Round Hill Community Plan
REGIONAL PLAN FOR THE LAKE TAHOE BASIN

ROUND HILL COMMUNITY PLAN

NOVEMBER 17, 1993

Prepared For
Douglas County and Tahoe Regional Planning Agency By

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The format and content of the Round Hill Community Plan are as follows:

**CHAPTER ONE: INTRODUCTION**

A. PURPOSE

B. BACKGROUND

C. COMMUNITY PLAN GOALS

All of the goals of the Community Plan which provide guidance for plan preparation and implementation.

D. ILLUSTRATIVE PLAN FOR 2007

A description and map of what should happen to Round Hill by the year 2007 or later, if the Plan is implemented.

**CHAPTER TWO: LAND USE ELEMENT**

Consistent with the Land Use Element of the TRPA Goals and Policies Plan and the TRPA Code, this element sets forth the land use regulations of the Community Plan.

A. ROUND HILL COMMUNITY PLAN LAND USE REGULATIONS

This section indicates which standards are applicable for review of projects within the CP area.

B. COMMUNITY PLAN AREA STATEMENT (CPS) AND MAP

This CPS replaces the previously applicable PASs. Like PASs, the CPS establishes special designations, special policies, permissible uses, permissible densities, noise limits and development limitations.

**CHAPTER THREE: TRANSPORTATION ELEMENT**

Consistent with the Regional Transportation Plan, this element generally describes transportation improvements needed to implement the Community Plan.

A. EXISTING TRANSPORTATION SYSTEM

B. TRANSPORTATION OBJECTIVES AND POLICIES

Specific and enforceable objectives and policies related to transportation.

C. PROPOSED TRANSPORTATION IMPROVEMENTS AND MAP

Improvements required to meet the transportation related targets and the policies of the Plan.

**CHAPTER FOUR: CONSERVATION ELEMENT**

Consistent with the Conservation Element of the TRPA Goals and Policies Plan, this element establishes the environmental targets for the CP and includes update of the land capability and 208 SEZ mapping for the Community Plan Area.

A. CONSERVATION OBJECTIVES AND POLICIES

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B. ENVIRONMENTAL TARGETS

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AMENDMENTS

1. Ordinance 98-26, Chapter II, Land Use Element, Chapter VII, Implementation Element
   October 28, 1998

2. Ordinance 98-29, Chapter III, Transportation Element
   December 16, 1998

3. Ordinance 99-2, Chapter II, Land Use Element
   January 27, 1999

4. Ordinance 2000-02, Chapter II, Land Use Element
   February 23, 2000

5. Ordinance 2004-20, Chapter II, Land Use Element
   December 15, 2004

6. Ordinance 2006-06, Chapter II, Land Use Element, Chapter VII, Implementation Element
   October 25, 2006
A. PURPOSE

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

Pursuant to Chapter 14 of the TRPA Code of Ordinances, the Round Hill Community Plan supersedes certain plans and regulations established by the TRPA Plan Area Statements (PAS) and the TRPA Code for the area within the Round Hill Community Plan boundaries. Upon adoption by TRPA and Douglas County, the Community Plan (CP) is intended to serve as the mutual plan for Douglas County and TRPA and an advisory plan for other government agencies. This does not alter the provisions of Article 6 of the Compact relating to gaming.

B. BACKGROUND

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

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

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

The Community Plans are based upon three primary influences:

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

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

C. ROUND HILL COMMUNITY PLAN GOALS

A fundamental cornerstone of this Community Plan is the conviction that Round Hill should continue as a local serving retail commercial node, and tourist center. To accomplish this goal, policies must stimulate the rehabilitation of the existing commercial to the high quality expected in a destination resort community. The plan will still retain the character of the existing community.

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

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

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

- **Urban Design and Development Goal**
  Ensure the design elements of new, remodeled and rehabilitated development are compatible with the scenic, recreation, and community values of Round Hill and the Region.

- **Commercial Development Goal**
  Maintain a balance between economic health and the environment by correcting past deficiencies in land use and being responsive to the needs and opportunities of Round Hill.

- **Environmental Threshold Goal**
  Ensure that physical development is consistent with the environment and ecology of the area.

- **Traffic Circulation and Parking Goal**
  Reduce dependency on the automobile and improve the movement of people, goods, and services within Round Hill and the Region consistent with the economic and environmental goals of the community plan.

- **Recreation Goal**
  Preserve and enhance the high quality recreational experience of Round Hill and the Region.

- **Public Service Facilities Goal**
  Public services and facilities should be upgraded to support existing and new development and to ensure attainment of environmental targets.

**D. ILLUSTRATIVE PLAN FOR 2007**

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

Recognizing that there are many possible variations of project design and location established in the Community Plan, the Illustrative Plan is provided to give guidance when making the required Section 6.3 findings of consistency. The Illustrative Plan represents the summation and the coordination of the Round Hill Community Plan Elements.
The text and map in this section are provided to indicate the overall planning direction of the Community Plan. They are intended for planning purposes and not as a specific set of enforceable standards. The actual standards of the Community Plan are found in the following Community Plan Elements and the Appendix.

**LAND USE**

Upgrade of Round Hill Area - A key part of the Community Plan is to provide the opportunity and incentive to upgrade and expand the businesses of Round Hill. The Land Use Element envisions a cluster of distinct areas around the U.S. Highway 50/Elks Point intersection (see Figure 1). Each area below has a recommended design theme and suggested uses:

**Round Hill Shopping Center Area**
- **Design Theme:** This area should focus on its position as a crossroad area linking highways, transit, and recreation trails. The focal elements of this area should be on the Round Hill Shopping Center, with linkages to surrounding offices and recreation facilities. The Round Hill Shopping Center sets the architectural theme.
- **Land Uses:** A community serving commercial area of retail, professional offices, restaurants, financial services, and service stations with shared activity plazas and shared parking.

**Dorla Court Area**
- **Design Theme:** Establish an office complex focused on the stream zones and open space. The uses should rely on shared parking with interconnecting walkways and small plaza areas.
- **Land Uses:** An office area of professional offices, real estate offices, restaurants, banking services, government offices and other uses found in an office complex

**U.S. Highway 50 Area**
- **Design Theme:** Establish an attractive outdoor area along U.S. Highway 50 between the commercial areas. The street frontage improvements and set backs on U.S. Highway 50 are similar to a parkway. U.S. Highway 50 will function more as a limited access highway than a town main street.
- **Land Uses:** A buffer area of open space, landscaping, and some sidewalks.

**TRANSPORTATION:**

**U.S. Highway 50 Improvements:** Sidewalks, landscaping, and roadway improvements could upgrade U.S. Highway 50. The four travel lanes, limited access, and no parking should be maintained.

**Elk Point Road Improvements:** Sidewalks, landscaping, and roadway improvements could upgrade Elks Point Road. The two travel lanes, limited access, and no parking should be maintained.
Intersection Improvements: The minor redesign of the U.S. Highway 50/Elks Point Road intersection provides the opportunity to improve traffic flow while assisting with the upgrade of the area. The new intersection should be a landmark.

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

CONSERVATION:

Drainage Improvements: Simple improvements to area-wide stream systems will be implemented to assist in treatment of storm drainage in the Round Hill area.

Scenic Improvements: Improvements to the roadways and intersections (including undergrounding of utilities) are key scenic improvements. Other improvements will occur with development of the commercial sites.

RECREATION:

Trails: Recreation trails connecting Round Hill to Kingsbury, Stateline, and the Lake should be constructed. A trail head will be constructed in the Dorla Court area.
Chapter II
LAND USE ELEMENT

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

A. ROUND HILL COMMUNITY PLAN LAND USE REGULATIONS

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

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

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

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

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

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

B. ROUND HILL COMMERCIAL COMMUNITY PLAN AREA STATEMENT

This Community Plan Area Statement supersedes TRPA Plan Area Statements within the Community Plan boundaries.
PLAN DESIGNATION:

<table>
<thead>
<tr>
<th>Land Use Classification</th>
<th>COMMERCIAL/PUBLIC SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management Strategy</td>
<td>MITIGATION</td>
</tr>
<tr>
<td>Special Designation§</td>
<td>TDR RECEIVING AREA FOR:</td>
</tr>
<tr>
<td></td>
<td>1. Existing Development</td>
</tr>
<tr>
<td></td>
<td>2. Multi-Residential Units</td>
</tr>
<tr>
<td></td>
<td>3. Multi-Residential Incentive Area</td>
</tr>
<tr>
<td></td>
<td>4. Preferred Affordable Housing Area</td>
</tr>
<tr>
<td></td>
<td>(Special Area #2 Douglas County APN 1318-22-001-003 Only)</td>
</tr>
</tbody>
</table>

DESCRIPTION:

Location: This is the commercial area at the intersection of U.S. Highway 50 and Elks Point Road and is located on TRPA map H-15.

Existing Uses: This area has the Round Hill Shopping Mall and other surrounding commercial and residential uses. This area serves the northern portion of Douglas County. The area is 65 percent built out.

