEZ) land capability. The proposed gas station is not an appropriate use for this site and TRPA requires this be removed from the project design. The current site has been remediated and tanks removed. Other commercial opportunities should be explored that are consistent with the proposed CP, the CEP and the understanding that this is a gateway location.

4. The current configuration of the buildings requires the service entrances to bisect the parcel and does not allow appropriate linkages between pedestrian use areas including play area, trail to other residential locations, etc. TRPA requires an evaluation of these service area and how best to realize these linkages. The evaluation must consider:
   a. re-facing the rear side of the Center to better integrate the surrounding neighborhoods by providing direct access to entrances and linkages to the existing residential community, and
   b. a more formalized gateway/pass through the buildings from the residences behind the center, potentially at the corner of the Raleys and Kmart buildings, to facilitate these linkages.

5. TRPA requires that the current pedestrian sidewalk design at the frontages of the main buildings be evaluated and modified to provide a more pedestrian friendly promenade and better separation between the parked cars and the public. The evaluation must consider a widened sidewalk hardscaped with planter boxes. The current parking design may require reconfiguration to accommodate this design option.

6. A Scenic/Visual analysis of roadway unit and how it will enhance the scenic travel route rating is required for this project. The scenic study must also include an analysis of how the scenic threshold will be impacted and any impacts.
mitigated. Texture, color, form and glass reflectivity must be considered on all buildings, especially those that front the Scenic Travel Route.

*Environmental Improvements/ Environmental Improvement Program (EIP):*

1. For commodities to be reserved and projects to be approved, CEP projects must commit to substantial environmental improvements, which must include specifically identified EIP projects. The project proposes a number of environmental benefits/improvements; however, TRPA is focused on those EIP Projects that provide gains over and above the minimum project requirements. South Y Center must incorporate other specific environmental benefits (see list below) that would be considered gains over and above the minimum project requirements in order to meet the goals of the CEP. Written commitments regarding funding, construction, and overall maintenance/monitoring are required for some or all of the following EIP projects.
   a. The main EIP project identified in your proposal is the reduction and treatment of stormwater run-off from the CalTrans roadway. TRPA requires an evaluation and detailed description on the feasibility and design of this proposal. TRPA requires the applicant coordinate with City of South Lake Tahoe Department of Public Works and CalTrans on this potential EIP project.
   b. Evaluate and coordinate with the City of South Lake Tahoe and CalTrans on determining another method to contribute to the area-wide storm water treatment.
   c. An additional option is to explore on and off site overhead utility under grounding to enhance the scenic threshold along Hwy. 50.
   d. The draft Tahoe Valley CP targets a number of Stream Environment Zones with the CP area for restoration. Explore removal of existing commercial uses out of these targeted SEZ areas for relocation to your site and undertake the restoration of the targeted SEZ. This may be an option to explore in conjunction with your neighboring CEP project at the former Mikasa site.
   e. Coordinate with City and the Mikasa site on design and implementation of EIP #795 South Y intersection improvement project to facilitate construction of additional (beyond that which is a minimum requirement for any project located in a CP) pedestrian and bicycle, and landscaping street frontage improvements.
   f. Another option is to coordinate with the City to explore how this project might be able to participate in the EIP for US 50 Phase II.
   g. The proposal does indicate that the owner would take on 100% of the costs of implementation of the specified EIP project. TRPA requires a written confirmation on this commitment based on the selected EIP project going forward.

*Green Building Requirements:*

1. TRPA requires that each of the project’s buildings meet the minimum LEED certification and make a long term commitment to maintain the certification. In California, this may be a minimal request given the State requirements relating to Title 21. The applicant should strive to achieve higher certification, but this is not a requirement.
2. TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.
South Y Center/Kmart
Community Enhancement Program

Housing:
1. TRPA requires the proposal to contain an appropriate mix of housing to provide a truly mixed use proposal that meets the goals of the CEP. The residential housing on top of the Kmart and Raley’s should target a mix of housing types including affordable, moderate, and market rate. This housing must be linked to the adjacent residential neighborhoods and the proposed park behind the Raleys. The housing on top of the businesses that face Hwy. 50 should target live work loft type housing.

2. TRPA requires that an appropriate mix of uses that activate the site at night must be included in the overall design. This will provide residences with options to walk to dinner or other entertainment and will reduce the use of the automobile, promote shared parking ideas, and provide a liveable walkable community.

3. Inclusion of employee housing is a positive aspect of the project. TRPA requires confirmation and commitments that this aspect of the project will be implemented and outlined specifically in the project application. The application must provide specific details and the proposed locations for this housing.

4. TRPA requires deed restrictions in perpetuity for the use of MRBUs for affordable housing.

5. To promote Transit Oriented Development, TRPA requires the proposed project to meet minimum density and floor area standards that promote transit and walkability.

Parking:
1. Parking at this site is generally at a premium. TRPA requires the South Y Center to cooperate with other CEP project proponents to develop a shared parking plan, and work with the City of South Lake Tahoe on an overall parking strategy. Discuss status and progress in your project application. The requested reduction in parking must be further evaluated during the formal review of the project.

2. TRPA requires that the overall site design be reviewed and the parking configuration modified to support better pedestrian linkages, the transit center, and provision of landscaping pockets.

3. TRPA requires the identification of snow storage and best management practices (BMPs) to be employed to ensure proper drainage and treatment of melting snow.

Transportation/ Recreation:
1. TRPA requires an estimate of VMT reduction, strategies and methodology.

2. TRPA requires specific details including confirmation and commitments regarding the proposed transit components. This is to ensure connections are coordinated and improved with existing public transportation authorities including transport to other recreation facilities/sites (Ski areas, beaches, trailheads, etc.).
3. TRPA requires that the reduction of site access cuts from Hwy. 50 be undertaken and coordinated with the City of South Lake Tahoe. A boulevard entrance feature incorporated into this site and the reconfiguration of street frontage buildings and entrances are potential options.

4. TRPA requires the applicants coordinate with BlueGO, the City and TRPA to ensure the redesign of the transit center is safe, user friendly and meets the needs of a variety of transit users. In review discussions, it was determined that the proposed transit center improvements will require additional design input to be a viable solution. There is a potential for parking and bus conflicts with the proposed configuration. A separate transit lane that is detached from the parking area is required. Additionally, the proposed children’s play area at the corner could be a safety concern due to traffic and does not appear to be appropriate in this particular location. A well lit publicly active transit hub will improve this design.

5. TRPA requires a kiosk with signs, maps, etc. that provides linkages to schools and community facilities. Bike paths/lanes must be located on-site in or near the transit center/shelter. Coordination with the Forest Service regarding a separate information kiosk/visitor information center/recreation hub for shuttle services, events, etc. is consistent with the proposed CP.

6. TRPA requires that details and commitments for implementation regarding bike and pedestrian trail linkages, intersection linkages, parking lot crossing features and improvements to these areas be provided.

**Cultural:**

1. In our discussions with the City, it was identified that the incorporation of the Barton Ranch house should be explored as the projects cultural contribution. This site is of historic significance and the overall project would greatly benefit from such a partnership. TRPA requires that South Y Center use best efforts to coordinate and develop a partnership or other joint approach with the City of South Lake Tahoe to evaluate the feasibility of incorporating this site into the proposed project. The cultural preservation, protection, and celebration of the site must be an integral part of the proposal.

**Basic Site Information:**

2. TRPA requires a determination as to whether this project site is mapped as an SEZ/sensitive land and whether a man modified determination to allow the additional development is required.

3. TRPA requires that specific verifications and calculations for the existing land coverage, land capability, CFA, and Units of Use be provided.

4. TRPA requires that complete elevations and floor plans with details on the style, building materials, colors, proposed height, and the use of green technology for each building proposed be provided.

5. TRPA requires that details on the number and types of proposed mix of uses for the site are provided using TRPA Chapter 18, Permissible Uses as a guide.
South Y Center/Kmart
Community Enhancement Program

Miscellaneous CEP/CP Items:

1. TRPA requires Incorporation of public art/ functional public art and gateway features shall be included.

2. TRPA requires identification of public/private open spaces for residential housing and/or general public use within the mixed use development is required.
February 4, 2008

Resolution 2008 –
Exhibit 9

Conditional Reservation of Allocations for Former Mikasa Gateway

Project Proponent: Eugene Garfinkle

Project Representative: Steve Noll
Design Workshop
P.O. Box 5666
Stateline, NV 89449-5666

There are many positive aspects to this project; but, the pre-application proposal needs improvement to be accepted by TRPA for action as a qualified CEP project. These requirements for improvement shall be addressed at the time TRPA receives an application for the project or when appropriate, before any action approving the project. Below is a list of requirements for continued participation as a qualified CEP project. Staff is available to work with the applicant to ensure that the project has met these requirements and all other TRPA project requirements.

The allocations outlined in the table below shall be reserved for the B.B., LLC proposal for one year subject to the following requirements.

<table>
<thead>
<tr>
<th>CEP Projects</th>
<th>Requested CFA</th>
<th>Proportional Reduction of 7.05% *</th>
<th>Recommended CFA Reservation</th>
<th>TABU</th>
<th>Recommended MRBU</th>
</tr>
</thead>
<tbody>
<tr>
<td>Former Mikasa</td>
<td>47,200</td>
<td>3328</td>
<td>43,872</td>
<td>0</td>
<td>24</td>
</tr>
</tbody>
</table>

Requirements for Participation:

Scale, massing, height, and community character:
1. TRPA requires that the project proponent explore opportunities to provide multiple faces to appropriate buildings so that adjacent neighborhood access and pedestrian/bicycle linkages can be integrated into the design to be inclusive of the surrounding neighborhood area as well as the South Y intersection.

2. TRPA requires a Scenic/Visual analysis of roadway unit and how it will enhance the scenic travel route rating. The scenic study shall also include an analysis of how the scenic threshold will potentially be impacted and any impacts mitigated. An analysis of the effects of texture, color, and form and glass reflectivity on the Scenic Travel Route must be completed for all buildings, especially those that front the Scenic Travel Route.
Former Mikasa
Community Enhancement Program

Environmental Improvements/ Environmental Improvement Program (EIP):

1. For commodities to be reserved and projects to be approved, CEP projects must commit to substantial environmental improvements, which must include specifically identified EIP projects. Although the project proposes a number of environmental benefits/improvements; Mikasa must incorporate EIP projects that provide gains over and above the minimum project requirements. Written commitments regarding funding, construction, and overall maintenance/monitoring are required as follows:

   a. The City is in the process of undertaking a Stormwater Management Plan approach and TRPA requires Mikasa to explore options for area-wide water quality treatment with the City of South Lake Tahoe Department of Public Works and CalTrans to determine the best approach and where priority facilities should be located.

   b. The draft Tahoe Valley CP targets a number of Stream Environment Zones within the CP area for restoration. TRPA requires Mikasa to incorporate where feasible, removal of existing commercial uses out of targeted SEZ areas for relocation to the Mikasa site and to undertake the restoration of the targeted SEZ, including the small portion that is located on the Mikasa site.

   c. The City will be undertaking an intersection improvement at the Y next summer (2008). TRPA requires Mikasa to coordinate with the City and the South Y Center/Kmart site on design and implementation of EIP #795 South Y intersection improvement project to facilitate construction of additional (beyond that which is a minimum requirement for any project located in a CP) pedestrian and bicycle, and landscaping street frontage improvements and/or maintenance agreements. Additionally, the designs of these improvements will inform the TVCP gateway design standards and streetscape improvements for the Y core/gateway area.

   d. TRPA requires the project proponent’s written commitment selected or various portions of EIP projects going.

2. TRPA requires that each of the project’s buildings need to meet the minimum LEED certification. This is to ensure that green building methodology will be completed and a long term commitment to maintain this certification is undertaken. Additionally, TRPA requires that the project be scored against the criteria in the pilot LEED for neighborhoods program and obtain a minimum score of 40. Based on a second scoring that will be reviewed by TRPA to ensure that the mixed use projects are achieving those goals.

3. One of the important goals outlined in the TRPA Code of Ordinances and the CEP is to promote the transfer of development that results in substantial environmental benefits. TRPA requires Mikasa to incorporate where feasible the transfer of development that will realize environmental gain.

Housing:

1. TRPA requires that the project include employee housing either on or within close proximity off site to address mitigation requirements for new employees and potentially provide a net gain in employee housing.
2. Deed restrictions are required in perpetuity for the use of MRBUs for affordable and moderate income housing.

3. To promote Transit Oriented Development, TRPA requires the proposed project to meet minimum density and floor area standards that promote transit and walkability.

Parking:
1. Indicate specific strategies that will be implemented to obtain the expected reduction in parking needs. Describe how parking and pedestrian linkages will be coordinated and manage with the adjacent property owners, the City of South Lake Tahoe, and overall Y area. TRPA requires Mikasa to detail the off-site shared parking strategies proposed in your pre-application.

2. TRPA requires Mikasa to provide snow storage details.

Transportation/Recreation:
1. TRPA requires Mikasa to provide estimates of VMT reduction, strategies and methodology.

2. TRPA has concerns with your current traffic access and circulation pattern proposed for the site. TRPA requires that the access along Emerald Bay Road/Hwy. 89 be moved or redesigned. Additionally, provide details on your circulation and access throughout the site and potentially through adjacent properties.

3. TRPA requires Mikasa to provide specific details including confirmation and commitments regarding the proposed transit improvements. This is to ensure connections are coordinated and improved with existing public transportation authorities including transport to recreation facilities/sites (Ski areas, beaches, trailheads, etc.).

4. TRPA requires Mikasa to provide a kiosk with signs, maps, etc. that provide linkages to schools, community facilities, bike paths, trail heads, etc. be located on site in or near the transit shelter.

5. TRPA requires Mikasa to provide details and commitments for implementation regarding bike and pedestrian trail linkages, intersection linkages, parking lot crossing features and improvements to these areas.

Basic Site Information:
1. TRPA requires Mikasa to provide specific verifications and calculations for at least the existing land coverage, land capability, CFA, and Units of Use.

2. TRPA requires Mikasa to provide complete elevations and floor plans with details on the style, building materials, colors, proposed height, and the use of green technology for each building proposed.