Existing Environment: The area is 50 percent moderate hazard, 5 percent SEZ, 27 percent low hazard, and 18 percent high hazard. The land coverage is 38 percent and the disturbance is 10 percent.

PLANNING STATEMENT: This area should continue to serve as a local retail and service commercial node. Opportunities for recreation and tourist accommodations should be provided in this area.

PLANNING CONSIDERATIONS:

1. Scenic Roadway Unit 30 is within this Plan Area and is targeted for restoration as required by the scenic threshold.
2. An economic needs assessment was completed for this area.
3. There is an area-wide land capability challenge for this Community Plan Area.
4. The potential exists for multi-family housing, which could support the shopping center and provide housing opportunities for employees in Douglas County.
5. Landscape improvements and design guidelines for signage, could improve the scenic quality of the area.

§ Amended 12/15/04
OBJECTIVES AND SPECIAL POLICIES:

0 Urban Design and Development: (see the Illustrative Plan, Chapter I, for a description of the Plan and overall design framework).

1. The overall theme for the Round Hill Community Plan is "Local Retail and Services with Opportunities for Tourist Accommodation and Recreation." The themes for subareas of the Community Plan are implemented through the Special Areas. Commercial activities which cater primarily to tourist and residents should be located in the developed area of Round Hill.

   a. Policy: In Special Area 1 (Retail/Service Area), commercial oriented uses are encouraged by the permissible use list.

   b. Policy: In Special Area 2 (Commercial/Tourist/Residential Area), storage, tourist accommodations, and housing are encouraged by the permissible use list. Storage projects should not be visible or shall be screened from view from the scenic corridors.

2. On a human scale, provide unity and continuity of the commercial area through development of a uniform sidewalk improvement, signing, landscaping, and street lighting program.

   a. Policy: All projects expanding units of use, or adding or relocating land coverage shall implement or commit to a schedule to implement, the sidewalk/landscaping improvements fronting its project area. This condition may be waived if the project is in an assessment district already committed to the improvements.

3. Encourage rehabilitation by the remodeling, upgrading, and aesthetic improvement of buildings and structures in need of such improvements.

   a. Policy: All projects shall be reviewed pursuant to the Douglas County Design Review Standards and Guidelines (Appendix B). Appropriate guidelines may be added as conditions of approval.

   b. Policy: Projects which provide substantial rehabilitation by remodeling, upgrading, or other aesthetic improvements shall be eligible for the incentives listed in Subelement D of the Implementation Element.

4. Encourage the upgrading or replacement of commercial advertising signs that detract from the aesthetic appearance of the community.

   a. Policy: Outdoor advertising shall be subject to the standards and guidelines established in the Community Plan Sign Ordinance (Appendix B).

   b. Policy: Nonconforming signs shall be subject to an amortization plan program to provide for the eventual elimination or replacement of such signs.
5. Complete the undergrounding of overhead utilities for Round Hill.

   a. Policy: Pursuant to the scenic target of Chapter IV, all projects within the scenic corridor shall be responsible for removing, relocating or screening overhead utilities as a condition of project approval. TRPA may waive this requirement if the project is part of an undergrounding program or the undergrounding has been determined by TRPA not to be necessary to meet the scenic targets of this Plan.

6. Integrate more landscaping into both private development and public projects.

   a. Policy: Projects with existing coverage in excess of 75% of their project area, shall be required to provide an increase in landscaping equal to 5% of the project area. The landscaping requirement shall be met within the project area or, if not feasible, off site in a related area. This condition may be waived by Douglas County and TRPA, if the project is part of an assessment district which is providing the required increase in landscaping or the landscaping requirement has been met by a previous approval.

7. Implement the recommendations described in the Conservation Element, Scenic Improvements Subelement, for improving overall scenic quality.

   a. Policy: The TRPA and Douglas County shall consider the recommendations of scenic targets of Chapter IV when reviewing projects and where appropriate incorporate conditions of approval to implement the recommendations.

8. The Plan should provide a gateway entrance to Lake Tahoe by providing visitor information services, implementing scenic improvements, and providing intermodal transportation facilities near the U.S. Highway 50/Elks Point Road intersection.

   Commercial Development:

   1. Encourage development and/or activities that will enhance the "year round" economy.

   2. Special event area for arts and crafts shows, seasonal sales, and other similar events shall be established.

      a. Policy: Special event area for arts and crafts shows, seasonal sales, and other similar events should be established as part of the upgrade of Round Hill Mall. The design and regulation of the special event area should allow such events to occur as activities not subject to TRPA review.

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

   Recreation: (See Chapter V Recreation Element for recreation related objectives and policies.)
\( \textbf{Public Service Facilities}: \) (See Chapter VI Public Service Element for other public service related objectives and policies.)

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

\( \textbf{Special Area \#1 (Retail/Tourist/Public Service Area)}: \) The following list of permissible uses is applicable throughout Special Area \#1.

\begin{itemize}
  \item **Residential**
    \begin{itemize}
      \item Employee housing (S), multiple family dwelling (S), nursing and personal care (S), and residential care (S).
    \end{itemize}
  \item **Tourist Accommodation**
    \begin{itemize}
      \item Bed and breakfast facilities (A), hotel, motel, and other transient dwelling units (S), time sharing (hotel/motel design) (S), and time sharing (residential design) (S).
    \end{itemize}
  \item **Commercial**
    \begin{itemize}
      \item \textbf{Retail}
        \begin{itemize}
          \item Building materials and hardware (S), eating and drinking places (A), food and beverage retail sales (A), furniture, home furnishings and equipment (A), general merchandise stores (A), mail order and vending (A), nursery (S), outdoor retail sales (S), and service stations (A).
        \end{itemize}
      \item \textbf{Entertainment}
        \begin{itemize}
          \item Amusements and recreation services (Nevada only) (A), privately owned assembly and entertainment (S), and outdoor amusements (S).
        \end{itemize}
      \item \textbf{Services}
        \begin{itemize}
          \item Animal husbandry services (S), auto repair and service (S), broadcasting studios (A), business support services (S), financial services (A), health care services (A), personal services (A), professional offices (A), repair services (S), schools – business and vocational (A), and secondary storage (S).
        \end{itemize}
      \item \textbf{Light Industrial}
        \begin{itemize}
          \item Small scale manufacturing (S).
        \end{itemize}
      \item \textbf{Wholesale/Storage}
        \begin{itemize}
          \item Vehicle storage and parking (S), warehousing (S), and wholesale and distribution (S).
        \end{itemize}
    \end{itemize}
\end{itemize}
Public Service

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

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

Recreation
Day use areas (A), cross country ski courses (S), outdoor recreation concessions (S), participant sports facilities (S), recreation centers (S), riding and hiking trails (A), and visitor information centers (A).

Resource Management

A. Timber Management
Reforestation (A), sanitation salvage cut (A), thinning (A), timber stand improvement (A).

B. Wildlife and Fishes
Early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), and structural wildlife habitat management (A).

C. Open Space
Allowed in all areas of the region.

D. Vegetation Protection
Fire detection and suppression (A), fuels treatment/management (A), insect and disease suppression (A), sensitive plant management (A), and uncommon plant community management (A).

E. Watershed Improvements
Erosion control (A), runoff control (A), and stream environment zone restoration (A).

§ Amended 2/23/00
Special Area #2 (Commercial Service Area): The following list of permissible uses is applicable throughout Special Area #2.

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

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

Commercial
A. Retail
   Building materials and hardware (S), eating and drinking places (A), food and beverage retail sales (A), furniture, home furnishings and equipment (A), general merchandise stores (A), mail order and vending (A), and nursery (S).

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

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

D. Light Industrial
   Small scale manufacturing (S).

E. Wholesale/Storage
   Vehicle storage and parking (S), and warehousing (S).

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

§ Amended 2/23/00
B. Linear Public Facilities
   Pipelines and power transmission (S), transit stations and terminals (A), transportation routes (S), transmission and receiving facilities (S).

Recreation
   Day use areas (A), cross country ski courses (S), group facilities (S), outdoor recreation concessions (S), participant sports facilities (S), recreation centers (S), recreational vehicle parks (S), riding and hiking trails (A), rural sports (S), and visitor information centers (A).