3. TRPA requires Mikasa to provide details on the number and types of proposed mix of uses for the site using TRPA Chapter 18, Permissible Uses as a guide.
Former Mikasa
Community Enhancement Program
ATTACHMENT B:

Community Enhancement Program Evaluation Criteria

Place-based Goals and Objectives:

Goal 1: Create/Enhance mixed-use Community Centers

General:
A. Enhance community character in urban centers
   a. proposed project is compatible with the scale, massing with existing neighborhood character; provides for appropriate scale transitions
   b. proposed project design includes relationship/orientation of buildings toward public street frontage; use of transparent ground floor elements including windows and locating commercial buildings abutted to the street with parking located to the rear/side of building(s)
   c. enhances public street rights-of-way through streetscape improvements
   d. compatibility with existing/planned uses in neighborhood/area
   e. proposed project design is responsive to the Lake Tahoe region

B. Encourage mix of quality housing options, tourist accommodation options and compatible commercial uses that will serve the local population and the tourist population.
   a. proposed uses are compatible with adjacent existing and/or planned land uses
   b. includes a combination of land uses including residential, commercial (e.g. retail, office, etc.), recreation, and/or public uses (e.g. civic, governmental, quasi-governmental) - not industrial uses
   c. located on a site already served by existing public infrastructure (water, sewer, drainage, utilities, etc.) or in an area planned for extension/improvement of such public infrastructure

C. Provide a variety of sustainably designed housing, lodging and commercial choices to meet the needs of locals and visitors
   (See Goal 1 and Goal 6 criteria)

D. Implement Green Building Design
   (See Goal 6 criteria)

Housing:
E. Provide a variety of sustainably designed housing
   (See Goal 1 and Goal 6 criteria)

F. Provide housing that is economically attainable for basin residents and employees
   a. includes employee, affordable and moderate income housing in the context of a mixed-income project; housing units being comparable in type and quality as market rate units
b. replaced affordable housing units (if any) provide for similar type, size, and tenure (ownership, rental, etc.) as those units planned to be removed from the site. Also results in reasonable rents and/or per unit prices.

c. provides for a variety of housing types, sizes, prices/rents and tenure (ownership, rental, etc.) to serve a wide range of economic levels and age groups

d. no net loss of affordable residential units (as defined by HUD and TRPA)

e. includes development of workforce housing as a substantial component of the proposed project (e.g. at least 20% of the number of residential units based on CA Redevelopment legislation)

f. provides assurances for ongoing long-term use/operation as employee, affordable or moderate income housing through regulatory provisions/deed restrictions

Maximize density to achieve transit oriented development

**Commercial**

H. Consolidate commercial uses for economic, social and environmental gain
   a. contributes to approved strategies for achieving a mixture of commercial retail/business uses
   b. provides for, and promotes opportunities for local and/or regional business ownership
   c. provides commercial uses that result in a concentration of jobs/employees
   d. proposed uses are compatible with adjacent existing and/or planned land uses
   e. includes a combination of land uses including residential, commercial (e.g. retail, office, etc.), recreation, and/or public uses (e.g. civic, governmental, quasi-governmental) - not industrial uses
   f. located on a site already served by existing public infrastructure (water, sewer, drainage, utilities, etc.) or in an area planned for extension/improvement of such public infrastructure

**Goal 2: Create a multi-modal transit future**

**Pedestrian Oriented/Transit Accessible**

A. Enhance and/or create multi-functional pedestrian activity centers that are walkable and provide multi-modal transportation linkages
   a. context sensitive road/highway improvements
   b. improvements to pedestrian sidewalks, trails and lighting
   c. incorporates high levels of internal and external connectivity between parcels and uses; including through-connections at end of streets or cul-de-sacs
   d. contributes to the development of an integrated neighborhood by linking housing to neighborhood shopping, employment, transit, parks, schools, trails, bikeways and other public facilities
   e. proposed streets and sidewalks installed as part of the project, or serving the project, are available for general public use
f. location of proposed project is well served by facilities and services e.g. neighborhood shopping, employment, schools, parks, trails, transit etc.
g. provides high density and intensity uses conducive to alternative forms of transportation

B. Reduce dependence on the automobile
a. provides for a direct physical connection/linkage between the proposed land use and near-by public transportation
b. enhances access to public transit/transportation
c. financially contributes to creation/enhancement of transit services
d. provides opportunity for private transit services
e. provides enclosed/covered shelters with adequate lighting; and kiosks, bulletin boards, signs, etc. devoted to providing transit information
f. on-site parking designed to increase pedestrian orientation of the project and minimize environmental effects of parking by reducing amount of the site area designated for on-site surface parking facilities (including at-grade parking structures)
g. location of project and project site plan encourages walking, bicycling and transit use
h. located adjacent to/near existing/planned bicycle network, trails, etc
i. provides bicycle parking spaces/storage in non-residential or multiple family residential development
j. project implements transportation management plans and related measures to encourage alternative transportation and reduced parking demand
k. located within one-quarter (1/4) mile of an existing/planned transit node (transit-oriented development)

Goal 3: Strengthen and create gathering places and economic centers

Gathering Places
A. Enrich the Lake Tahoe region and improve resident’s quality of life by providing new and improved gathering places, open spaces, community services and cultural centers.
   a. provides for open space and gathering places (private and/or public) that is integrated with new buildings to enhance living and working areas

B. Incorporation of cultural features, public spaces, public service areas within project designs
   a. Creation of new/updated cultural centers (as a part of a mixed use development)
Special Projects Goals and Objectives:

Environmental Improvements (Goals 4-6):

Goal 4: Promote projects that result in the construction of threshold-related environmental improvements (See Attachment 3)

A. Provide area-wide (not parcel by parcel) urban water quality improvements that leverage private investment for environment gain, link to existing or future systems, and are maintained in the long term.
   a. provides for area-wide storm water treatment system; treatment beyond the specific proposed project site/parcel, ability for other projects to link
   b. proposed site design would implement all required BMPs to reduce erosion, and go above and beyond to reduce (net) impervious surfaces and infiltrate, capture and potentially reuse run-off. Priority will be given to projects that propose use of new/innovative treatment technologies, such as, the use of wetlands/bio-filters.

B. Respond to site location and typical neighborhood contextual situations through site design, arrangement of building volumes, and the natural surroundings. (See Goal 1)

A. Enhance visual quality of and views from scenic roadway units, shoreline units, and resource areas. Increase/enhance view-sheds from these areas to Lake Tahoe.
   a. located in a scenic non-attainment area
   b. project site plan and proposed building locations/orientation provide for view corridors to the lake, public recreational areas, open space, etc.

B. Provide public access and opportunities to recreational facilities such as trails, bike paths, beaches, and playgrounds/parks.
   a. Projects with existing public access to the shore of Lake Tahoe, or to trail, greenway and other pedestrians systems will preserve and enhance the public access portion of the projects.
   b. Where feasible, additional public access to the shore of Lake Tahoe, or to other trial connections will be created with the project.
   c. Where the opportunity exists, urban recreation centers such as parks, courts, playgrounds and other developed facilities will be included where there is a need for these amenities and that support the mixed use style of development.

C. Be located in urban core areas and promote pedestrian friendly/ transit oriented development. (See Goal 5)
D. Restore and/or protect native vegetation, waterways, wetlands and slopes to reduce erosion potential, promote wildlife benefits, and achieve healthy forests and fuels reduction.
   a. restores native habitat or wetlands that have been harmed by previous activity;
   b. re-establishes connections between existing/proposed habitat areas
   c. includes management plan for on-site native habitats and buffers
   d. utilizes only native plants and removes invasive species from the site
   e. minimizes potential erosion by preserving steep slopes in a natural, vegetated state
   f. located on a site that does not contain any land within the 100-year floodplain as designated by FEMA; compliance with National Flood Insurance Program requirements
   g. restoration of FEMA floodplain areas
   h. restoration of forests and reduction of fuel to more closely represent the forest’s natural condition, especially at the Wildland Urban Interface (WUI).

E. Provide a reduction in overall land coverage
   a. results in reduction of overall site coverage from existing site coverage

F. Protect and enhance existing cultural/historic resources
   a. renovates/restores valued historic building(s) that preserves historic character and/or cultural assets (if applicable) as part of project

G. Ensure compatible land uses that minimize noise
   a. compatibility with noise environment of the project location; sound mitigation measures integrated into project design

H. Implement an EIP Project.
   a. importance of project to TRPA and local jurisdiction needs and benefits,
   b. costs and magnitude of project relationship to community planning efforts,
   c. need for project assistance
   d. Amount of applicant’s contribution to EIP project as percentage of total project cost
   e. Assurances related to property acquisition, financing, grants, committed funding and timing for project completion
   f. Matching of transfers of development with allocations for the proposed project is encouraged. The more transfers that result in environmental benefits; the higher the points. Transfers from sensitive lands will score higher than transfers from high capability land.
   g. The ability to leverage private investment to provide the local share of Environmental Improvement Program.
h. Using EIP Indicator/MOPS list, net number of indicators positively impacted by the project. (See Attachment 4)

Goal 5: Promote transfer of development that results in substantial environmental benefits

A. Maximize density to achieve transit oriented development by transferring existing units of use from outside the urban core
   a. includes residential development at a minimum density of 8 dwelling units per acre
   b. provides for high density and intensity mixed uses conducive to alternative forms of transportation

B. Transfer existing development from sensitive lands and restoration of those lands
   a. amount of development removed from sensitive lands, including the backshore (either transferred from a separate site or removal from sensitive portions of proposed development site)
   b. Level of restoration of those sensitive lands

C. Providing a variety of housing options utilizing existing units of use
   a. Use of existing units of use for project.

Goal 6: Rehabilitate substandard development

A. Create consolidated commercial and mixed-use development in the urban core
   (See Goal 1)

B. Implement ‘green’ building design
   a. utilizes green construction methods and materials;
   b. promotes energy efficiency and reduces overall energy consumption (i.e. appliances, solar applications, etc.)
   c. proposes orientation of building openings for natural heating, cooling and lighting; building orientation is primarily east-west to create opportunities for use of passive and active solar strategies
   d. addresses potential effects of shade on adjacent properties and buildings
   e. provides for mechanisms to achieve waste reduction, reuse and recycling during construction and operation of project
   f. incorporates reuse of an existing building(s) as part of the project (if applicable)
   g. Buildings meet LEED certification standards, and/or a similar green rating system (i.e. the Greenpoint, Greenglobe rating systems)
   h. use of street lights (light emissions which are consistent with “Dark Sky” technology), water and wastewater treatment systems that help achieve energy reduction; use of LED technology for proposed traffic signals

C. Rehabilitate disturbed sites (infill development) and restore sensitive lands
a. located on a underutilized, disturbed, blighted, over-covered and/or brownfield sites (Brownfields, as defined by the U.S. Environmental Protection Agency are "abandoned, idled, or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.").

b. provides for restoration of native vegetation and improves soil stability

c. See Goal 4 criteria

C. Process Goals and Objectives

Goal 7: A process and projects that will inform the new Regional, Local and Community Plan updates

a. Provides innovative approaches and long term solutions to meet Program goals and objectives

b. Clearly demonstrates adherence to the local and regional visions

Goal 8: Projects that feature a public/private partnership for cooperative implementation.

A. Provide projects that have clear public benefits with strong public support.

a. Includes public and private partnership

b. project clearly and specifically demonstrates financial/economic feasibility

c. contributes to the overall balance and diversification of the local economy

d. results in net new job/employment creation

e. demonstrate considerable environmental, social and economic benefits

f. Proven local jurisdiction support

g. A public outreach strategy and documented consistency with Regional Vision

B. Leverage private investment to provide the local share of the Environmental Improvement Program.

a. See Goal 1.J

C. Projects are catalysts for further community revitalization

a. The degree of expectation that the projects are catalysts for further community revitalization.

b. Incorporates multiple parcels or links to multiple parcels

Goal 9: A model process for multi-jurisdictional review of project permits, implementation and monitoring.

A. Implement of on-the-ground projects in a reasonable and timely fashion.

B. Provide an effective program designed to facilitate both large-scale and small-scale quality projects.
ATTACHMENT C

Project Evaluation Matrices Items 1-9

Item 1: Kings Beach Town Center – BB LLC
Item 2: Kings Beach Housing Now – Domus Development
Item 3: Ferrari Family Resort
Item 4: Kings Beach Lakeside Resort
Item 5: Pastore Ryan
Item 6: Boulder Bay, LLC
Item 7: Homewood Mountain Resort
Item 8: South Y Center (Kmart)
Item 9: Former Mikasa Gateway Site
### Evaluation Executive Summary Matrix - B.B., LLC