Resource Management
   Same as Special Area #1 Management

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

<table>
<thead>
<tr>
<th>USE</th>
<th>MAXIMUM DENSITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
</tr>
<tr>
<td>Single Family Dwelling</td>
<td>1 unit per parcel</td>
</tr>
<tr>
<td>Nursing and Personal Care</td>
<td>25 people per acre</td>
</tr>
<tr>
<td>Multiple Family Dwelling</td>
<td>15 units per acre</td>
</tr>
<tr>
<td>Multi-Person Dwelling</td>
<td>25 people per acre</td>
</tr>
<tr>
<td>Residential Care</td>
<td>25 people per acre</td>
</tr>
<tr>
<td>Employee Housing</td>
<td>As per limitations above</td>
</tr>
<tr>
<td>Tourist Accommodation</td>
<td></td>
</tr>
<tr>
<td>Bed and Breakfast Facilities</td>
<td>10 units per acre</td>
</tr>
<tr>
<td>Hotel, Motel and other Transient Units</td>
<td></td>
</tr>
<tr>
<td>• with less than 10% of units with kitchens</td>
<td>40 units per acre</td>
</tr>
<tr>
<td>• with 10% or more units with kitchens</td>
<td>15 units per acre</td>
</tr>
<tr>
<td>Timeshare</td>
<td>15 units per acre</td>
</tr>
<tr>
<td>Recreation</td>
<td></td>
</tr>
<tr>
<td>Group Facilities</td>
<td>25 persons per acre</td>
</tr>
<tr>
<td>Recreation vehicle parks</td>
<td>10 sites per acre</td>
</tr>
</tbody>
</table>

RESIDENTIAL BONUS UNITS: Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Community Plan Area is 0 units.

TOURIST ACCOMMODATION BONUS UNITS: Pursuant to Chapter 35, the maximum number of tourist accommodation bonus units which may be permitted for this Community Plan Area is §§Special Area #2 is 25 units.

§§ Amended 1/27/99
**ADDITIONAL DEVELOPED OUTDOOR RECREATION:** The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Community Plan Area. Specific projects and their timing are addressed in the TRPA Five-Year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time:

SUMMER DAY USES 25 PAOT  WINTER DAY USE 0 PAOT  OVERNIGHT USES 0 PAOT

**COMMERCIAL FLOOR AREA ALLOCATION:** §Pursuant to Chapter 33, the maximum amount of commercial floor area which may be allocated for additional development in the Community Plan Area §§ is 2000 square feet.

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

1. Where applicable, a maximum 65 CNEL override for the U.S. Highway 50 corridor is permissible.

2. The maximum CNEL for property in Special Area #2 abutting residential areas is 55 CNEL.

3. The maximum CNEL for all areas of the community plan except as noted in 1 and 2 above is 65 CNEL.

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§§Amended 10/25/06
§ Amended 10/28/98 deleted
Chapter III
TRANSPORTATION ELEMENT

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

A. EXISTING TRANSPORTATION SYSTEM

Streets and Highways
The private automobile serves as the primary mode of transportation in the Lake Tahoe Basin. One main vehicle route through the Round Hill community Plan area exists with a local street intersecting this highway. U.S. Highway 50 bisects the community plan area and links Nevada and California through the Tahoe Region. In Nevada, this highway enters the Tahoe Basin at Spooner Summit. From that point, travelers can take State Route 28 to Tahoe’s North Shore or continue on U.S. Highway 50 to the south Stateline area. U.S. Highway 50 enters California and the City of South Lake Tahoe just beyond the Stateline Community Plan area. It then continues through the southern portion of the Basin, exiting toward Sacramento at Echo Summit.

U.S. Highway 50 is the only connection between the Round Hill and Kingsbury Community Plan areas and carries both local and regional traffic volume. Within this community plan area, the highway includes four through travel lanes and left turn pockets at road intersections and an entrance to the Round Hill Mall.

Elks Point Road is the primary local street in the area. To the west it accesses the Dorla Court commercial area, the USFS Nevada Beach recreational area and the Elks Point Country Club subdivision. East of its intersection with U.S. Highway 50, it provides access to the Round Hill Mall and adjacent office buildings and the Round Hill subdivision.

Parking Facilities
Parking within the Round Hill Community Plan area consists of a series of parking lots on private property serving commercial facilities. Existing parking seems to be sufficient for the mix of commercial uses. Currently, the community plan area contains approximately 812 vehicle spaces.

Transit Facilities
No transit facilities currently serve the Round Hill Community Plan area.

Pedestrian Facilities
A 15’ stretch of sidewalk runs along the Elks Point Road entrance to the American Federal Savings Bank. This represents the only pedestrian facility within the community plan boundary. Frequent pedestrian travel occurs along Elks Point Road during the summer between the campgrounds at Nevada Beach and the shopping areas at Round
Hill. However, as Elks Point Road carries only light volumes, safety conflicts between vehicles and pedestrians are minimized.

**Bicycle Facilities**

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

**Existing Traffic Conditions**

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

In order to determine the existing LOS within the community plan area, turning movement counts were taken at the U.S. Highway 50/Elks Point Road intersection. These counts occurred on a Saturday between 11:00 a.m. and 1:00 p.m. during July, 1988. Peak hour traffic volumes for tourist and recreational areas are considered highest at noon Saturdays, during the late summer months. This contrasts to non-recreational areas which display peak volumes during weekday commuting hours. These counts formed the basis of the V/C and LOS analysis. The existing peak-hour LOS at this intersection is shown in Table T-1.

<table>
<thead>
<tr>
<th>U.S. Hwy 50/ Elks Point Road</th>
<th>B</th>
<th>0.68</th>
</tr>
</thead>
</table>

**TABLE T-1**

**EXISTING PEAK HOUR INTERSECTION LEVELS-OF-SERVICE**

<table>
<thead>
<tr>
<th>SUMMER</th>
<th>LOS</th>
<th>V/C</th>
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<tbody>
<tr>
<td>U.S. Hwy 50/ Elks Point Road</td>
<td>B</td>
<td>0.68</td>
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</table>

Source: TKJM October, 1988

**B. TRANSPORTATION OBJECTIVES AND POLICIES**

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

1. TRPA, Douglas County, NDOT, other transportation related agencies, and the business community shall take appropriate action to implement the Community Plan related measures listed in the Action Element of the TRPA Regional Transportation Plan.

   a. **Policy:** The improvements listed in the Proposed Transportation Improvement section below, shall be implemented as conditions of project review pursuant to Policy 1.b. of the Conservation Element or as part of the implementation of the CIP of Chapter VII.
b. **Policy**: A first priority for available funds shall be for projects listed in the Chapter VII CIP, because they maintain existing LOS to a Level D or better within the CP area and help achieve the Threshold Related Targets.

2. Reduce dependency on the automobile by making more effective use of existing transportation modes and of public transit to move people and goods.

a. **Policy**: Implement strategies to increase ridership of mass transit to encourage less reliance on private automobiles. This includes:

1) Extension of STAGE service to Kingsbury residential and commercial areas and to Round Hill;

2) Increased use and coordination of private shuttle services; and

3) Provisions for transit facilities.

b. **Policy**: Bus turn-outs, shelters, park and ride lots, and other related facilities or programs listed in TRPA, Douglas County, or STAGE CIPs may be required as conditions of approval for projects pursuant to Conservation Element Policy 1. b.

3. Provide a safe and efficient highway transportation system for the users of the Kingsbury area and the others passing through.

a. **Policy**: The level of service on major roadways (i.e., arterial and collector routes) shall be LOS D and signalized intersections shall be no lower than LOS D. (Level of Service "E" may be acceptable during peak periods, not to exceed 4 hours per day).

b. **Policy**: All projects shall analyze and mitigate their traffic quality impacts pursuant to Chapter 93 of the TRPA Code of Ordinances. The improvements listed in this element shall be added to the list of mitigation measures in subsection 93.3.C(2) and (3). Traffic/air quality impacts can be mitigated by the project or through an areawide assessment district or other plan CIP measures.

c. **Policy**: As a condition of project approval or as part of implementing the CIP, consideration should be given to reducing the number of ingress/egress points along Elks Point Road and U.S. Highway 50 by combining and realigning driveways to improve traffic flow and eliminate pedestrian conflicts.

4. The transportation system shall be an integral part of the Community Plan and will be consistent with other objectives such as scenic restoration, community design, SEZ restoration, and open space.

a. **Policy**: All transportation related projects shall be subject to mitigation programs, the Douglas County Design Standards and Guidelines (Appendix B).

b. **Policy**: The highway improvement projects shall be designed to help
maintain the strong sense of the natural environment that is key to the attraction of the Lake Tahoe area. The U.S. Highway 50/Elks Point Intersection should not be dominated by views of large expanses of highway, and signage.

5. Identify and provide sufficient funding to finance the projects in the capital improvement program (CIP).
   a. **Policy**: TRPA shall continue to implement and refine the existing mitigation fee program (Chapter 93 of the Code) for funding transportation capital improvements.
   b. **Policy**: Projects may be exempt from Policy a. above, if the projects meet the requirements of the incentive program described in Section C of Chapter VII.
   c. **Policy**: Contributions to the implementation of improvements listed in the Chapter IV Matrix as eligible for substitute mitigation fees may be credited for the requirements of Policy a. above.

6. To improve circulation, reduce vehicle trips, and to improve access to the public recreational areas, a network of recreation trails and sidewalks shall be constructed.
   a. **Policy**: Develop pedestrian linkages between parking lots throughout the CP area to allow free access and reduce VMT.
   b. **Policy**: Develop a parking program throughout the CP area. The program shall consider employee parking and shared parking.
   c. **Policy**: Pedestrian and recreation trail (bicycle) facilities identified in Figure 3 shall be constructed as part of the CIP of Chapter VII or pursuant to conditions of project approval.