<table>
<thead>
<tr>
<th>CEP Goals</th>
<th>Evaluation Comments</th>
<th>Staff Recommendations</th>
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<tbody>
<tr>
<td><strong>Goal 1 - Create / Enhance mixed-use Community Centers</strong></td>
<td></td>
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<tr>
<td>Evaluation Rating</td>
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<tr>
<td>Excellent</td>
<td>The project proposes removal of the existing substandard development and replacement with a variety of building types and uses that create an urban center focal point for Kings Beach. Buildings proposed to be appropriately oriented to the street with a large public pedestrian plaza that allows access to other businesses and the proposed parking facility.</td>
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<td>Needs Improvement</td>
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<td>Poor</td>
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<td>Not addressed</td>
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<td>The scale and mass of the proposed buildings is considerable from Hwy. 28; however, the main issue with the scale and mass is associated with the proposed height and lack of stepbacks and façade articulation for the building located on the triangular corner.</td>
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<td>The constraints with the triangular shaped site are not a basis on which TRPA can support the proposed height of 66 feet for Building 7. This proposed height is in inconsistent with the overall heights existing within Kings Beach, and is not appropriately stepped back from Lake Tahoe Boulevard. Site context, varying step backs, roof pitch, and articulation must be considered for additional height to be appropriate for this location. A substantial decrease in the proposed height is required for this proposal to move forward.</td>
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<td>Although the scale and mass may be considerable, the building materials proposed respond to the requirements in the CP.</td>
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<td>The use of high quality natural materials including stone, wood, and alternative green building materials will be required. Texture, color, form and glass reflectivity must be considered on all buildings, especially those that front the Scenic Travel Route.</td>
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<td>Project proposes to consolidate parking into a parking structure that is located to the back of the development and is not visible for the scenic corridor.</td>
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<td>TRPA requires that a new approach to the parking garage be incorporated into the design of the façade to ensure it is compatible with the adjacent residential neighborhood. Consider incorporating and integrating other uses around periphery (i.e. Commercial/Residential), a greater setback/step backs from the residential (north) side, and/or articulation to look like a retail/residential building, and the use of art to celebrate the parking garage. The maximum height for the parking garage must be consistent with the Code of Ordinances taking into consideration the comments about a new approach to the design</td>
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<td>Project proposes enhancement of public street rights-of-way. The project proposes streetscape improvements beyond what is required for the KBCCIP and the CP.</td>
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<td>TRPA requires that B.B., LLC coordinate with Placer County to ensure that the street improvements are consistent with the Community Plan, the KBCCIP, and Caltrans road improvements. Streetscape elements that are not a part of the KBCCIP project must be compatible with the CP; the KBCCIP, Caltrans road improvements and the other potential CEP projects. This is to ensure a consistent design is achieved for lighting, street furniture, the type of curb and gutter, sidewalk size and paving materials, so there is not an unorganized mixture of designs throughout the community core areas.</td>
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<td>Project proposal encourages a mix of tourist, housing, commercial and potentially public service uses for this urban core area. Uses are compatible with neighboring areas.</td>
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<td>Project proposes to providing employee housing</td>
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<td>TRPA requires additional information on the projects impact on the local affordable/moderate housing stock and what measures are being proposed to mitigate any potential loss.</td>
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<td>Project consolidates a mix of commercial uses. Local businesses are being offered space within the development and there may be some 'for sale' commercial offices as well as housing options. Uses will activate site both day and night and provide a density that will promote the use of transit.</td>
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<td>To promote Transit Oriented Development, TRPA requires the project to meet minimum density and floor area standards that promote transit and walkability.</td>
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**Attachment C: Item 1**
| Goal 2 - Create a multi-modal transit future | X | Project proposes to enhance and create a multi-functional pedestrian friendly "town center" that can be accessed and offers access to multiple means of transportation including walking, bicycling, public transportation, and the private automobile. The proposed design should reduce the dependence on the automobile for both locals and visitors to this area. | TRPA requires façade improvements on the parking garage and the overall capacity needs to be evaluated in relation to the proposed mix of uses on site, identification of options for and commitment to shared parking, identification of options to remove cars from the Kings Beach parking lot (Park and Conference Center areas), and a commitment to work with other CEP project proponents and Placer County on a joint parking strategy. |
| A parking garage offers automobile users a centralized place to park and then walk around town. | TRPA requires B.B., LLC to provide additional information on the proposed bus shelter and the potential use of the existing Scraps Building as a transit center. Working with Placer County, please provide details regarding how this project contributes to the overall Placer County transit program and the benefits to the community, potential reduction in VMT, etc. |
| Project proposes bus shelter/transit stop improvements located at or around the existing Scraps Dog Bakery. | TRPA requires B.B., LLC to provide assurances that a transit stop is needed in this location and will be supported by the local transit authority. |
| Proposes street and sidewalk improvements that are open to the general public and incorporates a high level of connectivity between parcels and uses. | TRPA requires a kiosk with signs, maps, etc. that provides linkages to schools, community facilities, bike paths should be located on site in or near the transit center/shelter. |
| Project proposes reduction of the use of the automobile | TRPA requires an estimate of VMT reductions, strategies and methodology. |
| Goal 3 - Strengthen and create gathering places and economic centers | X | Project proposes a large public plaza with mature trees that has restaurants and shops, an amphitheatre for cultural and educational events, and is integrated into the overall site/building design. Potential for library and Placer County Government Center to be a part of this proposal. These items are yet to be determined. | TRPA requires B.B., LLC to provide details and commitments in relation to the Placer County Government Center. Provide written ideas, options and or commitments for the site if the Government Center is located elsewhere. |
| Project meets most criteria relating to providing new and improved gathering places with cultural features and community services incorporated into the design. | TRPA requires that the project shall include functional public art and potentially play structures. |
| Project proposes a large public plaza with mature trees that has restaurants and shops, an amphitheatre for cultural and educational events, and is integrated into the overall site/building design. Potential for library and Placer County Government Center to be a part of this proposal. These items are yet to be determined. | TRPA requires B.B., LLC to identify public/private open spaces for the residential housing and/or general public use within the mixed use development |
### Evaluation Executive Summary Matrix - B.B., LLC

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<tbody>
<tr>
<td>Goal 4 - Promote projects that result in the construction of threshold-related environmental improvements</td>
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<tr>
<td></td>
<td>Project proposes to use green building materials and methods commensurate with the Silver LEED certification criteria. B.B., LLC provided detailed information on how the project would score against the LEED program system. TRPA is requiring that each of the project’s buildings meet the minimum LEED certification. This is to ensure that green building methodology will be completed and a long term commitment to maintain this certification is undertaken. Additionally, TRPA is also requiring that the project be scored against the pilot LEED for neighborhoods program and obtain a minimum score of 40. This second scoring would be reviewed by TRPA as the program is only in a pilot stage and projects are unable to receive a certification at this time. The reason for this second scoring is that this pilot program has very similar goals to the CEP and it is a nationally recognized quantifiable way to ensure that the mixed use projects are achieving those goals.</td>
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<td>Project proposes to improve the Scenic Travel Route (Hwy. 28) A Scenic/Visual analysis of roadway unit and how it will enhance the scenic travel route rating is required for this project. Additionally, portions of this project will be visible from Lake Tahoe. The scenic analysis must also analyze impacts to the scenic threshold and any specific mitigations.</td>
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<td>Large native trees and natural rock features to be protected, preserved and integrated into the landscaping plan. Proposal discusses use of native plants in planting designs.</td>
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</table>
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<td>Goal 5 - Promote transfer of development that results in substantial environmental benefits</td>
<td>Project proposes potential transfer of development off a SEZ parcel to the higher capability land at the project proposal location. No other transfer of development is being pursued at this time. Need to see if the moving of the library can result in the restoration of the SEZ.</td>
<td>One of the important goals outlined in the TRPA Code of Ordinances and the CEP is to promote the transfer of development that results in substantial environmental benefits. The proposal puts forth a potential idea of moving the library out of a Stream Environment Zone (SEZ), restoring that site, and locating the library in the proposed project area on higher capability land. TRPA is requiring further details on the viability of this proposal and a commitment to its completion.</td>
</tr>
<tr>
<td>Goal 6 - Rehabilitate substandard development</td>
<td>The entire proposal location contains substandard development with a lack of best management practices, buildings and land in disrepair and blighted conditions. It is over covered and over parked. The project proposes to revitalize the area with a major redevelopment of several contiguous parcels. The area is part of a Placer County Redevelopment Area.</td>
<td>See Goal 1</td>
</tr>
<tr>
<td>Goal 7 - A process and projects that will inform the new Regional, Local and Community Plan Updates</td>
<td>Project proposes potential for 1) increase in density, 2) increase in building height, 3) reduction in Placer County parking standards and/or creation of shared parking standards or alternative parking management strategies, for mixed use projects.</td>
<td>See Goal 1 and Goal 2</td>
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<tr>
<td>Goal 8 - Projects that feature a public/private partnership for cooperative implementation</td>
<td>BB LLC is coordinating with Placer County on the potential to house their new Government Center at the proposal location. BB LLC is working with Domus Development on providing employees/affordable housing. The proposal also discusses a development agreement with Placer County Redevelopment Agency, and working with Placer County Department of Public Works regarding the implementation of water quality improvements in the area. The opportunity to work in concert with CalTrans regarding the street improvements. Additionally, the pre-applicant has held discussions with the CTC in relation to the potential removal of cars and the parking from the State Beach area and placing them in the parking garage.</td>
<td>Provide details and commitments in relation to the Placer County Government Center. Provide written ideas, options and or commitments for the site if the Government Center is located elsewhere?</td>
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<tr>
<td>Goal 9 - A model process for multi-jurisdictional review of project permits, implementation and monitoring</td>
<td>Although this goal is mostly a programmatic goal meant for TRPA and our local jurisdiction partners to provide, the subject of timely implementation is paramount. It is TRPA’s understanding that this project is poised to go forward within the year timeframe, and they have already submitted their project applications to Placer County.</td>
<td>TRPA requires that B. B., LLC, and the other Community Enhancement Program designated projects located within the Kings Beach Community Plan area cooperate on a formal cumulative impact analysis of all of the proposed projects.</td>
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## Evaluation Executive Summary Matrix - Domus Development

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<th>Evaluation Summary</th>
<th>Staff Recommendations</th>
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<tbody>
<tr>
<td>Goal 1 - Create / Enhance mixed-use Community Centers</td>
<td>X</td>
<td>Project proposes mixed use residential and commercial focused on Hwy. 28 and Chipmunk Sites.</td>
<td>The proposal notes that the affordable housing will be deed restricted for a set number of years and thereafter the units could be sold at market rate. Deed restrictions are required by TRPA in perpetuity for the use of MRBUs for affordable housing.</td>
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<td>Project proposes affordable housing focus, which is an important addition to the housing market in Kings Beach.</td>
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<td>Project proposes maximized density to promote transit oriented development.</td>
<td>To promote Transit Oriented Development, the project must propose a minimum density and floor area standards that promote transit and walkability.</td>
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<td>Proposed project promotes local or regional business opportunities.</td>
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<td>Proposed height (50ft.) may be appropriate for this location. TRPA has concerns with articulation and orientation of building located at the corner of Chipmunk and Hwy. 28.</td>
<td>TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. TRPA requires that the corner section of building on Chipmunk North Lake Blvd. be stepped back to add two roof planes (on N. Lake Blvd.) or be appropriately redesigned, articulated and stepped back to achieve a similar goal. This would provide additional articulation and interest to the building as viewed along a scenic travel route and would reduce the mass as seen by the pedestrian at street level. Additional articulation including dormers and decks on the all proposed building elevations (residential and commercial) that front streets is required to provide architectural and scenic interest and enhance the community character. TRPA currently measures height from the lowest point of natural grade. Submitted elevations must show this point and specify the height measurement from this point.</td>
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<td>Project proposes sustainably designed modular type homes.</td>
<td>TRPA requires the use of high quality natural materials including stone, wood, and alternative green building materials in the project designs. Texture, color, form and glass reflectivity must be considered on all buildings, especially those that front the Scenic Travel Route.</td>
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<td>TRPA has concerns that the current residential roof design and site locations will promote the shedding of snow directly into entrance areas on some buildings. TRPA requires the designs should be modified to eliminate this hazard.</td>
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<td>Project proposes streetscape improvements per requirements in Community Plan.</td>
<td>TRPA requires that Domus coordinate with Placer County to ensure that the street improvements are designed to be consistent with the CP, the KBCCIP, and Caltrans road improvements. Streetscape elements that are not a part of the KBCCIP project must be compatible with CP, the KBCCIP, Caltrans road improvements and the other potential CEP projects. This is to ensure a consistent design is achieved for lighting, street furniture, the type of curb and gutter, sidewalk size and paving materials so there is not an unorganized mixture of designs throughout the community core areas.</td>
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## Evaluation Executive Summary Matrix - Domus Development

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<tbody>
<tr>
<td><strong>Goal 2 - Create a multi-modal transit future</strong></td>
<td>X</td>
<td>All projects located adjacent or within walking distance of public transportation</td>
<td>TRPA requires sidewalk improvements be incorporated into the mixed use sites with linkages to other CEP projects including the potential Pastore Ryan project area.</td>
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<td>Project proposes maximum densities</td>
<td>See goal 1.</td>
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<td>Project proposes reduction in VMT based on housing study</td>
<td>TRPA requires an estimate of VMT reduction, strategies and methodology.</td>
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<td>Project proposes reduction in parking requirements based on housing study and lack of need</td>
<td>TRPA requires Domus to coordinate with other CEP project proponents on a shared parking plan, and coordinate with Placer County on an overall parking strategy, which must be described in your project application. The requested reduction in parking needs to be further evaluated during the formal review of the project.</td>
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<td>TRPA requires Domus provide a map of the location and distance of transit stops to the proposed project areas and the pedestrian linkages required to access these transit locations.</td>
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<td>TRPA requires Domus to provide a kiosk with signs, maps, etc. that provides linkages to schools and community facilities. Bike paths/lanes should be located on site or near the transit stops.</td>
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<td>TRPA requires that Domus identify where snow storage will be provided and what best management practices (BMPs) will be employed to ensure proper drainage and treatment of melting snow.</td>
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<td></td>
<td>X</td>
<td>Project proposes pocket parks at sites where it is feasible</td>
<td>TRPA requires Domus to identify public/private open spaces/pocket parks for residential housing and/or general public use within the proposed developments. Inclusion of functional public art and potentially play structures is encouraged.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TRPA requires Domus to evaluate providing a gateway feature (public art/monument) at the mixed use site on the corner of Chipmunk and North Lake Boulevard. The potential to provide a joint gateway feature with the Pastore Ryan and other CEP projects should be explored and details provided.</td>
<td></td>
</tr>
<tr>
<td><strong>Goal 3 - Strengthen and create gathering places and economic centers</strong></td>
<td>X</td>
<td>Project proposal may positively impact thresholds relating to water quality, air quality, scenic and community design</td>
<td>See below and Goals 1, 2 and 5.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project proposes water quality benefits through providing sand for a water quality basin.</td>
<td>TRPA requires land coverage reduction as a part of this overall project. The increase in density and height must result in an overall reduction in land coverage. The existing Community Plan requires a minimum of 5% land coverage reduction. This may be accomplished through providing landscaping pockets, planter beds, etc; however, additional reduction needs to be provided to be in accord with the increased height proposal noted above.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TRPA requires Domus to coordinate with other CEP project proponents on a shared parking plan, and coordinate with Placer County on an overall parking strategy, which must be described in your project application. The requested reduction in parking needs to be further evaluated during the formal review of the project.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.</td>
<td></td>
</tr>
<tr>
<td><strong>Goal 4 - Promote projects that result in the construction of threshold-related environmental improvements</strong></td>
<td>X</td>
<td>Project proposes scenic improvements along Hwy. 28</td>
<td>Also see goal 1. A Scenic/Visual analysis of the roadway unit and demonstration as to how it will enhance the scenic travel route rating will be required for this project. The scenic analysis should also include an analysis of how the scenic threshold will be potentially impacted and any impacts mitigated.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project is committed to using green building technologies and to explore the LEED certification</td>
<td>TRPA requires that each of the project’s buildings meet the minimum LEED certification and make a long term commitment to maintain the certification. In California, this may be a minimal request given the State requirements relating to Title 21.</td>
</tr>
</tbody>
</table>
| | | TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.
### Evaluation Executive Summary Matrix - Domus Development