7. Transportation systems management (TSM) strategies shall be encouraged to reduce peak-period traffic and total vehicle miles traveled.
   a. **Policy**: All transportation entities servicing the Community Plan area should become members of a Southshore transportation management association (TMA).
   b. **Policy**: Encourage consolidation of existing shuttle buses through the TMA.
   c. **Policy**: Implement transportation demand management (TDM) strategies such as an employer-based trip reduction program, transit incentives, directional signing, ride sharing program, and postal delivery system improvements.
C. PROPOSED TRANSPORTATION IMPROVEMENTS

The following improvements are needed to implement the policies listed above. These listed improvements represent a refinement of the Action Element of the TRPA Regional Transportation Plan and the improvements of the Douglas County Transportation Plan. A further description of the transportation CIPs, including cost and scheduling of the improvements described below, may be found in the Implementation Element.

θ Streets and Highways

1. Intersection Improvements - When warrants are met, improve the U.S. Highway 50 and Elks Point Road intersection. Improvements should include right turn lanes on U.S. Highway 50 and Elks Point Road.

2. Traffic Flow Improvements - To facilitate better traffic flow on U.S. Highway 50, existing businesses need to share driveways and limit direct roadway access parking. This action will also reduce coverage, improve scenic quality and promote pedestrian travel between businesses.

θ Parking Facilities

1. On-Site - All parking requirements shall be met on-site or with joint use parking facilities. Also, additional use of transit, sidewalks, urban design, and bicycle facilities should help absorb limited increases in use.

2. Transit Facility - A transit facility should be developed on the Round Hill Mall properties abutting U.S. Highway 50. This facility should provide for joint use parking, employee parking, and park-and-ride parking. STAGE, casino shuttles, and ski area shuttles should serve this facility.

θ Transit Facilities

1. STAGE Extension - The RTP calls for STAGE service extension to the Kingsbury commercial and residential areas and on to Round Hill.

2. Private Shuttles - The casinos and other private entities should continue to implement service for the Bijou to Kingsbury area.

3. Transit Facilities - A small transit facility shall be located in the Round Hill area (see Parking above) in the Round Hill Shopping Center. This CP encourages provisions for shuttle/bus stops.

θ Pedestrian Facilities

1. Sidewalks§ - The construction of sidewalks along Elks Point Road and U.S. Highway 50 shown in Figure 3 and Figure 20-2 should occur in phases. This should include landscaping, lighting, and trash receptacles. The sidewalks on Elks Point Road from Dorla Court to Nevada Beach should have the appearance of a bike/recreation trail.

2. Important Linkages - The construction of pedestrian links between Round Hill Mall and the Dorla Court commercial area will allow and encourage pedestrian travel. This includes a stable path or stairway from the mall

§ Amended 12/16/98
parking lot to the Elks Point Road/U.S. Highway 50 intersection. Sidewalks extending down Elks Point Road and along both sides of Dorla Court complete this connection. Sidewalks should also front the gas station and laundromat with a stable path through a pedestrian easement linking the end of Dorla Court. The conceptual design of the sidewalk system is shown in Chapter 20 of the Design Standards and Guidelines.

Bicycle Facilities

1. Recreational Trail System - To improve circulation, reduce vehicle trips, and improve public access to recreational areas, the construction of the conceptual trail system shown in Figure 3 and Figure 20-2 is needed. The improvements include: 1) a pedestrian and bicycle trail linking Round Hill to Douglas County Middle School side of the proposed park; 2) a pedestrian and bicycle trail to Nevada Beach; 3) a hiking trail to the Round Hill Resort, and 4) a bike route and bike paths linking Nevada Beach Trail to the Round Hill/Douglas County Middle School Trail.

§ Amended 12/16/98
Chapter IV
CONSERVATION ELEMENT

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

A. CONSERVATION OBJECTIVES AND POLICIES
The following numbered objectives relate to the Conservation goal found in the Community Plan Goals section of Chapter I. To meet the Objective, the following specific policies are adopted as standards.

1. Ensure the attainment and maintenance of the environmental threshold related targets established for the Community Plan.
   
   a. **Policy:** TRPA may review progress on target attainment periodically and make adjustments to the targets and implementation schedules. The incentives (except for substitute mitigation fees) shall be in effect until December 31, 1996.

   b. **Policy:** The implementation of requirements listed in the Environmental Target Subelement shall be required as conditions of approval on projects relying on CP incentives where appropriate. Environmental mitigation required as conditions of approval, shall be commensurate with the magnitude and impact of the proposed project.

B. ENVIRONMENTAL TARGETS
The following identifies opportunities for environmental improvement associated with the Round Hill Community Plan. Achievement of the environmental targets is an important consideration for approving CPs and any development bonuses and is linked to key implementation strategies. Chapter VII provides further details on the implementation programs.
## ROUND HILL COMMUNITY PLAN FOR ACHIEVEMENT OF TARGETS
*(symbols) are explained in the text following the matrix*

### ROUND HILL CP REQUIREMENTS
8/15/93

<table>
<thead>
<tr>
<th>CP MEASURES</th>
<th>CP TARGETS</th>
<th>PROJECT REVIEW</th>
<th>CP CIP</th>
<th>CP EIS/EIR MIT</th>
<th>THRESH. FIND</th>
<th>TRPA REQ.</th>
<th>SUB WQ FEE</th>
<th>SUB AQ FEE</th>
<th>COV. FEE</th>
</tr>
</thead>
</table>

### A. TRAFFIC/AIR QUALITY

1. **LOS Policy**  N  X  X  RTP
2. **Highway Improvements**  
   - Hwy 50/Elks Point Intersection  E  X
3. **Parking Program**  
   - Parking Ordinance  N  X  X  X  PLN
   - Facilities & Management Plan  E
4. **Transit Improvements**  
   - STAGE Extension  N  X  X  X  RTP
   - Private Shuttles  E  X
   - Transit Facilities  N  X  X  X  RTP
5. **Pedestrian Improvements**  
   - Hwy 50/Elks Point  N  X  X  X  RTP
6. **Recreation Trail Improvements**  
   - Round Hill/Lake Trail  N  X  X  X  X  RTP
   - Kingsbury/R.H. Trail  N  X  X  X  X  RTP
7. **Mitigation Fee**  N  X  X  X  CDE
8. **Transportation Management Strategy**  
   - Membership  E
   - Ridership Incentives  N  X  X  X  RTP
   - Van Pools  N  X  X  X  RTP
9. **Land Use**  
   - Residential/Tourist  E  X

### B. SEZ RESTORATION

1. **SEZ Target (.1 acre)**  
   - West Bourne (.1 acre)  N  X  X  X
   - North Bourne (.2 acre)  N  X  X  X
ROUND HILL COMMUNITY PLAN FOR ACHIEVEMENT OF TARGETS
(symbols) are explained in the text following the matrix

<table>
<thead>
<tr>
<th>CPMEASURES</th>
<th>CP TARGETS</th>
<th>PROJECT REVIEW</th>
<th>CP CIP</th>
<th>CP EIS/EIR MIT</th>
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<td>4. SQIP Program</td>
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<td>5. Underground Policy</td>
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<td>D. LAND COVERAGE REDUCTIONS</td>
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<td>1. L.C. Target (.55 acre)</td>
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<td>2. 80% Restoration Target (1.1 acre)</td>
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<td>West Bourne (1 acre)</td>
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<td>CDE</td>
<td>CDE</td>
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<tr>
<td>North Bourne (.25 acre)</td>
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<td>E X X X</td>
<td>CDE</td>
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<td>X X</td>
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<td>Carson Furn. (.2 acre)</td>
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<td>3. Area-wide Drainage System</td>
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<td>F. NOISE</td>
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<td>G. RECREATION TARGET</td>
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<td>1. Beach Access Policy</td>
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<td>2. Recreation Targets (900 DCP)</td>
<td>N X X</td>
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<td>X RTP</td>
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<td>Lake Access (500)</td>
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<td>Recreation Trails (50)</td>
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<tr>
<td>Trail Head (25)</td>
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<td>X RTP</td>
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</tbody>
</table>

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

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

TRAFFIC
Traffic problems identified in the Round Hill area and throughout the region present numerous opportunities for air, water and traffic improvements.

Base Line: There were 1,700,000 vehicle miles traveled (VMT) in the region in 1981. Approximately 11,250 of those vehicle miles had origins or destinations in the Round Hill Community Plan Area.

The RTP indicates that in 1985, the Elks Point/U.S. Highway 50 intersection operated at level-of-service B during the summer. See the Transportation Element for further detail.