<table>
<thead>
<tr>
<th>CEP Goals</th>
<th>Evaluation Rating</th>
<th>Evaluation Summary</th>
<th>Staff Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal 5 - Promote transfer of development that results in substantial environmental benefits</td>
<td>X</td>
<td>None proposed.</td>
<td>One of the goals outlined in the TRPA Code of Ordinances and the CEP is to promote the transfer of development that results in substantial environmental benefits. TRPA would like to encourage this project proposal to continue to explore this and any other potential option for the transfer of development that will result in the realization of this goal.</td>
</tr>
<tr>
<td>Goal 6 - Rehabilitate substandard development</td>
<td>X</td>
<td>Project is proposing to remove substandard housing and blighted conditions and to replace these structures with new buildings that meet the needs of the residents and are consistent with the community character.</td>
<td></td>
</tr>
<tr>
<td>Goal 7 - A process and projects that will inform the new Regional, Local and Community Plan Updates</td>
<td>X</td>
<td>Project proposes potential for 1) increase in density, 2) change in height standard, 3) reduction in Placer County parking standards.</td>
<td>See Goals 1 &amp; 2.</td>
</tr>
<tr>
<td>Goal 8 - Projects that feature a public/private partnership for cooperative implementation</td>
<td>X</td>
<td>Domus is working with BBLLC and Ferrari, and may be working with others, on providing employee/affordable housing for portions of their projects. The proposal also discusses a development agreement with Placer County Redevelopment Agency, and working with Placer County Department of Public Works regarding the implementation of water quality improvements in the area. There is the opportunity to work in concert with CalTrans regarding the street improvements. There is further opportunities for Domus to partner with other CEP project proponents on shared parking, sidewalk completion and gateway features. Placer County Resolution in support of project dated October 23, 2007.</td>
<td></td>
</tr>
<tr>
<td>Goal 9 - A model process for multi-jurisdictional review of project permits, implementation and monitoring</td>
<td>X</td>
<td>Although this goal is mostly a programmatic goal meant for TRPA and our local jurisdiction partners to provide, the subject of timely implementation is paramount. It is TRPA's understanding that this project is poised to go forward within the year timeframe as there are funding constraints that require immediate action. TRPA requires that Domus, and the other CEP designated projects located within the Kings Beach Community Plan area, cooperate on a formal cumulative impact analysis of all of the proposed projects.</td>
<td>Overall Comments: The review team felt that the small mixed use projects originally proposed, along with the scattered housing sites was an interesting and unique project that deserved inclusion into the CEP process. Although these projects in and of themselves are not all mixed use, this affordable housing project is being completed in conjunction with several of the other CEP projects within the Kings Beach area. It is an essential component to providing the affordable/employee housing mitigation requirements of the at least two of the other proposals. Additionally, the density and proximity of these sites will overall add value to each proposed projects mixed use viability.</td>
</tr>
<tr>
<td>CEP Goals</td>
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<td>Staff Recommendations</td>
</tr>
<tr>
<td>-----------</td>
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</tr>
<tr>
<td>Goal 1 - Create / Enhance Mixed-use Community Centers</td>
<td>Excellent</td>
<td>Project proposes the existing substandard development will be removed and replaced with updated buildings and uses that create a focal point Kings Beach. Buildings to be appropriately oriented to the street. Uses are compatible with neighboring areas.</td>
<td>TRPA recognizes that the development structure will be limited to 35 feet based on the height of the existing structure closest to the lake. TRPA requires that Ferrari Family Resort coordinate with Placer County to ensure that the street improvements will be designed to be consistent with the CP, the Kings Beach Commercial Core Improvement Project - KBCCIP, and CalTrans road improvements. Streetscape elements that are not part of the KBCCIP project must be compatible with CP, the KBCCIP, CalTrans road improvements and the other potential CEP projects. TRPA requires that the project propose scenic improvements as seen from Lake Tahoe and Highway 28. TRPA requires a Scenic/Visual analysis of roadway unit and how it will enhance the scenic travel route rating is required for this project. Additionally, the project will be visible from Lake Tahoe and a scenic assessment is required. An analysis of how the proposed design strategy and materials proposed make good design sense and will allow for a transition from the commercial to the residential neighborhood located to the north.</td>
</tr>
<tr>
<td></td>
<td>Needs Improvement</td>
<td>The scale and mass of the proposed buildings is considerable as viewed from Hwy. 28; however, the main issue with the scale and mass is associated with the perceived lack of stepbacks and facade articulation.</td>
<td>TRPA requires that Ferrari Family Resort coordinate with Placer County to ensure that the street improvements will be designed to be consistent with the CP, the Kings Beach Commercial Core Improvement Project - KBCCIP, and CalTrans road improvements. Streetscape elements that are not part of the KBCCIP project must be compatible with CP, the KBCCIP, CalTrans road improvements and the other potential CEP projects. TRPA requires renderings and visual simulations that better articulate the design intent and materials proposed.</td>
</tr>
<tr>
<td></td>
<td>Poor</td>
<td></td>
<td>TRPA requires additional information on the project's impact on the local affordable/low-income housing stock and what measures are being proposed to mitigate any potential losses.</td>
</tr>
<tr>
<td></td>
<td>Not addressed</td>
<td></td>
<td>TRPA requires that the use of TRPA MBRUS for any moderate or affordable housing associated with your project will be deed restricted in perpetuity.</td>
</tr>
</tbody>
</table>

**Evaluation Executive Summary Matrix - Ferrari Family Resort**
## Evaluation Executive Summary Matrix - Ferrari Family Resort

### CEP Goals

<table>
<thead>
<tr>
<th>Goal 2 - Create a multi-modal transit future</th>
<th>Evaluation Comments</th>
<th>Staff Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project proposes to enhance and create a pedestrian-friendly area that offers access to multiple means of transportation including walking, bicycling, public transportation, and the private automobile. The proposed design should reduce dependence on the automobile for both locals and visitors to the area.</td>
<td>TRPA requires an estimate of VMT reductions, strategies and methodologies.</td>
<td></td>
</tr>
<tr>
<td>Project proposes bus shelter/transfer improvements.</td>
<td>TRPA requires Ferrari Family Resort to provide assurances that a transit stop serving the project will be located nearby and will be supported by the local transit authority.</td>
<td></td>
</tr>
<tr>
<td>Project proposes a parking garage that would offer automobile users a centralized place to park and then walk around town.</td>
<td>TRPA requires Ferrari Family Resort to cooperate with other CEP project proponents to develop a shared parking plan, and work with Placer County on an overall parking strategy. Discuss status and progress in your project application. The requested reduction in parking must be further evaluated during the formal review of the project.</td>
<td></td>
</tr>
<tr>
<td>Project proposes improved pedestrian crossings for Hwy 28 to allow safe pedestrian crossing of the street and direct access from the parking structure.</td>
<td>TRPA requires a kiosk with signs, maps, etc. that provides linkages to schools and community facilities. Bike pathways must be located on-site in or near the transit center/stop.</td>
<td></td>
</tr>
<tr>
<td>Project proposes overpasses to provide for safe pedestrian crossing of the street and direct access from the parking structure.</td>
<td>TRPA has concerns with the proposed pedestrian overpass and its impact on the community design and access thresholds. TRPA will require a scenic analysis and visual simulations for the proposed pedestrian overpass.</td>
<td></td>
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</tbody>
</table>

<table>
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<th>Goal 3 - Strengthen and create gathering places and economic centers</th>
<th>Evaluation Comments</th>
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<tr>
<td>Project proposes a residential/commercial/tourist accommodation project with integrated public places, increased lake view corridor and public beach access.</td>
<td>TRPA requires additional information to demonstrate the proposed &quot;transparency&quot; concept. In presentations and in the examples shown, the idea of transparency was discussed at length and was an interesting feature of the proposal. The renderings shown of the buildings from Highway 28 do not have the appearance of transparency; instead, there appears to be walls as viewed from the street.</td>
<td></td>
</tr>
<tr>
<td>Project proposal meets most criteria relating to providing new and improved gathering places with cultural features and community services incorporated into the design.</td>
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</tbody>
</table>

<table>
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<th>Goal 4 - Promote projects that result in the construction of threshold-related environmental improvements</th>
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<tr>
<td>The project proposal will positively impact thresholds relating to water quality, air quality, vegetation, scenic and community design, and cultural resources.</td>
<td>For commodities to be reserved and projects to be approved, CEP projects must commit to substantial environmental improvements, which must include specifically identified EIP projects. Although the project proposes a number of environmental benefits/improvements (including the removal of land coverage from the beach (I)), Ferrari must incorporate other specific environmental benefits (see list below) that would be considered over and above the minimum project requirements in order to meet the goals of the CEP. Written commitments regarding funding, construction, and overall maintenance/monitoring are required for some or all of the following EIP projects.</td>
<td></td>
</tr>
<tr>
<td>Project proposes stormwater treatment facilities to infiltrate run-off from off-site. The use of green technology will provide for improved water quality by filtering and routing runoff through vegetative filters and landscaping.</td>
<td>The proposal discusses completing on-site Best Management Practices (BMPs) and over-sizing the facilities. Over-sizing may be beneficial, especially if this is to provide linkages to Placer County’s area-wide drainage programs including the KBSCCP and the Kings Beach Residential Erosion Control Project. The construction of key water quality facilities that provides a quantifiable reduction of sediment loads entering Lake Tahoe must be considered on both the Lake and mountain sides of Highway 28. Diversion of storm water from the upper grid streets to a property saved treatment facility constructed and potentially maintained by the Ferrari Family Resort would be considered an EIP contribution. TRPA has been discussing these issues with Placer County. A written commitment regarding the funding, construction, and overall maintenance/monitoring for such a facility is required.</td>
<td></td>
</tr>
<tr>
<td>Project proposes to participate in the the Kings Beach Commercial Core Improvement Project.</td>
<td></td>
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</tr>
<tr>
<td>Project proposes to remove 7,000 square feet of coverage from sensitive to soils on the lake side and restore an area of beach and provide public access.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project proposes to remove 15,000 square feet of parking from the lake side and relocate it to a parking structure on the mountain side.</td>
<td>See Goal 1 and 2.</td>
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</tbody>
</table>
### Evaluation Executive Summary Matrix - Ferrari Family Resort

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<tr>
<td>Project proposes to increase views of the lake onsite from Highway 28 and the pedestrian sidewalks.</td>
<td>X</td>
<td>TRPA requires the identification of snow storage and best management practices (BMPs) to be employed to ensure proper drainage and treatment of melting snow.</td>
<td>None proposed</td>
</tr>
<tr>
<td>Goal 5 - Promote transfer of development that results in substantial environmental benefits</td>
<td>X</td>
<td>One of the important goals outlined in the TRPA Code of Ordinances and the CEP is to promote the transfer of development that results in substantial environmental benefits. The proposal put forth a potential idea of moving the library out of a Stream Environment Zone (SEZ), redirecting that site, and locating the library in the proposed project area on higher capability land. TRPA would like further details on the viability of this proposal and a commitment to its completion if it can be accomplished. TRPA would like to encourage you and your client to continue to explore this and any other potential option for the transfer of development that will result in the elimination of the goal.</td>
<td>None proposed</td>
</tr>
<tr>
<td>Goal 4 - Rehabilitate substandard development</td>
<td>X</td>
<td>TRPA requires that each of the project’s buildings meet the minimum LEED certification and make a long-term commitment to maintain the certification. In California, this may be a minimal request given the State requirements relating to Title 21. The applicant should strive to achieve higher certification, but this is not a requirement.</td>
<td>None proposed; the example and materials proposed are interesting and appear to be appropriate in nature and color; however, translation of these materials to proposed elevations was lost. TRPA requires renderings or visual simulations that better articulate the design intent and materials proposed.</td>
</tr>
<tr>
<td>Goal 7 - A process and projects that will inform the new Regional, Local and Community Plan Update</td>
<td>X</td>
<td>Project proposes potential for 1) increase in density, 2) increase in building height, 3) reduction in Placer County parking standards and/or creation of shared parking standards or alternative parking management strategies, for mixed-use projects.</td>
<td>None proposed; the example and materials proposed are interesting and appear to be appropriate in nature and color; however, translation of these materials to proposed elevations was lost. TRPA requires renderings or visual simulations that better articulate the design intent and materials proposed.</td>
</tr>
<tr>
<td>Ferrari Family Resort is working with Domus Development and CTC regarding the bike path improvements, and the Ferrari project proponents in relation to issues discussed in staff overall comments below, providing employment/affordable housing. The proposal also discusses a development agreement with Placer County Redevelopment Agency, and working with Placer County Department of Public Works regarding the implementation of water quality improvements in the area. There is the opportunity to work in concert with CalTrans regarding the street improvements, the CTC regarding the bike path improvements, and the KB Resorts project proponents in relation to issues discussed in the overall comments below.</td>
<td>X</td>
<td>Placer County Resolution in support of project dated October 23, 2007.</td>
<td>None proposed; the example and materials proposed are interesting and appear to be appropriate in nature and color; however, translation of these materials to proposed elevations was lost. TRPA requires renderings or visual simulations that better articulate the design intent and materials proposed.</td>
</tr>
</tbody>
</table>

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**CEP Goals Evaluation Comments**

**Evaluation Rating**

- **Excellent**
- **Needs Improvement**
- **Poor**
- **Not addressed**

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**Attachment C: Item 3**
## Attachment C: Item 3

### Evaluation Executive Summary Matrix - Ferrari Family Resort

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Goal 9 - A model process for multi-jurisdictional review of project permits, implementation and monitoring</td>
<td>X</td>
<td>Although this goal is mostly a programmatic goal meant for TRPA and our local jurisdiction partners to provide, the subject of timely implementation is paramount. It is TRPA's understanding that this project is poised to go forward within the year timeframe.</td>
<td>TRPA requires that the Ferrari Family Resort and the other Community Enhancement Program designated projects located within the Kings Beach Community Plan area, cooperate on a formal cumulative impact analysis of all of the proposed projects.</td>
</tr>
</tbody>
</table>

### Overall Comments

TRPA requires that Ferrari Family Resorts use best efforts to coordinate and develop a partnership with the adjacent Mt. Rose project proposal. TRPA and local jurisdiction staff members will work with both project proponents to ensure that the goals of the CEP and the Community Plan (CP) are implemented in a coordinated and thoughtful manner. The projects should consider the joint design and location of the following items:

- lake access
- view corridors
- bike trails
- pedestrian friendly blending/circulation around and between sites
- options for Brockway Vista Road
- utility services
- water quality improvements
- parking
- pedestrian overpass
| Evaluation Executive Summary Matrix - Kings Beach Lakeside Resort |
|-----------------|-----------------|-----------------|
| CEP Goals       | Evaluation Rating | Evaluation Comments | Staff Recommendations |
| Goal 1 - Create / Enhance mixed-use Community Centers | Not addressed | | |
| Project proposes removal of the existing substandard development and replacing with an updated building type and uses that create an urban center focal point for Kings Beach. Buildings to be appropriately oriented to the street. | | | The revised elevation proposal submitted to TRPA indicates a maximum height of 40 feet. Verify the proposed height of the structures located on the Lake side and the mountain side of Highway 28. TRPA requires that the proposed project is visually perceived as no more than three stories. |
| The scale and mass of the proposed buildings is considerable from Hwy. 28; however, the main issue with the scale and mass is associated with the perceived lack of stepbacks and articulation. This is especially true for buildings located closest to the lakes. | | | TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. As currently proposed, TRPA has concerns with the scale and mass of the proposed architecture as it will be viewed from the street and the Lake. The renderings within your proposal do not indicate the structures would step back enough from the Lake side, and they must be verified. The TRPA guidelines for urban centers require that buildings between the Lake and the highway must be significantly less than the height proposed for the buildings on the mountain side of the highway. Site context varying from backs, curb cuts, and must be used for additional height to be appropriate for your location and be consistent with the community character. The concern about using the existing Kings Beach community character as a guide for development have been considered: the required guideline is not the physical state of the buildings, but rather the mass, form and height of existing buildings. |
| Integrating the proposed parking under the overall development makes good design sense. However, TRPA is concerned that the proposed provide access to parking from Brockway Vista Avenue. | | | TRPA requires all parking to be on the site to come from Highway 28. |
| Proposed project enhances public street rights of ways through improvement. Project proposes street scape improvements beyond what is required for the KBCCIP and the CP. | | | TRPA requires the Truckee Resorts work with Placer County to ensure that the street improvements will be designed to be consistent with the CP, the Kings Beach Commercial Core Improvement Project - KBCCIP, and CalTrans road improvements. Streetscape elements that are not a part of the KBCCIP project must be compatible with CP, the KBCCIP, CalTrans road improvements and the other potential CP projects. This is to ensure a consistent design is achieved for lighting, street furniture, the type of curb and gutter, sidewalk size and paving materials, etc. so there is not an unorganized mix of designs throughout the community core areas. |
| Proposed project encourages a mix of tourist, housing, and commercial uses for this urban core area. Uses are compatible with neighboring areas. | | | TRPA requires additional information on the projects impact on the local affordable/moderate housing stock and what measures are being proposed to mitigate any potential loss. Additional information is also required on the location for the proposed employee housing. |
| Project proposes employee housing | | | TRPA requires that the use of TRPA MRBUs for any moderate or affordable housing associated with your project will be deed restricted in perpetuity. |

Attachment C: Item 4
### Evaluation Executive Summary Matrix - Kings Beach Lakeside Resort

<table>
<thead>
<tr>
<th>CEP Goals</th>
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<th>Staff Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal 2 - Create a multi-modal transit future</td>
<td>Poor</td>
<td>Project proposes an increase in density for Tourist Accommodation.</td>
<td>TRPA requires the proposed project to meet minimum density and floor area standards that promote transit and walkability.</td>
</tr>
<tr>
<td></td>
<td>Poor</td>
<td>Project proposes to enhance and create a mixed-use neighborhood for pedestrian friendly development that can be accessed and offers access to multiple modes of transportation including walking, biking, public transportation, and the private automobile. The proposed design should reduce the dependence on the automobile for both locals and visitors to this area.</td>
<td>TRPA requires elevations and associated floor, drainage, and landscaping plans that clearly articulate and depict all proposed buildings on both the lake side, and the mountain side (Big Seven) of Highway 28.</td>
</tr>
<tr>
<td></td>
<td>Poor</td>
<td>Project proposes a boardwalk along Broadway/Vale Avenue.</td>
<td>TRPA requires KB Resorts to coordinate with Placer County on the proposed boardwalk. Redesign will be required to ensure the boardwalk can be used by multiple users (re: bike path).</td>
</tr>
<tr>
<td>Goal 3 - Strengthen and create gathering places and economic centers</td>
<td>Poor</td>
<td>Proposed project includes a reduced parking, shared parking, and other parking strategies.</td>
<td>TRPA requires KB Resorts to coordinate with Placer County on the proposed boardwalk. Redesign will be required to ensure the boardwalk can be used by multiple users (re: bike path).</td>
</tr>
<tr>
<td></td>
<td>Poor</td>
<td>Proposed project proposes a retail commercial/restaurant/tourist accommodation project with integrated public plaza, increased lake view corridor and public beach access.</td>
<td>TRPA requires KB Resorts to coordinate with Placer County on the proposed boardwalk. Redesign will be required to ensure the boardwalk can be used by multiple users (re: bike path).</td>
</tr>
<tr>
<td></td>
<td>Excellent</td>
<td>Proposed project meets most criteria relating to reduction of the automobile.</td>
<td>TRPA requires KB Resorts to coordinate with Placer County on the proposed boardwalk. Redesign will be required to ensure the boardwalk can be used by multiple users (re: bike path).</td>
</tr>
<tr>
<td></td>
<td>Poor</td>
<td>Proposed project meets or partially meets most criteria relating to reduction of the automobile.</td>
<td>TRPA requires KB Resorts to coordinate with Placer County on the proposed boardwalk. Redesign will be required to ensure the boardwalk can be used by multiple users (re: bike path).</td>
</tr>
<tr>
<td>CEP Goals</td>
<td>Evaluation Rating</td>
<td>Evaluation Comments</td>
<td>Staff Recommendations</td>
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</tr>
<tr>
<td>**Goal 1 - Promote projects that result in the construction of threshold-</td>
<td>Excellent</td>
<td>Project proposes to reduce land coverage beyond the required 5%. TRPA requires land coverage reduction as a part of this overall project. The increase in density and height must result in an overall reduction in land coverage. The existing CP requires a minimum of 5% land coverage reduction. This can be accomplished by introducing landscape features as part of the overall project design.</td>
<td></td>
</tr>
<tr>
<td>requirement-related environmental improvements</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>**Goal 2 - Promote projects that result in the construction of threshold-</td>
<td>Needs Improvement</td>
<td>Project proposes a reduction in VMTS (387 miles). TRPA requires a Scenic/Visual analysis of roadway and how it will enhance the scenic travel route rating is required for this project. Additionally, the project will be visible from Lake Tahoe and a scenic assessment is required. An analysis of how the shoreline travel route threshold is being quantifiably improved is also required.</td>
<td></td>
</tr>
<tr>
<td>requirement-related environmental improvements</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>**Goal 3 - Promote projects that result in the construction of threshold-</td>
<td>Poor</td>
<td>Project proposes to remove land coverage offsite and provide public beach access. TRPA requires a written commitment to ensure completion of the full EIP project. Provide details regarding the purchase of the Malan California located on Lake Tahoe Boulevard in front of the WCU building on the Northern ADA, removal of the structures, removal and repurposing of the land area.</td>
<td></td>
</tr>
<tr>
<td>requirement-related environmental improvements</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>**Goal 4 - Promote projects that result in the construction of threshold-</td>
<td>Not addressed</td>
<td>The project proposes to oversize Best Management Practices to potentially infiltrate run-off from off site. The use of green technology and also provide for improved water quality through storm and pump water treatment including vegetative filters and landscaping. The project also proposes to participate in the Kings Beach Commercial Core Improvement Project.</td>
<td></td>
</tr>
<tr>
<td>requirement-related environmental improvements</td>
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</tbody>
</table>

**Evaluation Summary Matrix - Kings Beach Lakeside Resort**

- Project proposes to reduce land coverage beyond the required 5%. TRPA requires land coverage reduction as a part of this overall project. The increase in density and height must result in an overall reduction in land coverage. The existing CP requires a minimum of 5% land coverage reduction. This can be accomplished by introducing landscape features as part of the overall project design.
- Project proposes a reduction in VMTS (387 miles). TRPA requires a Scenic/Visual analysis of roadway and how it will enhance the scenic travel route rating is required for this project. Additionally, the project will be visible from Lake Tahoe and a scenic assessment is required. An analysis of how the shoreline travel route threshold is being quantifiably improved is also required.
- Project proposes to remove land coverage offsite and provide public beach access. TRPA requires a written commitment to ensure completion of the full EIP project. Provide details regarding the purchase of the Malan California located on Lake Tahoe Boulevard in front of the WCU building on the Northern ADA, removal of the structures, removal and repurposing of the land area.
- The project proposes to oversize Best Management Practices to potentially infiltrate run-off from off site. The use of green technology and also provide for improved water quality through storm and pump water treatment including vegetative filters and landscaping. The project also proposes to participate in the Kings Beach Commercial Core Improvement Project.
<table>
<thead>
<tr>
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<th>Needs Improvement</th>
<th>Poor</th>
<th>Not addressed</th>
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<tbody>
<tr>
<td><strong>Goal 5</strong> - Promote transfer of development that results in substantial environmental benefits</td>
<td>X</td>
<td>None proposed</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Goal 6</strong> - Rehabilitate substandard development</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td><strong>Goal 7</strong> - A process and projects that will inform the new Regional, Local and Community Plan Updates</td>
<td>X</td>
<td></td>
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<tr>
<td><strong>Goal 8</strong> - Projects that feature a public/private partnership for cooperative implementation</td>
<td>X</td>
<td></td>
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<tr>
<td><strong>Goal 9</strong> - A model process for multi-jurisdictional review of project permits, implementation and monitoring</td>
<td>X</td>
<td></td>
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<tr>
<td>General Comments:</td>
<td></td>
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</tbody>
</table>

**Evaluation Executive Summary Matrix - Kings Beach Lakeside Resort**

<table>
<thead>
<tr>
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<th>Evaluation Comments</th>
<th>Staff Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goal 5</strong> - Promote transfer of development that results in substantial environmental benefits</td>
<td>X</td>
<td>None proposed</td>
<td></td>
</tr>
<tr>
<td><strong>Goal 6</strong> - Rehabilitate substandard development</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Goal 7</strong> - A process and projects that will inform the new Regional, Local and Community Plan Updates</td>
<td>X</td>
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<tr>
<td><strong>Goal 8</strong> - Projects that feature a public/private partnership for cooperative implementation</td>
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</tr>
<tr>
<td><strong>Goal 9</strong> - A model process for multi-jurisdictional review of project permits, implementation and monitoring</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>General Comments:</td>
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</table>

TRPA requires that all Resorts use best efforts to coordinate and develop a partnership or other joint approach to project design, evaluation and permit processing. The TRPA and local jurisdiction staff members are implementing a coordinated approach to ensure that the goals of the CEP are implemented in a coordinated and thoughtful manner.
### Evaluation Executive Summary Matrix - Pastore Ryan

<table>
<thead>
<tr>
<th>Goal 1: Create / Enhance mixed-use Community Centers</th>
<th>Evaluation Rating</th>
<th>Evaluation Comments</th>
<th>Staff Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced Square footage will cause less disturbance on site. TRPA has concerns this will limit the project’s ability to achieve basic design elements outlined in the existing Kings Beach Community Plan (CP) including standards for parking, gateway and street frontage improvements, and substantial environmental benefits as it pertains to the Environmental Improvement Program (EIP). TRPA requires additional information that resolve these issues.</td>
<td>X</td>
<td>Project proposes small partial rebuild/renovation of former motel at gateway to Kings Beach from Stateline. Mixed use proposal includes commercial (retail, restaurant, and offices) and multi-family housing.</td>
<td>TRPA requires an analysis and consideration of expanding the project site to manage provide an appropriate amount of parking, undertake frontage improvements, and realize the implementation of area-wide water quality benefits.</td>
</tr>
<tr>
<td>Project proposes an enhancement of community character that is compatible with the scale and massing of the existing neighborhood. Proposed height appears appropriate for this setting and location.</td>
<td></td>
<td>TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. The scale and mass of the proposed architecture appears appropriate for this location. TRPA requires additional articulation on the street side of the structure. Site context, varying step backs, roof pitch, and articulation must be considered for additional height to be appropriate for your location and be consistent with the community character. The concerns about using the existing Kings Beach community character as a guide for development have been considered; the required guideline is not the physical state of the buildings, but rather the mass, form and height of existing buildings.</td>
<td></td>
</tr>
<tr>
<td>Project proposes community oriented locally owned businesses including a Non-profit Center for Sustainability, cafe and retail.</td>
<td></td>
<td>TRPA requires additional design details for the retail portions on the bottom floor street frontage and the introduction of additional windows and main entrances. TRPA requires specific details on the proposed building materials (colors, textures, styles) and how these choices are consistent with what is outlined in the existing Kings Beach Community Plan (pp 19 – 7).</td>
<td></td>
</tr>
<tr>
<td>Project proposes five units of housing, and four Multi-residential Bonus Units requested</td>
<td></td>
<td>The proposal does not specify what level of housing being proposing (Affordable vs. Moderate). TRPA requires that the use of TRPA MRBUs for any moderate or affordable housing associated with your project be deed restricted in perpetuity.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal 2: Create a multi-modal transit future</th>
<th>Evaluation Rating</th>
<th>Evaluation Comments</th>
<th>Staff Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced VMT by a project that proposes a shared parking plan and work with Placer County on an overall parking strategy. Discuss status and progress in your project application. The requested reduction in parking must be further evaluated during the formal review of the project.</td>
<td>X</td>
<td>Movement of parking into right of way may not be possible. Coordination with CalTrans and Placer County is required to ensure that the potential parking design and number of spaces is appropriate. Additional detailed coordination with CalTrans is required to ensure a consistent and coordinated approach is taken in relation to the Lake Tahoe Boulevard water quality project design and any bike lane design/improvements.</td>
<td>TRPA requires an estimate of VMT reductions, strategies and methodology.</td>
</tr>
<tr>
<td>TRPA requires Patore Ryan to provide assurances that a transit stop is needed in this location and will be supported by the local transit authority.</td>
<td>TRPA requires Pastore Ryan to cooperate with other CEP project proponents to develop a shared parking plan, and work with Placer County on an overall parking strategy. Discuss status and progress in your project application. The requested reduction in parking must be further evaluated during the formal review of the project.</td>
<td></td>
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</tr>
<tr>
<td>TRPA requires Pastore Ryan to provide assurances that a transit stop is needed in this location and will be supported by the local transit authority.</td>
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</tr>
<tr>
<td>TRPA requires Pastore Ryan to provide assurances that a transit stop is needed in this location and will be supported by the local transit authority.</td>
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<tr>
<td>TRPA requires Pastore Ryan to provide assurances that a transit stop is needed in this location and will be supported by the local transit authority.</td>
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</tbody>
</table>

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### Evaluation Executive Summary Matrix - Pastore Ryan