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

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

Regional Plan Requirement: The TRPA Regional Transportation Plan (1988) requires Round Hill to attain service level D on urban roads, attain service level D for intersections (four hours may be LOS E), implement parking restrictions on congested roadways, and to reduce dependency on the auto. The RTP requires implementation of improvements in the Action Element and the VMT control measures listed in the RTP EIS. The following LOS and VMT measures directly relate to Round Hill:

LOS Measures
a. None

VMT Measures
a. Community Plans with Multi-Modal and Parking (deleted as a requirement in the 1992 RTP) - 40,000 to 60,000 VMT.
b. Casino Employee Van Pools - 20,000 to 25,000 VMT Basin-wide.
c. Bus extensions from Stateline to Round Hill, up Kingsbury Grade, and to Zephyr Cove - 3,000 to 6,000 VMT
d. Ridership Incentives - 5,000 to 10,000 VMT Basin-wide
**Round Hill Target:** The CP targets are as follows:

a. Attain Round Hill’s fair share of the CP target and provide assistance in implementation of improvements in b. through e. above. Round Hill's estimated fairshare of the a. above is 2.5 percent (based on 1981 Round Hill VMT/Total 1981 CP VMT). The actual reduction for 2007 should be 1,500 VMT or 750 VMT for 1997.

b. At a minimum, maintain a LOS D at the Highway 50/Elks Point Road intersection.

   (1) U.S. Highway 50/Elks Point Road

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

a. Besides the 1,300 to 1,500 VMT reductions for land use changes, the key non-land use strategies are:

   (1) Parking Program - Estimate unknown until program is adopted.
   (2) Private Shuttle - Estimate not significant for VMT for CP credit.
   (3) Sidewalk/Rec. - Estimate not significant for VMT for CP Trail System credit.
   (4) Where appropriate, assist the implementation of the other programs listed in VMT measures b. through d. above.

b. For LOS targets, the key strategies are the construction of the U.S. Highway 50/Elks Point Road intersection improvements listed in the Transportation Element.

c. For the carbon monoxide air quality target of 9 ppm and the U.S. Highway 50 traffic reduction target, there are no strategies required.

**STREAM ENVIRONMENT ZONES**

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

**Base Line:** There are approximately 3.25 acres of SEZ in the Round Hill CP, of which, about 0.4 acres are covered or disturbed.

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

**Regional Plan Requirement:** The TRPA 208 SEZ Restoration Program does not target any SEZ restoration for the Round Hill area.
**Round Hill Target:** The CP Stream Zone Restoration Program targets approximately 25 percent or 0.1 acres for restoration for 2007. The 1997 CP target is 0.1 acres which is in excess of the 208 Plan target for this area.

**Key Implementation Strategies:** The following 0.3 acres are listed as possible areas for restoration. Restoration may occur in conjunction with implementation of the CIP and other proposed projects. Volume III, SEZ Protection and Restoration Program and this list may be updated as new information becomes available.

<table>
<thead>
<tr>
<th>Site</th>
<th>Restoration</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Bourne</td>
<td>0.1 acre</td>
</tr>
<tr>
<td>North Bourne</td>
<td>0.2 acres*</td>
</tr>
</tbody>
</table>

**SCENIC**

TRPA Scenic Thresholds identify opportunities for scenic restoration throughout the Region. The TRPA Scenic Implementation Program targets the Round Hill roadway unit for specific scenic improvements to meet the thresholds.

**Base Line:** The 1982 Inventory identifies three distinct resources within Unit #31: Meadow. The most distinctive of these in terms of establishing the character of the unit is the wide expanse of meadow situated northwest of Tahoe Village (Subcomponent #2 as shown on the Roadway Unit map on the following page). The meadow dominates the foreground views, but its openness also provides the opportunity for high-quality long distance views of the lake and the dramatic mountain ridgelines in the El Dorado National Forest (Subcomponent #1 on the Roadway Unit map). The third resource is the stretch of natural forest that borders the roadway in the north end of the unit (Subcomponent #3 on the Roadway Unit map). This forested area has gentle topography and only minor openings in it, but derives much of its character from its generally undeveloped, natural condition.

The 1988 travel route rating and scenic resource threshold for the unit are as follows:

- Travel Route Rating: 14
- Scenic Resource Threshold: 3

This unit is in the unusual situation of having the areas that detract most from its scenic quality all being located outside the unit rather than within it. The commercial and residential development adjacent to the unit on the south, the highrise casino development at Stateline, and the commercial development just north of the unit all impact the unit’s natural character and reduce the overall scenic quality.

The shopping center that is located just north of Elks Point Road is much more sensitively handled than the development at the south end of the unit, but additional landscaping of the gas stations and other structures (e.g. furniture store near the intersection with Elks Point Road) would improve the transition from natural forest to commercial center.
**TRPA Threshold:** TRPA Thresholds require TRPA to attain and maintain Scenic Route Ratings at 15+ for Highway Units and 7+ for Shoreline Units.

**Regional Plan Requirements:** The Regional Plan requires implementation of the Scenic Quality Improvement Program or an equal or superior program of the CP (including the Restoration Program, Design Review Guidelines, Design Standards and Outdoor Advertising Standards). For 1997, the SQIP requires a 27 percent improvement in roadway unit scores and a 33 percent increase in shoreline unit scores for nonattainment units.

**Round Hill Target:** The CP shall attain its share of SQIP threshold targets for 1997 and 2007 through implementation of the CP Scenic Quality Improvement Program. The basis of this share is explained in the EIS.

**Key Implementation Strategies:** The Round Hill Community Plan responds to the SQIP recommendations by providing design improvements and regulations related to a series of design theme/activity zones in the Illustrative Plan. The urban character is established by upgrading of the overall architectural quality, by providing variety, by improving character, and by providing environmental improvements. The following recommendations are made with the intent to simplify and upgrade the character and quality of the area:

a. **Architectural Style.** Scenic and visual quality is not a question of style and no specific architectural style or design theme is being recommended. The goal should be for design solutions that are compatible with the natural environment and contribute to the character and quality of the built environment. Lack of variety (sameness) is not a goal and should be discouraged as an end result. The linkage should be in the common street improvements as noted in Chapter 20 of the Design Standards and Guidelines.

b. **Building Materials.** Building materials should be predominantly natural or natural appearing. Aluminum, steel, plastic and plain plywood board siding should be discouraged. See Design Standards and Guidelines.

c. **Building Colors.** Exterior building colors should be compatible with the surrounding natural and man-made environment, and not compete with surrounding elements for attention (i.e. the building color should not in any way become "signing" for the site). Generally, building colors should be subdued with natural colors being preferable. Primary or other bright colors, should be used only as accents and then sparingly such as upon trim. See Design Standards and Guidelines.

d. **Building Height.** From the standpoint of scenic quality, it is important that building heights not exceed the height of existing forest cover. Even when taller buildings are not a visual problem from within the commercial district, when they rise above the natural screening provided by the forest they become visible from viewpoints at great distances around the lake and thus detract from the natural character of the environment. See Design Standards and Guidelines.
e. **Access Drives.** Commercial developments should provide limited and clearly defined access drives rather than permitting unrestricted vehicle access along the entire property frontage. See Design Standards and Guidelines.

f. **Parking.** Parking areas should be placed in the rear or side yards of commercial properties whenever possible rather than in front yard setbacks. When parking areas are located along the building frontage a landscaped buffer strip should be provided between the roadway and the parking area. Landscaping pursuant to the Design Review Standards and Guidelines should be utilized around the perimeter and within all parking areas to provide definition and to screen views of parked cars. See the Design Standards and Guidelines for possible solutions.

g. **Lighting.** Lighting along the main roadway and in many of the larger parking areas utilizes tall light standards that result in the light sources (lamps) being visible from areas quite distant from the area being illuminated. The elevated lamps also result in a bright, even quality of light that covers large areas. Both these lighting characteristics detract from the scenic character of the area. Generally, night lighting should be done in a selective fashion and not exceed the amount of light actually required by users and viewers. See the Design Standards and Guidelines.

h. **Landscaping.** Landscape treatments should be encouraged around all structures as a means of creating more attractive and better integrated developments. Landscaping should be utilized to soften building contours, mitigate building scale, reduce the amount of paved or dirt areas, and provide a visual transition between building, site, and surrounding setting.

Encourage additional landscape improvements at the businesses located near the intersection of U.S. Highway 50 and Elks Point Road. The purpose of such landscaping would be to soften the transition between natural and commercial areas and to better integrate the developed areas with their forest surroundings. The landscaping should maintain necessary roadside visibility while creating a visual buffer that mitigates the scale of the structures, softens building contours, and screens views of unsightly or non-essential elements. See the Design Standards and Guidelines for possible solutions.

i. **Signs.** Signs should be brought into compliance with the Sign Ordinance, Appendix B. The goal should be to provide a coordinated system of signs that clearly identifies individual enterprises yet minimizes the competition between signs and their contrast with the natural environment.

j. **Utility Lines.** Overhead utility lines should be placed underground whenever possible. Any utility lines which must be maintained above ground should be located away from the main corridor or screened so
as not to detract from views or the overall visual quality of the area. See Urban Design Policy in Chapter II and CIP in Chapter VII.