<table>
<thead>
<tr>
<th>CEP Goals</th>
<th>Excellent</th>
<th>Needs Improvement</th>
<th>Poor</th>
<th>Not addressed</th>
<th>Evaluation Comments</th>
<th>Staff Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td>Project proposes sidewalk along street and bike parking area.</td>
<td>TRPA requires street management improvement including a sidewalk in front of building pursuant to the adopted Community Plan. Additional sidewalk improvements need to be incorporated into the mixed use sites with linkages to other CEP projects including the Domus project area.</td>
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<td>TRPA requires that Pastore Ryan coordinate with Placer County to ensure that the street improvements will be designed to be consistent with the CP, the Kings Beach Commercial Core Improvement Project, KBCCIP, and CalTrans road improvements. Streetscape elements that are not a part of the KBCCIP project must be compatible with CP, the KBCCIP, CalTrans road improvements and the other potential CEP projects. This is to ensure a consistent design is achieved for lighting, street furniture, the type of curb and gutter, sidewalk size and paving materials, etc. so there is not an unorganized mixture of designs throughout the community core areas.</td>
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<tr>
<td>Goal 3 - Strengthen and create gathering places and economic centers</td>
<td>X</td>
<td></td>
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<td></td>
<td>Project proposes on-site community courtyard to enhance the living working area. The proposed courtyard size is appropriate to the context and size of the building and overall site.</td>
<td>Explore the potential to provide a joint gateway feature with the Domus project.</td>
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<td>Project is at a gateway to Kings Beach and may warrant inclusion of a gateway feature.</td>
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<td>Project proposes to demonstrate green building technologies and renewable energy systems including solar electric, solar thermal, biodiesel, reuse of stormwater and greywater, green roof, etc. thus providing new community services.</td>
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<tr>
<td>Goal 4 - Promote projects that result in the construction of threshold-related environmental improvements</td>
<td>X</td>
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<td>Project proposes a no net runoff of stormwater</td>
<td>TRPA requires the identification of snow storage and best management practices (BMPs) to be employed to ensure proper drainage and treatment of melting snow.</td>
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<td></td>
<td>Proposed reduction of land coverage</td>
<td>TRPA requires final verification of the existing land coverage, land capability, and units of use.</td>
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<td>Proposal does not provide details about the specific EIP project that will be completed as a part of project.</td>
<td>For commodities to be reserved and projects to be approved, CEP projects must commit to substantial environmental improvements, which must include completion of a specifically identified EIP project (See Special Projects Section 33.3.D of the TRPA Ordinances). The proposal does not provide details about the specific EIP project that will be completed as a part of your project. Completion of on-site Best Management Practices (BMPs) is a requirement of any project and cannot be considered an EIP contribution. During your presentation at the public meeting, it was TRPA’s understanding that the project could provide water infiltration for surrounding properties in the upper grid streets. TRPA requires additional details on this proposal and written commitments regarding funding, construction, and overall maintenance/monitoring.</td>
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<td>Although the project proposes a number of environmental benefits/Improvements Pastore Ryan must incorporate other specific environmental benefits that would be considered gains over and above the minimum project requirements in order to meet the goals of the CEP. Written commitments regarding funding, construction, and overall maintenance/monitoring are required for some or all of the following EIP projects.</td>
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<td>Project proposes use of existing foundation to limit site soil disturbance</td>
<td>See Goal 1.</td>
</tr>
</tbody>
</table>
### Goal 5 - Promote transfer of development that results in substantial environmental benefits

<table>
<thead>
<tr>
<th>Evaluation Rating</th>
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</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>None Proposed</td>
<td>One of the goals outlined in the TRPA Code of Ordinances and the CEP is to promote the transfer of development that results in substantial environmental benefits. TRPA will require Pastore Ryan to explore this any other potential option for the transfer of development that will result in the realization of this goal.</td>
</tr>
</tbody>
</table>

#### Project Proposal
- Project proposes to rebuild (using the existing foundation) an existing substandard motel that is white cinder block. The site is located within a Placer County Redevelopment District and is considered blighted.
- Project proposes use of green building materials to be incorporated into the construction, design and function of the buildings.

#### TRPA Requirements
- TRPA requires that each of the project’s buildings meet the minimum LEED certification and make a long-term commitment to maintain the certification. In California, this may be a minimal request given the State requirements relating to Title 21. The applicant should strive to achieve higher certification, but this is not a requirement.
- TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.

### Goal 6 - Rehabilitate substandard development

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<tr>
<td>X</td>
<td>Project proposes potential for 1) increase in density, 2) increase in building height, 3) reduction in Placer County parking standards and/or creation of shared parking standards or alternative parking management strategies, for mixed use projects, 4) inclusion of alternative green building methods including green roofs and impervious concrete.</td>
<td>TRPA staff is interested in the green roof concept and its applicability to the Tahoe climate. TRPA requires additional details and specifications relating to this concept.</td>
</tr>
</tbody>
</table>

#### Project Proposal
- Pastore Ryan has the potential and will be required to coordinate elements of this project with a variety of public and private entities including coordinating with Placer County Department of Public Works on the implementation of water quality improvements in the area, coordinating with CalTrans regarding the street improvements (pedestrian, bicycle, curb & gutter, etc.), other CEP pre-applicants, and their adjacent neighbors to help shape and implement this overall project.
- Proposal has a great deal of public support from the local community
- Proposal includes a desire to obtain community input on the finalization of their project through a design charrette process.

#### TRPA Requirements
- TRPA staff is aware of your commitment to the demonstration of a process as well as a product. Timing on this project may not allow for the design charrette process to be completed as proposed. Please outline your updated process to meet the time constraints expressed in the CEP and the Special Projects section of the TRPA Code of Ordinances.
### Evaluation Executive Summary Matrix - Pastore Ryan

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<tr>
<td>Goal 5 - A model process for multi-jurisdictional review of project permits, implementation and monitoring</td>
<td>X</td>
<td>Although this goal is mostly a programmatic goal meant for TRPA and our local jurisdiction partners to provide, the subject of timely implementation is paramount. It is TRPA's understanding that this project is poised to go forward within the year timeframe outlined.</td>
<td>TRPA requests that the Pastore Ryan project, and the other CEP designated projects located within the Kings Beach Community Plan area, cooperate on a formal cumulative impact analysis of all of the proposed projects</td>
</tr>
</tbody>
</table>

### Overall Comments
# Evaluation Executive Summary Matrix - Boulder Bay, LLC

## CEP Goals

<table>
<thead>
<tr>
<th>Goal 1 - Create Enhance mixed-use Community Centers</th>
<th>Evaluation Rating</th>
<th>Evaluation Summary</th>
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<tbody>
<tr>
<td>Project proposal partially meets many of the criteria outlined in Goal 1: Proposal is a mixed use development with high quality tourist, commercial (retail and offices), and residential. The commercial uses are expected to serve both the tourist and local residential population. A small mix of housing will be offered on-site, including market rate and employee housing.</td>
<td>X</td>
<td>Proposed project requested height may not be appropriate given revised building locations as may be visible from Lake and may exceed tree tops. TRPA has concerns with the proposed 75 feet height of the casino structure as it will likely be visible from Lake Tahoe as it is being relocated up hill and could be visible over tree canopy. TRPA recognizes the need to allow additional height to achieve the visions espoused in the existing Community Plan; the place based planning process local and regional visions, and the CEP itself. Site context, varying step backs, roof pitch, and articulation need to be considered for additional height to be appropriate for this location. Given the proposed project area is located on a slope; TRPA is considering an alternative method of measuring height in these situations. TRPA's design guidelines provide details in relation to stepping a building with the contours and staying below the tree canopy. The proposal will require the use of a building envelope that would allow a building to stair step up a slope to a maximum height not to exceed currently existing height at the highest point of the envelope/slope. TRPA requires a decrease in the proposed height if TRPA height findings (1), (7) and (9) in Section 22.7 can not be made.</td>
<td></td>
</tr>
<tr>
<td>Given the existing scale and mass, the proposal provides better transitions between the surrounding uses to this site. The casino floor area is proposed to be reduced; however, the height of the structure housing the gaming will be perceived to be greater as it is being relocated upslope. See Recommendations in Goal 1.</td>
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<tr>
<td>The North Stateline Community Plan requires buffers be placed between the existing residential and the commercial areas.</td>
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<tr>
<td>Project orients buildings to Hwy. 28</td>
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<tr>
<th>Goal 2 - Create a multi-modal transit future</th>
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<tr>
<td>Project proposes to meet most criteria associated with creating a multi-functional pedestrian activity center and provide significant reductions in the use of the automobile. To promote Transit Oriented Development, the project must propose a minimum density and floor area standards that promote transit and walkability.</td>
<td>X</td>
<td>Project proposal discusses a significant reduction in the parking requirements and the one potential community net gain being the redirection of cost savings to provide multimodal transportation programs. The project proposes an amendment of parking standards to accommodate a 45% reduction in parking. Boulder Bay, LLC is required to provide a detailed discussion and commitments toward coordination, implementation, and long term maintenance of a transportation strategy which will allow this reduction to be justified.</td>
<td>TRPA requires Boulder Bay, LLC provide specific details including confirmation and commitments regarding the proposed transit components. This is to ensure connections are coordinated and improved with existing public transportation authorities and private shuttle systems for transport to and from the site, including transport to other recreation facilities/sites (Ski areas, beaches, trailheads, etc.).</td>
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### Evaluation Executive Summary Matrix - Boulder Bay, LLC

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<tr>
<td>Goal 3 - Strengthen and create gathering places and economic centers</td>
<td>X</td>
<td>Project proposes gathering spaces integrated within the site design around and between buildings, as well as, the Lake Vista Mini Park, and provision of the park and open space facilities associated with the Mariner Site Settlement Agreement.</td>
<td>TRPA requires Boulder Bay, LLC some form of functional public art and potentially play structures/etc. Identify public/private open spaces for the residential housing and/or general public use within the mixed use development.</td>
</tr>
<tr>
<td>Goal 4 - Promote projects that result in the construction of threshold-related environmental improvements</td>
<td>X</td>
<td>Project proposal may positively impact thresholds relating to water quality, air quality, vegetation, scenic and community design</td>
<td>TRPA requires Boulder Bay, LLC specify the percentage of land coverage reduction proposed for this overall project. The increase in density and height should result in an overall reduction in land coverage. The existing Community Plan requires a minimum of 5% land coverage reduction. This may be accomplished through providing landscaping pockets, planter beds, etc. however, an additional reduction needs to be provided to be in accord with the increased height proposal noted above.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project proposes a reduction in land coverage</td>
<td>For allocations to be reserved and projects to be approved, CEP projects are required to commit to substantial environmental improvements, which must include specifically identified EIP projects. Your project proposes a number of environmental benefits/improvements; however, TRPA requires a written commitment regarding the funding, construction, and overall maintenance/monitoring for these EIP projects in order to ensure the projects are implemented. The EIP concerns listed in TRPA’s January 16, 2008 letter shall be addressed.</td>
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<td>Project proposes EIP contributions, see below, and review in conjunction with TRPA recommendations.</td>
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<tr>
<td></td>
<td></td>
<td>Project proposes streetscape improvements</td>
<td>The streetscape improvements were previously completed as part of the NHI Stateline Beautification Environmental Improvement Project and therefore this portion of the project cannot be considered an above and beyond contribution. Because these improvements were completed with federal grants, Boulder Bay should work closely with Washoe County to determine how the streetscape should be reconstructed.</td>
</tr>
</tbody>
</table>
### Evaluation Executive Summary Matrix - Boulder Bay, LLC

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<tr>
<td>Project proposes undergrounding of powerlines in Stateline area</td>
<td>Excellent</td>
<td>Project proposes construction and implementation of the Lake Vista Mini-Park.</td>
<td></td>
</tr>
<tr>
<td>Project proposes improvements to Scenic Travel Route</td>
<td>Needs Improvement</td>
<td>TRPA requires a Scenic/Visual analysis of roadway unit and how it will enhance the scenic travel route rating. The scenic analysis will also include an analysis of how the scenic threshold will be potentially impacted and any impacts mitigated. If the proposed project is visible from Lake Tahoe, an additional scenic analysis will be required that addresses the impacts to Lake Tahoe.</td>
<td>Project proposes to implement water quality improvement including BMPs on-site and off-site. TRPA requires the parking lot in Boulder Bay, LLC, ownership located across the street from the existing Biltmore be included in this project proposal. TRPA requires the identification of snow storage and best management practices (BMPs) to be employed to ensure proper drainage and treatment of melting snow.</td>
</tr>
<tr>
<td>Project proposes to implement water quality improvement including BMPs on-site and off-site</td>
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</tr>
<tr>
<td>Project proposes removal of the existing substandard development and replacing with an updated building types and uses that create an urban center focal point for North Stateline.</td>
<td></td>
<td>TRPA requires Boulder Bay, LLC identify where the North Stateline Community Plan boundaries are located within the project area. TRPA has concerns that per the project proposal site plan dated 10/31/2007, locations J, K may be outside the CP boundary. All development located outside the CP boundary cannot be a part of this CEP proposal.</td>
<td></td>
</tr>
<tr>
<td>Project proposal is committed to the use of green building materials and design</td>
<td></td>
<td>TRPA requires that each of the project’s buildings meet the minimum LEED certification. This is to ensure that green building methodology will be completed and a long term commitment to maintain this certification is undertaken. Additionally, TRPA is also requiring that the project be scored against the pilot LEED for Neighborhoods program and obtain a minimum score of 40. This second scoring would be reviewed by TRPA as the program is only in a pilot stage and projects are unable to receive a certification at this time. The reason for this second scoring is that this pilot program has very similar goals to the CEP and it is a nationally recognized quantifiable way to ensure that the mixed use projects are achieving those goals.</td>
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</table>

Goal 5 - Promote transfer of development that results in substantial environmental benefits

Project proposes to utilize 40 multi-residential bonus units from the Special Projects pool requires transfer of development from sensitive lands.

One of the important goals outlined in the TRPA Code of Ordinances and the CEP is to promote the transfer of development that results in substantial environmental benefits. TRPA requires Boulder Bay, LLC provide specific details on the location and land capability of the 40 TAUs.

Goal 6 - Rehabilitate substandard development

Project proposes removal of the existing substandard development and replacing with an updated building types and uses that create an urban center focal point for North Stateline.

TRPA requires Boulder Bay, LLC identify where the North Stateline Community Plan boundaries are located within the project area. TRPA has concerns that per the project proposal site plan dated 10/31/2007, locations J, K may be outside the CP boundary. All development located outside the CP boundary cannot be a part of this CEP proposal.