☐ LAND COVERAGE
Numerous opportunities to mitigate excess land coverage exist throughout Round Hill.

 Base Line: Based on the updated Land Capability Map (Figure 5), the allowable land coverage is estimated to be 9.4 acres; the disturbed and soft coverage areas are estimated to be 2.8 acres; and the hard coverage is estimated to be 23.3 acres. The estimated land coverage in the area is 37.8 percent.

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

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

 Round Hill Target: The twenty year CP target is 1.1 acres. The ten year target is one half of the 20 year target. The ten year target for the excess coverage is 0.55 acre of hard coverage.

 Key Implementation Strategies: The following site is listed as a possible area for restoration and landscaping (Figure 6). Restoration may occur in conjunction with implementation of the CIP and other proposed projects. This list may be updated as new information becomes available.

<table>
<thead>
<tr>
<th>Site</th>
<th>Hard Coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private</td>
<td>0.5 acre</td>
</tr>
</tbody>
</table>

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

 Base Line: Currently fewer than 15% of the private parcels have BMPs.

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

 Regional Plan Requirement: The Regional Plan requires the application of Best Management Practices (BMPs) to all properties within 20 years. The Plan also requires the restoration of 80 percent of the disturbed lands within the Region. The TRPA CIP indicates the Round Hill area needs at least $700,000 for curb and drainage improvements.

 Round Hill Target: The CP shall complete its areawide drainage systems by 1997. The CP 1997 target for restoration is 1.1 acres.
Key Implementation Strategies: The following programs and improvements are key strategies to achieving the above targets:

a. Areawide Solutions: To implement areawide solutions, the Plan proposes to construct a series of detention basins and wetlands, interconnected by pipes and stream channels. This is to be implemented by one or more improvement districts. The basic design principles of this plan are as follows:

(1) Use of existing or restored wetlands is the preferred method for retention and treatment of storm runoff. Artificial wetlands and engineered solutions may be considered as alternatives.

(2) Contributors to the areawide solutions may substitute those contributions for the TRPA mitigation fee requirement. While not exempt from Chapter 25 requirements, users may meet their BMP onsite infiltration requirements related to storm water storage and treatment, in whole or in part, through proven areawide systems.

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

The areawide system concept is shown in Figure 7 (also see Chapter VII for CIP description). The drainage concept of the Round Hill Community Plan is to use the existing drainage ways which come together at the lower end of the plan area (west side). At the lower end, all the drainages dissipate into the ground and there are no channels continuing to the Lake. The area-wide concept would be to build on the natural system by stabilizing the drainage ways, protecting the drainage ways and percolation areas.

b. Onsite Solutions: In addition to the areawide solutions identified above, each project within the Community Plan Area shall be subject to TRPA Code of Ordinances Chapter 25 requirements for paving parking and drives, slope stabilization, revegetation, and providing snow storage areas.

In cases where the property is not considered part of the areawide system, drainage improvements will be required pursuant to Chapter 25.

In cases were the property is part of the areawide drainage system, but the areawide drainage system requires onsite improvements or recommends onsite retention systems to reduce loadings, mitigation funds should be made available.
Figure 6
RESTORATION PROJECTS
Douglas County Community Plans

NOTE: All project locations are schematic. See the text for location descriptions.
c. The following 2.4 acres of CIPs are listed as possible areas for restoration. Restoration and some paving of these areas may occur in conjunction with implementation of the CIP and with project approvals.

<table>
<thead>
<tr>
<th>Site</th>
<th>Restoration</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Bourne</td>
<td>1.0 acre</td>
</tr>
<tr>
<td>North Bourne</td>
<td>0.5 acre</td>
</tr>
<tr>
<td>Carson Furniture</td>
<td>0.2 acre</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>0.2 acres</td>
</tr>
</tbody>
</table>

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

Base Line: The Douglas County Community Plan EIS measured CNEL for Round Hill in 1991 as follows:

- Special Area #1 54.6 CNEL
- U.S. Highway 50 at 300 ft. 61.5 CNEL

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

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

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

- Special Area #1 65 CNEL
- Special Area #2 NE 65 CNEL
- Special Area #2 SW 55 CNEL
- U.S. Highway 50 65 CNEL

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

a. TRPA shall require application of techniques for noise control such as use of setbacks, use of barriers, site design, use of vegetation, use of sound absorbing materials, and building design.

b. TRPA shall implement the requirements of Chapter 23 of the Code.
LEGEND

- Pre-treatment drop inlets (with or without storage potential)
- Pipe
- Enhanced SEZ treatment
- Infiltrate most runoff
- SEZ Restoration Project

Figure 7
PROPOSED DRAINAGE / SEZ RESTORATION
Douglas County Community Plans EIS

NOTE: Project locations are schematic. See the text for location descriptions.
Chapter V
RECREATION ELEMENT

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

A. EXISTING RECREATION FACILITIES

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

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

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

6. 4-H Camp  This property, owned by the University of Nevada, Reno, is available as a group camp for organizations such as the 4-H and the Gifted Music Students of Nevada.

7. Elks Point Community Beach  This area includes 260’ of beachfront and a 40 slip marina. It serves the residents of the Elks Point subdivision and their guests. No general public access is allowed.

8. Douglas County Kingsbury Park  This property is located behind the Douglas County Government Center. It is the site of an approved but undeveloped community park. The County is currently considering a recreation center for the site.

PUBLIC RECREATION AGENCIES - The primary public agencies which provide recreational amenities in the planning area are; Douglas County Parks Department, Douglas County Recreation Department and the U.S. Forest Service (USFS). In addition, Nevada State Parks plans future participation in offering area recreation opportunities. Figure 8 depicts the existing recreation facilities in the area.

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

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

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

Most of Douglas County's existing recreational facilities within the basin are located at the Zephyr Cove Elementary School and Douglas County Library sites. This area contains softball fields, playgrounds, and tennis courts.
U.S. Forest Service: The USFS owns land surrounding the community plan areas. The Round Hill Management Area encompasses land lakeward of U.S. Highway 50 between the state line and Cave Rock. The steeper terrain upslope of the commercial areas lies within the Heavenly Valley and Genoa Management areas. Within these units near the CP areas, the USFS operates the Nevada Beach campground and beach and owns the Round Hill Pines Resort, operated by a concessionaire. (The Zephyr Cove Resort and Logan Shoals, also owned by the USFS and operated by concessionaires, are nearby, yet outside the area of immediate study and will not be addressed in this plan.) Heavenly Valley also operates on USFS land under the provisions of a special use permit.

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

1) Trail linkages between Nevada Beach and Round Hill Pines beach.

2) Increased public beach access through development of use and development plans for Round Hill Pines Resort.

3) A trail and vista opportunity on Round Mound, accessed from Nevada Beach and Round Hill Pines Resort.

4) Trail and interpretive development in the Rabe Meadow and Jennings Casino site.

5) Expansion of the heavily used Nevada Beach Campground.

For Heavenly Valley, the 1988 Plan allows a ski area master plan revision to accommodate a maximum of 5,400 additional SAOT (skiers at one time) within the basin and 3,600 additional SAOT outside the basin. The plan recognizes the limits of additional parking and would allow an aerial tramway or other conveyance from the casino core to East Peak or the California base facilities. That master plan revision process is currently underway with a draft plan/DEIS scheduled for release in the winter 1994. Erosion control and visual improvement is considered a high priority for the area.

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

B. RECREATION OBJECTIVES AND POLICIES

The numbered objectives below are related to the Recreational Goal found in the Community Plan Goals section of Chapter I. The following special policies are adopted as standards to implement the objectives.

1. Improve pedestrian connections between plan areas along U.S. Highway 50.
2. Provide connections to recreation areas located outside of the CP area.

   a. **Policy**: Develop a trail system that links this area with: 1) the Nevada Beach development and the Round Hill Pines Resort; 2) an upgraded trail system in the Jennings Casino site and Rabe Meadow area; and 3) the bike and pedestrian trail between the Kingsbury and Round Hill Community Plan areas. A portion of the latter trail currently exists between the Middle School and Lower Kingsbury, although it must be extended to Round Hill.

   b. **Policy**: Provide trailheads to backcountry trails from each of the three Douglas County Community Plan areas. In the Round Hill CP area, three trailheads will provide access to bike and pedestrian trails as well as other forest trails. The three include: 1) east of U.S. Highway 50 at the entrance to the bike and pedestrian trail to the Kingsbury SP area; 2) on the east side of Elks Point Road accessing the forest areas of Nevada Beach; and 3) on the west side of Elks Point Road accessing a trail to Round Hill Pines Resort.

   c. **Policy**: Coordinate shuttle services with ski areas, beach operators, tour boat operators and other recreational service providers.

3. Increase public access to Lake Tahoe.

   a. **Policy**: Improve transit and trail opportunities that access recreation facilities year-round. Extend Stage summer-time beach shuttle service to include Nevada Beach, Round Hill Pines Resort, and Zephyr Cove Resort. Build the recreational trail system described above.

   b. **Policy**: Increase the length of season the USFS opens Nevada Beach and Round Hill Pines beach to better utilize beach access at existing facilities. At a minimum, day use activity should be available from April 1st through Thanksgiving.

4. Encourage public and private recreational development within the framework of the Regional Plan in the areas surrounding the CP.

   a. **Policy**: Encourage USFS expansion of the Nevada Beach Campground to increase the number of units at this popular facility. Providing winter camping should be considered.

   b. **Policy**: Encourage master plan development of the Round Hill Pines resort that will assess increased recreational, and educational (both environmental and historical) use of the site. A trail that links Nevada Beach to the Resort with vista opportunities should be developed in the near future.

5. The Round Hill Community Plan target for outdoor recreation is an overall increase of 575 Design Capacity For People (DCP). Included in the increase
in capacity is 500 DCP (with Kingsbury and Stateline CP) for improved lake access, 50 DCP increase in recreation trails, and 25 DCP for a trail head.

C. PROPOSED RECREATION IMPROVEMENT
The following improvements are a list of improvements that would implement the policies above.

- **IMPROVED ACCESS**
  1. **Improved Lake Access [500 DCP]** - The plan relies on three basic approaches to improve access to Lake Tahoe in the target area noted on Figure 8. Due to the nature of development in the immediate area of the casino core, the primary method of access shall rely on increased use of trails and transit to reach new and existing public beach and marina facilities. This will allow increased use beyond the capabilities of the parcels to support parking. Beach access would be through the recreational trail system to Nevada Beach, the 4-H Camp Beach (if access acquired), and other beaches if part of the Plan.

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

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

  2. **Recreational Trail System** - The plan requires the implementation of a recreational/bike trail system, mostly located east of U.S. Highway 50 and linking recreational facilities. The map shows possible alignments.

     Policy 2.a. also calls for upgrading trails on USFS property in the Jennings Casino site and Rabe meadow area. These trails shall not be paved, although specific edging is recommended to prevent a gradual widening. The surface shall be stabilized as necessary to prevent erosion.

     A third trail required would link Nevada Beach and Round Hill Pines Resort, climbing Round Mound with historic interpretive and vista opportunities. This should be a pedestrian trail only.

  3. **General Recreation Access** - Policy 2.c. supports the important role played by private recreation providers who offer shuttle service to their facilities. Increased coordination between these services and public entities will increase their efficiency and ridership.

- **DEVELOPED FACILITIES**
  1. **Trailheads and Trail System** - The community plan calls for development of trailhead facilities to access backcountry and trail recreational experiences.
These trailheads will consist of 3 to 5 parking spaces, picnic table(s), trash cans, and environmental and trail information. The trails are those described in the Transportation Element which connect Round Hill with the Middle School, Nevada Beach, and Round Hill Pines Resort.

2. **Kahle Community Park** - The Community Plan calls for community park facilities, and a community center. The community center should include gyms, tennis courts, locker rooms, swimming pool, and craft/meeting rooms.
Chapter VI
PUBLIC SERVICE ELEMENT

This Element is a supplement to the Public Service and Facilities Element of the TRPA Goals and Policies Plan. This Element identifies the existing public services, sets forth Objectives and Policies, and identifies needed public service facilities.

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

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

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

1. Water Supply: Water purveyors in the Lake Tahoe Basin are numerous and the Douglas County community plan areas are supplied water by a total of four entities. Round Hill is supplied by the Round Hill General Improvement District (RGID), which draws water from Lake Tahoe to meet its needs. RGID operates with three water permits on which they file extensions annually. The permits specify that the water is for single family use on specific lots in the Round Hill Village Subdivisions located outside the CP area. The subdivisions are partially built-out. The District holds no outstanding water rights for the community plan area.

At the present time, the Nevada State Water Engineer is not granting new applications for water allocations in the Tahoe Basin. Without new allocations, water for expansion of existing uses, redevelopment with higher consumption rates, or new development projects must acquire water rights from previous allocations to other sites/entities. Numerous permits for water granted over the years have not been fully utilized and could be available for transfer. For water rights transfer, a Change Application must be filed with the State Engineer and approved. It is a relatively routine matter to transfer rights from previous allocations to other sites as long as the transfer is between properties within the State of Nevada, within the Tahoe water basin, and does not impair any existing property rights.
Although this situation does not allow extensive growth, it may be sufficient to meet the limited growth needs of this area since additional development would occur through transfer of development. Each project must specifically address the water supply issue individually and show adequate water supply to meet its needs. All water rights privately obtained for commercial development within the RGID service area must be transferred to the District.

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

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

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

The Douglas County landfill receives approximately 83,000 tons of refuse a year and is nearing capacity. In 1988, the Douglas County Board of Commissioners instructed a task force to identify potential sites for a new landfill. After intense public opposition surfaced to the sites identified, the Board reformed the task force with more local representation and began the process anew. The landfill in Douglas County will be closed and converted to a transfer station in the fall of 1993. All solid waste will be shipped to Storey County. South Tahoe Refuse is currently investigating the costs and benefits to an extensive recycling program to help relieve the landfill burden. In addition, some private interest has been expressed in developing a similar service.

3. **Police and Fire Protection**: The Douglas County Sheriff's Department provides police services for unincorporated Douglas County, which includes the community plan areas. (Traffic enforcement on State Routes and US Highways is provided by the State Highway Patrol.) The Lake Tahoe Substation, located in the Douglas County Administration Office in the Kingsbury Community Plan Area, is the base of operations for service of the Douglas County portion of the Tahoe Region. The Administration Office meets all the physical needs of the department.
The Tahoe substation officers respond to service calls and patrol observations. The casinos attract a high concentration of people and generate a significant portion of their work. Serious crimes require extended follow-up by detectives, hence the need for the department's five detectives.

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

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

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

In addition to school capacity issues, access to the Middle School is also a concern. When the school was built, an agreement was reached with the neighboring residents to allow temporary access to the school via a privately owned roadway, with the understanding that such access would be a temporary arrangement. The Douglas County Department of Public Works has proposed that permanent access to the middle school be provided from Kingsbury Grade along a newly constructed two-lane road, which would connect, to the proposed Lake Parkway Extension.

5. Governmental Services: The Douglas County Administration Building sits on U.S. Highway 50 at the end of Kahle Drive. This structure, located in the Kingsbury Community Plan Area, houses the Sheriff Department's Lake Tahoe substation, a jail, courts, the District Attorney's office, general services, the public health nurse, and the Juvenile Probation Department. A Douglas County mental health office is located in the Round Hill Community Plan area on Dorla Court. At present, no new County administrative facilities are necessary.

The Tahoe Regional Planning Agency operates from leased office space in the Round Hill Community Plan Area on Dorla Court.
6. **Community Centers/ Multi-Use Facilities:** Currently, the senior citizens center and the Douglas County Library at Zephyr Cove serve as the primary public community meeting facilities. The casino hotels also provide meeting rooms, available to community groups under certain circumstances. No other general purpose facility exists.

**B. PUBLIC SERVICE OBJECTIVES AND POLICIES**

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

1. Public and private infrastructure should be planned for a 20 year regional growth (estimated to be 1 percent a year) plus projected commercial, residential, tourist accommodation, and recreation growth permissible under the Community and Regional Plans.

   a. **Policy:** The supporting infrastructure (e.g. roads, parking, drainage, fire, schools, and police) of the community plan shall be designed to accommodate 40,000 sq. ft. of transferred commercial floor area and 125 transferred tourist accommodation units.

**C. PROPOSED PUBLIC SERVICE FACILITIES**

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

1. **Douglas County Landfill:** A new solid waste storage facility must be developed outside of the Tahoe Basin to serve current users.
Chapter VII
IMPLEMENTATION ELEMENT

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

A. §IMPLEMENTATION OBJECTIVES AND POLICIES

1. From CP adoption an additional 2000 sq. ft. of commercial floor may be allocated within the Round Hill Community Plan Area. Incentive programs should assign priority to commercial development projects which emphasize area-wide improvements and rehabilitation of substandard development.

   a. Policy: Within the 2000 square foot limitation, allocations of commercial floor area shall be issued by TRPA upon project approval pursuant to Chapter 33. However, TRPA shall only consider for approval, projects recommended by Douglas County. On a first come first serve basis, Douglas County shall review proposed projects based on the following criteria and make an appropriate recommendation. The County’s recommendation shall expire two years after its action. Eligibility and amount of allocation shall be established by the Guidelines for Allocation in Appendix D. [This Policy to be effective upon assignment of commercial allocation to this CP.]

      (1) The project includes major rehabilitation of existing structures within the project area.

      (2) The project makes substantial progress toward meeting the desired area wide improvements noted for allocation in the Chapter IV Requirement Matrix. Substantial progress shall be calculated based on one square foot of allocation equals $5 worth of listed improvements or membership in an improvement district implementing any of the listed projects.

      (3) The project will match the allocation requested for the project with transferred commercial square footage.