Project proposal is committed to the use of green building materials and design

TRPA requires that each of the project’s buildings meet the minimum LEED certification. This is to ensure that green building methodology will be completed and a long term commitment to maintain this certification is undertaken. Additionally, TRPA is also requiring that the project be scored against the pilot LEED for Neighborhoods program and obtain a minimum score of 40. This second scoring would be reviewed by TRPA as the program is only in a pilot stage and projects are unable to receive a certification at this time. The reason for this second scoring is that this pilot program has very similar goals to the CEP and it is a nationally recognized quantifiable way to ensure that the mixed use projects are achieving those goals.
### Evaluation Executive Summary Matrix - Boulder Bay, LLC

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<tr>
<td>Goal 7 - A process and projects that will inform the new Regional, Local and Community Plan Updates</td>
<td>X</td>
<td>Project proposes potential for 1) increase in density, 2) change in height standard for non-conforming structures, 3) reduction in Washoe County parking standards.</td>
<td>The project proponents need to coordinate with Washoe County on the potential to amend their standards to accommodate a 45% reduction. Provide a detailed discussion and commitments toward coordination, implementation, and long term maintenance of a transportation strategy which will allow this reduction to be justified. Also see Goals 1 &amp; 2.</td>
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<tr>
<td></td>
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<td></td>
<td>TRPA requires Boulder Bay, LLC provide details and confirmation regarding the issue of moving of gaming/casino floor area with NTRPA and ensure project conformance with compact requirements prior to application to TRPA.</td>
</tr>
<tr>
<td>Goal 8 - Projects that feature a public/private partnership for cooperative implementation</td>
<td>X</td>
<td>Boulder Bay, LLC has been coordinating with Washoe and Placer County Department of Public Works on the water quality improvements. Washoe County Planning on the undergrounding of powerlines. The proposal will further require coordination with the TART, NDOT and Nevada State Lands in relation to the transportation improvements, highway improvements, and bike path facilities.</td>
<td>See recommendations in Goal 2 &amp; 4.</td>
</tr>
<tr>
<td>Goal 9 - A model process for multi-jurisdictional review of project permits, implementation and monitoring</td>
<td>X</td>
<td>Although this goal is mostly a programmatic goal meant for TRPA and our local jurisdiction partners to provide, the subject of timely implementation is paramount. It is TRPA’s understanding that this project is poised to go forward within the year time frame, and will likely be within the next couple of months.</td>
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<tr>
<td>Overall Comments</td>
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<td>The project as proposed is currently inconsistent with the Settlement Agreement between Crystal Bay Associates and the TRPA dated 8/17/2001. Major concerns relating to existing permanent deed restrictions and use restrictions on the Mariner site have been identified. TRPA requires that the site be redesigned and the settlement agreement renegotiated to meet the overall goals of the CEP, the project, and the intent of the original settlement agreement. TRPA requires that in order for the intent of the settlement agreement to be realized, Boulder Bay, LLC will commit to providing the improvements for the park, dedicating the land to public use, and providing for the long-term maintenance of the site.</td>
</tr>
</tbody>
</table>
## Evaluation Executive Summary Matrix - Homewood Mountain Resort

<table>
<thead>
<tr>
<th>Goal 1 - Create / Enhance mixed-use Community Centers</th>
<th>Evaluation Comments</th>
<th>Staff Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project proposes mixed use including tourist, commercial and residential uses for a year round resort setting.</td>
<td>TRPA has concerns with the proposed height of buildings. TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. TRPA requires that the greatest height be significantly set back from the streets and located more toward the middle of the building. Site context, varying step backs, roof pitch, and articulation must be considered for additional height to be appropriate for this location. TRPA may consider an alternative method of measuring height in sloped situations. TRPA's design guidelines provide details in relation to stepping a building with the contours. The use of a building envelope that would allow a building to start step up a slope to a max of 50 ft. at the highest pt. of the envelope will, depending on the elevation, may be appropriate for this site. This approach may limit and potentially eliminate the amount of grading/cut required for building foundations which would be an added environmental benefit.</td>
<td>Project proposes commercial uses to serve local population as well as tourist population. Project proposes housing, lodging and commercial buildings to be sustainably designed with the use of green building materials and processes. Project proposes to consolidate parking into a parking structure and front/conceal it with 12 units of employee housing. TRPA requires additional information on the project’s impact on the local affordable housing stock and what measures are being proposed to mitigate any potential loss. Provide details on the specific Placer County requirements for employee housing. The proposal provides for some units to be located on-site; specify the location of the balance of the employee housing units proposed to be built. Provide details on the location, number of units, type of housing, travel distances and transportation options. TRPA requires commitments and details in relation to the proposed sign at the Tahoe City Y and an explanation of why this system is the most publicly beneficial as compared to other available means. Project architectural design is responsive to Lake Tahoe region. Project proposes to complete link of bike path through Homewood project area. Project proposes a transportation/parking strategy for ensuring visitors and locals a variety of parking and transit options. TRPA requires an estimate of VMT reduction, strategies and methodology.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal 2 - Create a multi-modal transit future</th>
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</tr>
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<tbody>
<tr>
<td>Project proposal maximizes density for Transit-Oriented Development. The project must propose a minimum density and floor area standards that promote transit and walkability. Project proposes to complete link of bike path through Homewood project area. Project proposes a transportation/parking strategy for ensuring visitors and locals a variety of parking and transit options.</td>
<td>TRPA requires a parking strategy that provides details and commitments on the overall parking strategies including proposed on-site facilities, utilization of satellite parking to reduce on-site parking demands, links to existing transit system, shuttle system details, and water taxi details. TRPA requires commitments and details in relation to the proposed right of way for the “tahoe ride” and an explanation of why this system is the most publicly beneficial as compared to other available means. Transit stop located adjacent to proposed project area. Project proposes a reduction in VMT.</td>
<td>Please note that deed restrictions are required in perpetuity for the use of MRBUS for affordable housing. Please note that deed restrictions are required in perpetuity for the use of MRBUS for affordable housing.</td>
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</tbody>
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### Evaluation Executive Summary

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</tr>
<tr>
<td>Goal 2 - Create a multi-modal transit future</td>
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</tr>
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**Goal 1 - Create / Enhance mixed-use Community Centers**

- Project proposes mixed use including tourist, commercial and residential uses for a year round resort setting.
- TRPA has concerns with the proposed height of buildings. TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. TRPA requires that the greatest height be significantly set back from the streets and located more toward the middle of the building. Site context, varying step backs, roof pitch, and articulation must be considered for additional height to be appropriate for this location. TRPA may consider an alternative method of measuring height in sloped situations. TRPA's design guidelines provide details in relation to stepping a building with the contours. The use of a building envelope that would allow a building to start step up a slope to a max of 50 ft. at the highest point of the envelope will, depending on the elevation, may be appropriate for this site. This approach may limit and potentially eliminate the amount of grading/cut required for building foundations which would be an added environmental benefit.

- Project proposes commercial uses to serve local population as well as tourist population.
- Project proposes housing, lodging and commercial buildings to be sustainably designed with the use of green building materials and processes.
- Project proposes to consolidate parking into a parking structure and front/conceal it with 12 units of employee housing.
- TRPA requires additional information on the project’s impact on the local affordable housing stock and what measures are being proposed to mitigate any potential loss. Provide details on the specific Placer County requirements for employee housing. The proposal provides for some units to be located on-site; specify the location of the balance of the employee housing units proposed to be built. Provide details on the location, number of units, type of housing, travel distances and transportation options.
- TRPA requires commitments and details in relation to the proposed sign at the Tahoe City Y and an explanation of why this system is the most publicly beneficial as compared to other available means.
- Project architectural design is responsive to Lake Tahoe region.
- Project proposes to complete link of bike path through Homewood project area.
- Project proposes a transportation/parking strategy for ensuring visitors and locals a variety of parking and transit options.
- TRPA requires an estimate of VMT reduction, strategies and methodology.

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**Goal 2 - Create a multi-modal transit future**

- Project proposal maximizes density for Transit-Oriented Development. To promote Transit-Oriented Development, the project must propose a minimum density and floor area standards that promote transit and walkability.
- Project proposes to complete link of bike path through Homewood project area.
- Project proposes a transportation/parking strategy for ensuring visitors and locals a variety of parking and transit options.
- TRPA requires a parking strategy that provides details and commitments on the overall parking strategies including proposed on-site facilities, utilization of satellite parking to reduce on-site parking demands, links to existing transit system, shuttle system details, and water taxi details.
- TRPA requires commitments and details in relation to the proposed right of way for the “tahoe ride” and an explanation of why this system is the most publicly beneficial as compared to other available means.
- Transit stop located adjacent to proposed project area.
- Project proposes a reduction in VMT.
- TRPA requires an estimate of VMT reduction, strategies and methodology.
## Evaluation Executive Summary Matrix - Homewood Mountain Resort

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<tr>
<td><strong>Goal 3 - Strengthen and create gathering places and economic centers</strong></td>
<td>X</td>
<td><strong>Project proposes provision of Amphitheater for cultural events including the Lake Tahoe Music Festival.</strong> The project shall include some form of functional public art in proposed gathering places.** <strong>Proposed North base design is pedestrian friendly and provides integrated spaces between buildings for gathering.</strong> <strong>Proposed mid-mountain lodge pool area could also be considered a gathering place as it is proposed to be available to local residents.</strong> <strong>In your presentations you described that the mid-station bridge would be available for the public to use (e.g., access to hiking, etc.). In your pre-application, you limit this access. What are the potential reasons and impacts to the project associated with reduced public access to the mid-station lodge/pool?</strong></td>
<td>Provide commitments and details in relation to the proposed sign at the Tahoe City Y on how this system will provide information to the public and what benefit.</td>
</tr>
<tr>
<td><strong>Goal 4 - Promote projects that result in the construction of threshold-related environmental improvements</strong></td>
<td>X</td>
<td><strong>Project proposal may positively impact thresholds relating to water quality, air quality, vegetation, soils, cultural, scenic and community design.</strong> <strong>TRPA requires identification of public/private open spaces for residential housing and/or general public use within the mixed use development.</strong> <strong>TRPA requires land coverage reduction for this overall project. The increase in density and height must result in an overall reduction in land coverage.</strong> <strong>Provide verification of the existing land coverage, land capability, units of use, etc. Ensure that locations of proposed buildings and proposed transfers are not impacting sensitive lands.</strong></td>
<td>Provide design and written commitments for the implementation of the bike trail improvements referenced in the CEP application through the Homewood project area. Provide details and commitments regarding the undergrounding of the utilities that cross the Homewood site. Provide details and commitments regarding the day-lighting of the creek under the ski-bowl (new residential area) parking lot. Also, explore possibilities to restore creeks/SEZ along proposed cut road between base areas. Additionally, consider participation in the Hwy. 89 re-alignment EIP project # 855 at Tahoe City.</td>
</tr>
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</table>

**Project proposes to be the permanent home of the Lake Tahoe Music Festival (amphitheater).** **Project proposes healthy forest measures including the reduction of fuel loads.** **Project proposes use of alternative energy/renewable energy.**
### Evaluation Executive Summary Matrix - Homewood Mountain Resort

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<tr>
<td>Goal 5 - Promote transfer of development that results in substantial environmental benefits</td>
<td>X</td>
<td>Proposed project includes the transfer of development of sensitive lands.</td>
<td>Promote transfer of development that results in substantial environmental benefits. The proposal requests So TAJUs that require a 1 to 1 transfer of TAJUs from sensitive parcels. Provide specific details on where the 25 units on sensitive parcels are located (APN, Transfer applications, etc.) Please be aware that TRPA understands the location of the undevelopable land. Further, the Plan Area Statement (PAS) 157 requires TRPA to document the location and type of undevelopable land within the North Shore CP. The Plan Area Statement (PAS) 157 requires TRPA to document the location and type of undevelopable land within the North Shore CP. The Plan Area Statement requires that the locations of proposed buildings and proposed transfers are not impacting sensitive lands.</td>
</tr>
<tr>
<td>Goal 6 - Rehabilitate substandard development</td>
<td>X</td>
<td>Project proposes to rehabilitate the existing ski resort by replacing existing buildings and expansive parking area and replacing it with a new ski village that incorporates Tahoe style architectural design, employee housing, consolidated parking, commercial/retail shopping, tourist accommodation, day use ski facilities, and access to the mountain and bike trails.</td>
<td>TRPA requires assurances that locations of proposed buildings and proposed transfers are not impacting sensitive lands. Provide confirmation that the proposal has been accepted into the pilot LEEDs for Neighborhood Program. TRPA requires that each of the project’s buildings meet the minimum LEED certification and make a long term commitment to maintain the certification. In California, this may be a minimal request given the State requirements relating to Title 24. Provide confirmation that the proposal has been accepted into the pilot LEED for Neighborhood Development program and commit to achieve certified LEED for Neighborhood Development program status. TRPA requires that each CEP project be scored using the criteria in the pilot LEED for neighborhoods program and obtain a minimum score of 40.</td>
</tr>
<tr>
<td>Goal 7 - A process and projects that will inform the new Regional, Local and Community Plan Updates</td>
<td>X</td>
<td>Project proposes potential for 1) increase in density, 2) increase in building height, 3) reduction in Placer County parking standards and creation of alternative parking management strategies. See Goal 1 &amp; 2.</td>
<td>Proposed overall green design approaches within project are innovative. LEED for neighborhood plan will further inform update of Regional, Local and Community plans throughout the Basin. LEED for neighborhood plan will further inform update of Regional, Local and Community plans throughout the Basin.</td>
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## Evaluation Executive Summary Matrix - Homewood Mountain Resort

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<tr>
<th>Goal 8 - Projects that feature a public/private partnership for cooperative implementation</th>
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<tr>
<td>X</td>
<td></td>
<td>Homewood Mountain Resort has been coordinating with the Placer County Department of Public Works and CalTrans regarding the implementation of water quality improvements, and the implementation of other EIP projects related to this proposal. Additionally, Homewood Mountain Resort has been coordinating with TART and other private parties in relation to intercept parking, shuttle services, etc. to help alleviate the potential for traffic concerns. Placer County Resolution in support of project dated Oct. 23, 2007</td>
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<table>
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<tr>
<th>Goal 9 - A model process for multi-jurisdictional review of project permits, implementation and monitoring</th>
<th>Evaluation Rating</th>
<th>Evaluation Comments</th>
<th>Staff Recommendations</th>
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<tbody>
<tr>
<td>X</td>
<td></td>
<td>Although this goal is mostly a programmatic goal meant for TRPA and our local jurisdiction partners to provide, the output of timely implementation is paramount. It is TRPA’s understanding that the project is poised to go forward within the year time frame. The Master Plan application is already submitted to TRPA and the proposed project application is expected within the next couple of months if not sooner.</td>
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### Overall Comments
1. The proposed project requires changes to the current PAS 157 and would need to incorporate these into the Master Plan document. Evaluate the environmental impacts of the following changes:
   - Multi-Family Residential and Timeshare Residential would be added to the permissible use lot in this PAS/Master Plan Area
   - Multi-Residential Incentive Program and Existing Development existing area designations would be added to the PAS/Master Plan Area. This would be required to transfer in the MRBU, TUs and CFA.
2. To make these changes above, Transit Oriented Development (TOD) findings will need to be made.
## Evaluation Executive Summary Matrix - South Y Kmart/Raley’s

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<tr>
<th>Goal 1 - Create/Enhance mixed-use Community Centers</th>
<th>Evaluation Rating</th>
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</thead>
<tbody>
<tr>
<td>Project integrates an existing commercial center by incorporating a mix of housing including affordable and employee into the site.</td>
<td>X</td>
<td>TRPA requires that complete elevations and floor plans with details on the style, building materials, colors, proposed height, and the use of green technology for each building proposed be provided.</td>
<td></td>
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<tr>
<td>Scale and massing are appropriate for refacing of center.</td>
<td></td>
<td>TRPA recognizes that additional height on a structure that may be used to achieve environmental and public gains. The proposal did not contain a definitive height, but it appears that additional height may be necessary. The architectural examples provided in your pre-application appear to be compatible with community character, scale and massing. TRPA requires the greatest height be significantly set back from the streets and located more toward the middle of the site building. Site context, varying slope basu, roof pitch, and articulation must be used in order for additional height to be appropriate for your location and consistent with the community character.</td>
<td></td>
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<tr>
<td>Project proposes housing over existing shopping buildings</td>
<td></td>
<td>TRPA requires the proposal to contain an appropriate mix of housing to provide a truly mixed use proposal that meets the goals of the CEP. TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. The proposal did not contain a definitive height, but it appears that additional height may be necessary. The architectural examples provided in your pre-application appear to be compatible with community character, scale and massing. TRPA requires the greatest height be significantly set back from the streets and located more toward the middle of the site building. Site context, varying slope basu, roof pitch, and articulation must be used in order for additional height to be appropriate for your location and consistent with the community character.</td>
<td></td>
</tr>
<tr>
<td>Project proposes housing over existing shopping buildings</td>
<td></td>
<td>TRPA requires confirmation and commitments that the aspect of the project will be implemented and outlined specifically in the project application. The application must provide specific details and the proposed locations for this housing.</td>
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</tbody>
</table>
| Project incorporates buildings that align to the street as a positive step in shielding the large parking area from view. | | TRPA recommends that opportunities should be explored regarding re-facing the rear side of the Center to better integrate the surrounding neighborhoods by providing direct access to entrances and linkages to the existing residential community. The current configuration of the buildings requires the service entrances to block the parcel and does not allow appropriate linkages between recreation use areas including play area, trail to other residential locations, etc. TRPA requires an evaluation of these service areas and how best to realize these linkages. The evaluation must consider:  
  - re-facing the rear side of the Center to better integrate the surrounding neighborhoods by providing direct access to entrances and linkages to the existing residential community,  
  - a more formalized gateway/pass through the buildings from the residences behind the center, potentially at the corner of the Raley’s and Kmart buildings, to facilitate these linkages. |  |

### Goal 2 - Create a multi-modal transit future

<table>
<thead>
<tr>
<th>Evaluation Rating</th>
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<tbody>
<tr>
<td>Project proposes revitalization and reconfiguration of transit center</td>
<td>TRPA requires the applicants coordinate with BlueGo, the City and TRPA to ensure the redesign of the transit center is safe, user-friendly and meets the needs of a variety of transit users. In review discussions, it was determined that the proposed transit center improvements will not result in the required safety and operational standards. TRPA recommends that the project includes a separate transit lane that is detached from the parking area as required. Additionally, proposed children’s play area at the corner could be a safety concern due to traffic and does not appear to be appropriate in this particular location. A well publicized active transit plan will improve accessibility and connectivity for the area.</td>
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<td>TRPA requires specific measures including coordination and commitments regarding the proposed transit components. This is to ensure connections are coordinated and improved with existing public transportation authorities including transport to other recreation facilities/sites (ski areas, beaches, trailheads, etc.).</td>
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<tr>
<td>CEP Goals</td>
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<tr>
<td>Goal 3 - Strengthen and create gathering places and economic centers</td>
<td>Poor</td>
<td>Project proposal outlined enhances pedestrian circulation on-site.</td>
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<tr>
<td>Goal 4 - Promote projects that result in the construction of threshold-related environmental improvements</td>
<td>Poor</td>
<td>Project proposes introduction of multi-family residential, which will create more transit-oriented, mixed use development and help create a better transit hub with increased density in the urban core area.</td>
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</table>
Project proposes oversizing of stormwater run-off facilities to treat both on-site and CalTrans run-off from the adjacent highway. The draft EIP project identified in your proposal is the reduction and treatment of stormwater run-off from the adjacent highway. TRPA requires an evaluation and detailed description on the feasibility and design of the proposal. TRPA requires the applicant coordinate with City of South Lake Tahoe Department of Public Works and CalTrans on this potential EIP project.

To address and improve stormwater run-off through the addition of a stormwater run-off treatment improvement project. TRPA requires the applicant coordinate with the City of South Lake Tahoe and CalTrans on determining another method to contribute to the area-wide storm water treatment.

Community design and scenic travel route improvements through better integration with the neighborhood, building style, materials and presentation, and increased visual quality. TRPA requires the applicant coordinate with the City of South Lake Tahoe and CalTrans on determining another method to contribute to the area-wide storm water treatment.

An additional option is to explore on and off site oversize culvert, undergounding to enhance the scenic threshold along Hwy 50.

The draft Tahoe Valley CP targets a number of Stream Environment Zones with the CP area for restoration. Explore removal of existing commercial uses out of these targeted SEZ areas for relocation to your site and undertake the restoration of the targeted SEZ. This may be an option to examine in cooperation with your neighboring CEP project at the former Mikasa site.

Evaluate and coordinate with the City of South Lake Tahoe and CalTrans on determining another method to contribute to the area-wide storm water treatment.

The draft Tahoe Valley CP targets a number of Stream Environment Zones with the CP area for restoration. Explore removal of existing commercial uses out of these targeted SEZ areas for relocation to your site and undertake the restoration of the targeted SEZ. This may be an option to examine in cooperation with your neighboring CEP project at the former Mikasa site.

Coordinate with the City of South Lake Tahoe and CalTrans on determining another method to contribute to the area-wide storm water treatment.

Another option is to work with the City to explore how the project might be able to participate in the EIP for US 50 Phase II.

TRPA requires the identification of snow storage and best management practices (BMPs) to be employed to ensure proper drainage and treatment of melting snow.

Goal 5 - Promote transfer of development that results in substantial environmental benefits

None proposed at this time. A large percentage of this project area may be considered low capability land so this goal may be achieved after further investigation by the pre-applicant.

Please be aware that the project site is mapped as an SEZ/sensitive land and may need a man modified determination to allow the additional development.

Goal 6 - Rehabilitate substandard development

Proposed project is located in an urban core/gateway location and proposes a facelift, and partial redevelopment of a current substandard development.

TRPA requires a Scenic/Visual analysis of roadway unit and how it will enhance the scenic travel route rating is required for the project. The scenic study must also include an analysis of how the scenic threshold will be impacted and any impacts mitigated. Texture, color, form and max reflectivity must be considered at all buildings, especially those that front the Scenic Travel Route.

TRPA requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.

TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.

Additional option is to work with the City to explore how the project might be able to participate in the EIP for US 50 Phase II.

TRPA requires the identification of snow storage and best management practices (BMPs) to be employed to ensure proper drainage and treatment of melting snow.

TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.

Goal 7 - A process and projects that will inform the new Regional, Local and Community Plan updates

Proposed project is consistent with the current Tahoe Valley Community Plan alternatives.

TRPA requires that each of the project's buildings meet the minimum LEED certification and make a long term commitment to maintain the certification. In California, this may be a minimal requirement given the State requirements relating to Title 24.

TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.

TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.

TRPA also requires that the project be scored against the pilot LEED for Neighborhood Program and obtain a minimum score of 40.

See Goal 6 above.
## Evaluation Executive Summary Matrix - South Y Kmart/Raleys

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<tr>
<td>Goal 8 - Projects that feature a public/private partnership for cooperative implementation</td>
<td>X</td>
<td>The project proposes potential for working with a variety of partners including the City of South Lake Tahoe, Caltrans, BlueGo, and the Prince project proponents, etc.</td>
<td>See Goals 1, 2, 3, and 4.</td>
</tr>
<tr>
<td>Goal 9 - A model process for multi-jurisdictional review of project permits, implementation, and monitoring</td>
<td>X</td>
<td>Although this goal is mostly a programmatic goal meant for TRPA and our local jurisdiction partners to provide, the subject of timely implementation is paramount. It is TRPA's understanding that this project is poised to go forward within the year timelines outlined. This is subject to the completion and adoption of the TVCP.</td>
<td>TRPA is also supportive of a complete or partial redevelopment of this site that is consistent with the CEP and the proposed Tahoe Valley Community Plan. A redevelopment of the site may provide additional opportunities to better meet the goals of the CEP, including increased economic vitality, a more walkable pedestrian friendly atmosphere, and the enhancement of multimodal transportation. If the project proponents feel that such a redevelopment was possible, staff in conjunction with the South Lake Tahoe, is open to discussing this possibility and working to create and implement CEP compatible design solutions.</td>
</tr>
</tbody>
</table>

**Overall Comments:**

TRPA is also supportive of a complete or partial redevelopment of this site that is consistent with the CEP and the proposed Tahoe Valley Community Plan. A redevelopment of the site may provide additional opportunities to better meet the goals of the CEP, including increased economic vitality, a more walkable, pedestrian friendly atmosphere, and the enhancement of multimodal transportation. If the project proponents feel that such a redevelopment was possible, staff in conjunction with the City of South Lake Tahoe, is open to discussing this possibility and working to create and implement CEP compatible design solutions.
## Evaluation Executive Summary Matrix - Former Mikasa Gateway

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<th>CSP Goals</th>
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<tr>
<td><strong>Goal 1 - Create / Enhance mixed-use Community Centers</strong></td>
<td>X</td>
<td>Proposed project architecture is compatible with neighborhood community character, scale and massing. TRPA requires that the project proponent explore opportunities to provide multiple faces to appropriate buildings so that adjacent neighborhood access and pedestrian/bicycle linkages can be integrated into the design to be inclusive of the surrounding neighborhood area as well as the South Y intersection. Mikasa to provide complete elevations and floor plans with details on the style, building materials, colors, proposed height, and the use of green technology for each building proposed.</td>
<td>TRPA requires Mikasa to provide estimates of VMT reduction, strategies and methodology. TRPA has concerns with the proposed traffic access and circulation pattern designed for the site. TRPA has concerns with the current traffic access and circulation pattern proposed for the site. TRPA requires that the access along Emerald Bay Road/Hey. Be moved or redesigned. Additionally, provide details on your circulation and access throughout the site and potentially through adjacent properties. TRPA requires Mikasa to provide details and commitments for implementation regarding bike and pedestrian trail linkages, intersection linkages, parking lot crossing features and improvements to these areas. TRPA requires Mikasa to provide snow storage details.</td>
</tr>
<tr>
<td><strong>Goal 2 - Create a multi-modal transit future</strong></td>
<td>X</td>
<td>Project proposes to reduce parking and dependence on automobile. Indicate specific strategies that will be implemented to obtain the expected reduction in parking needs.</td>
<td>TRPA requires Mikasa to provide specific details including confirmation and commitments regarding the proposed transit improvements. This is to ensure connections are coordinated and improved with existing public transportation authorities including transport to recreation facilities/sites (ski areas, beaches, trailheads, etc.) that provide linkages to schools, community facilities, bike paths, trail heads, etc. to be located on site or near the transit shelter. TRPA requires Mikasa to provide a kiosk with signs, maps, etc. that provide linkages to schools, community facilities, bike paths, trail heads, etc. TRPA requires Mikasa to provide details and commitments for implementation regarding bike and pedestrian trail linkages, intersection linkages, parking lot crossing features and improvements to these areas. TRPA requires Mikasa to provide snow storage details.</td>
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</tr>
<tr>
<td>Goal 3 - Strengthen and create gathering places and economic centers</td>
<td>X</td>
<td>Project proposes to have an outdoor theater screen with an area for people (residents and tourist alike) to gather and sit. Proposal includes screening movies and providing public service information about surrounding recreation, etc.</td>
<td>None proposed</td>
</tr>
<tr>
<td>Goal 4 - Promote projects that result in the construction of threshold-related environmental improvements</td>
<td>X</td>
<td>See TRPA recommendations associated with EIP in adjacent column. EIP contribution outlined below.</td>
<td>TRPA requires the project proponent’s written commitment selected or various portions of EIP projects going forward.</td>
</tr>
<tr>
<td>Goal 5 - Promote transfer of development that results in substantial environmental benefits</td>
<td>X</td>
<td></td>
<td>One of the important goals outlined in the TRPA Code of Ordinances and the CEP is to promote the transfer of development that results in substantial environmental benefits. TRPA requires Mikasa to incorporate where feasible the transfer of development that will realize environmental gain.</td>
</tr>
</tbody>
</table>
### Evaluation Executive Summary Matrix - Former Mikasa Gateway

<table>
<thead>
<tr>
<th>CSP Goals</th>
<th>Evaluation Rating</th>
<th>Evaluation Comments</th>
<th>Staff Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal 4 - Rehabilitate substandard development</td>
<td>X</td>
<td>Project proposes to fully redevelop a key gateway site in the City of South Lake Tahoe at the South Y intersection. Project proposes to remove existing substandard buildings and a large expanse of parking space and replace with new buildings (commercial and housing), infrastructure, landscaping and community gathering space. The area is within the Tahoe Valley Community Plan area and is also a part of the area that the CSLT is considering as a new redevelopment area.</td>
<td>TRPA requires that each of the project’s buildings need to meet the minimum LEED certification. This is to ensure that green building methodology will be completed and a long term commitment to maintain this certification is undertaken.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project proposes an on-site 15% reduction in land coverage</td>
<td>The increase in density and height should result in an overall reduction in land coverage.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project proposes to remove existing substandard buildings and a large expanse of parking space and replace with new buildings (commercial and housing), infrastructure, landscaping and community gathering space. The area is within the Tahoe Valley Community Plan area and is also a part of the area that the CSLT is considering as a new redevelopment area.</td>
<td></td>
</tr>
<tr>
<td>Goal 7 - A process and projects that will inform the new Regional, Local and Community Plan Updates</td>
<td>X</td>
<td>Project proposal is consistent with the current Tahoe Valley Community Plan alternatives</td>
<td>Tahoe Valley CP (TVCP) must be adopted prior to approval of proposed project and project must be consistent with TVCP.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>See Goals 1 &amp; 2</td>
</tr>
<tr>
<td>Goal 8 - Projects that feature a public/private partnership for cooperative implementation</td>
<td>X</td>
<td>The City is working on the submittal of an additional commitment letter in relation to EIP.</td>
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</tr>
<tr>
<td>Goal 9 - A model process for multi-jurisdictional review of project permits, implementation and monitoring</td>
<td>X</td>
<td>Although this goal is mostly a programmatic goal meant for TRPA and our local jurisdiction partners to provide, the subject of timely implementation is paramount. It is TRPA’s understanding that this project is poised to go forward within the year timeframe outlined. This is subject to the completion and adoption of the TVCP.</td>
<td>Although this goal is mostly a programmatic goal meant for TRPA and our local jurisdiction partners to provide, the subject of timely implementation is paramount. It is TRPA’s understanding that this project is poised to go forward within the year timeframe outlined. This is subject to the completion and adoption of the TVCP.</td>
</tr>
</tbody>
</table>

**Overall Comments:**

- Project proposes to fully redevelop a key gateway site in the City of South Lake Tahoe at the South Y intersection. Project proposes to remove existing substandard buildings and a large expanse of parking space and replace with new buildings (commercial and housing), infrastructure, landscaping and community gathering space. The area is within the Tahoe Valley Community Plan area and is also a part of the area that the CSLT is considering as a new redevelopment area.
- Project proposes potential for 1) increase in density, 2) increase in building height, 3) reduction in city parking standards and/or creation of shared parking standards or alternative parking management strategies, for mixed use projects.
- Project proposes potential for working with a variety of partners including the City of South Lake Tahoe, Caltrans, BlueGo, and the Trolley, the South Y Center project proponents.
- Although this goal is mostly a programmatic goal meant for TRPA and our local jurisdiction partners to provide, the subject of timely implementation is paramount. It is TRPA’s understanding that this project is poised to go forward within the year timeframe outlined. This is subject to the completion and adoption of the TVCP.