2. §§From Community Plan provide other incentives to encourage area-wide improvements. Incentive programs should assign priority to projects which emphasize area-wide improvements or remodeling of substandard or inefficient development. [This policy, to be effective, upon assignment of bonus units or other incentives.]

§ Amended 10/25/06
§§ Amended 10/28/98
a. **Policy**: Projects are eligible for the incentives listed in Chapter VII, except as noted above for commercial allocations. When considering projects relying on CP incentives, TRPA shall only consider projects recommended by Douglas County. On a first come first serve basis, Douglas County shall review proposed projects based on the following criteria and make appropriate recommendation. The County’s recommendation shall expire two years after its action. To be eligible for receiving community plan incentives, a project must contribute to improvements that provide benefits to the entire CP area and mitigation must contribute to improvements that provide benefits to the entire CP area. Improvements eligible for consideration are noted on the Chapter IV Requirement Matrix under allocation.

B. **CAPITAL IMPROVEMENT PROGRAMS**

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

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

a. Highway Improvements

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

Program Description: The road system as described in the Transportation Element will be implemented through special assessment districts, through the State Transportation Improvement Plan (STIP), or as project conditions of approval. The key improvements is the Elks Point/U.S. Highway 50 intersection improvement.

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Hwy 50/Elks Point Road</td>
<td>The intersection will be upgraded when warrants are met. The improvements will include left turn lanes on Elks Point Road, right turn lanes on U.S. Highway 50, and signal upgrades.</td>
</tr>
</tbody>
</table>

Schedule

- Estimated cost: $500,000
- Funding: NDOT

The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.

- 1996 - U.S. Highway 50/Elks Point Road Improvements

Responsible Jurisdiction

NDOT, Douglas County
b. Transit System Program

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

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

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>STAGE Expansion</td>
<td>Provide STAGE service at 60 minute headways on U.S. Highway 50 and an increase hours of operation to 6:30 AM to 11:30 PM. Also included is an extension of the STAGE service area in Douglas County.</td>
</tr>
<tr>
<td></td>
<td>Estimated cost: $300,000 (for Douglas County)</td>
</tr>
<tr>
<td></td>
<td>Funding: Douglas County</td>
</tr>
<tr>
<td>Private Shuttle</td>
<td>Private entities operating transit systems in Douglas County will provide service connecting the Round Hill Area with Kingsbury, Stateline and major recreation areas.</td>
</tr>
<tr>
<td></td>
<td>Estimated cost: Condition of approvals</td>
</tr>
<tr>
<td></td>
<td>Funding: Private</td>
</tr>
<tr>
<td>Transit Facilities</td>
<td>The improvements for Round Hill will include a transit stop for bus service in the Round Hill Shopping Center area. Included with this stop will be transit shelters.</td>
</tr>
<tr>
<td></td>
<td>Estimated cost: $250,000</td>
</tr>
<tr>
<td></td>
<td>Funding: Douglas County/Private</td>
</tr>
<tr>
<td>Schedule:</td>
<td>The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.</td>
</tr>
<tr>
<td>Responsible Jurisdiction:</td>
<td>Douglas County, STAGE, Shopping Center</td>
</tr>
</tbody>
</table>
c. Sidewalk System Program

Purpose: A sidewalk system shall be implemented along U.S. Highway 50 and the Elks Point Road to promote pedestrian traffic, to increase open space, and to implement scenic and drainage improvements.

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

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Hwy 50/Elks Point</td>
<td>Construct sidewalks at the locations shown in Figure 5 and described in the Round Hill Urban Improvement Plan. The proposed sidewalks (2800 lin. ft.) will be approximately 8-20' wide and shall incorporate landscaped areas, pedestrian lighting, trash receptacles and bicycle racks. Recognizing the difficulty in walking from one business to the next calls for pedestrian linkages between parking lots such as between Carson Furniture and the gas station or between the R.H. Center and nearby uses. Because of grade changes, staircases may be the appropriate pedestrian facility. Estimated cost: $150,000 Funding: Assessment District/NDOT</td>
</tr>
</tbody>
</table>

Schedule: The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.

1996 - Elks Point Sidewalk
1996 - U.S. Highway 50 Sidewalks

Responsible Jurisdiction: Douglas County, Assessment Districts, NDOT
d. **Recreational Trail System**

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

**Program Description:** Construct a series of trails described in the Transportation Element. These trails are multi-use and connect the Lake, recreation facilities, and the other community plan areas.

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Round Hill/Lake Trail</td>
<td>Construct approximately 3/4 mile of multi-use trail from the center of the Round Hill area to Nevada Beach. The trail will be asphalt 8' to 10' wide.</td>
</tr>
<tr>
<td></td>
<td>Estimated cost: $200,000</td>
</tr>
<tr>
<td></td>
<td>Funding: Assessment Districts/USFS</td>
</tr>
<tr>
<td>Kingsbury/R.H. Trail</td>
<td>Construct approximately a mile of multi-use trail from the County Park to the Round Hill area by way of the Intermediate School. The trail will be asphalt 8' wide. Half the trail is completed.</td>
</tr>
<tr>
<td></td>
<td>Estimated cost: $210,000</td>
</tr>
<tr>
<td></td>
<td>Funding: Douglas County</td>
</tr>
</tbody>
</table>

**Schedule:** The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised as needed by TRPA resolution.

- 1993 - Round Hill Trail
- 1995 - Lake Trail

**Responsible Jurisdiction:** Douglas County, USFS
2. **SEZ RESTORATION PROGRAM**

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

**Description of Program:** To achieve the Community Plan SEZ target of 0.3 acres of restoration, the following projects in and near the Round Hill CP are to be implemented.

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Bourne Site</td>
<td>In conjunction with a new project or with site clean up improvements, restore and merge the stream and drainage channels on the disturbed property west of U.S. Highway 50. The estimated size is one tenth of an acre. Estimated cost: $10,000 Funding: Private</td>
</tr>
<tr>
<td>North Bourne Site</td>
<td>In conjunction with development project, restore approximately two tenths of an acre of SEZ on the property located in the northern portion of the CP. Estimated cost: $10,000 Funding: Private</td>
</tr>
</tbody>
</table>

**Schedule:** The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised as needed by TRPA resolution.

- 1992 - West Bourne
- 1994 – North Bourne

**Responsible Jurisdiction:** Douglas County, Private
3. **SCENIC IMPROVEMENTS PROGRAM**

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

**Program Description:** This program contains several programs, including:

<table>
<thead>
<tr>
<th>Improvements</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Underground Utilities</td>
<td>Overhead utilities are to be undergrounded on Elks Point Road. This is required by Douglas County for new projects.</td>
</tr>
<tr>
<td></td>
<td>Estimated cost: $20,000</td>
</tr>
<tr>
<td></td>
<td>Funding source: Sierra Pacific Power/Private</td>
</tr>
<tr>
<td>Street Improvements</td>
<td>See Sidewalk System Program Improvements</td>
</tr>
<tr>
<td>Sign Program</td>
<td>Nonconforming signs shall be removed pursuant to an amortization schedule.</td>
</tr>
<tr>
<td></td>
<td>Estimated cost: NA</td>
</tr>
<tr>
<td></td>
<td>Funding source: NA</td>
</tr>
<tr>
<td>Schedule:</td>
<td>The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.</td>
</tr>
<tr>
<td></td>
<td>1993 – Sign Program</td>
</tr>
<tr>
<td></td>
<td>1996 - Undergrounding</td>
</tr>
<tr>
<td>Responsible Jurisdiction:</td>
<td>Douglas County/Sierra Pacific/Assessment Districts</td>
</tr>
</tbody>
</table>


4. LAND COVERAGE REDUCTIONS

Purpose: The purpose of this program is to reduce existing land coverage by .55 acres in or near the Round Hill Community Plan. This is the Community Plan target and the estimate of how much land coverage will be needed for the substitute land coverage mitigation fee program.

Description of Program: To achieve the Round Hill Community Plan land coverage reduction target of .55 acres of restoration, the following projects in and near the Round Hill CP are to be implemented.

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private 5% Rule</td>
<td>The application of the 5% on site coverage reduction policy should provide a net coverage reduction of 0.6 acre.</td>
</tr>
<tr>
<td>Schedule:</td>
<td>The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution.</td>
</tr>
<tr>
<td>Responsible Jurisdiction:</td>
<td>1996 – Round Hill Center Upgrade</td>
</tr>
<tr>
<td></td>
<td>Douglas County/Assessment Districts</td>
</tr>
</tbody>
</table>
5. WATER QUALITY

a. 80% BMP Target

Purpose: The purpose of this program is to restore disturbed lands to help TRPA meet its 80% restoration target. The Round Hill Community Plan target is 1.15 acres.

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

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Bourne Site</td>
<td>In conjunction with a new project or with site clean up improvements, restore the site and merge the stream and drainage channels on the disturbed property west of U.S. Highway 50. The estimated size is one acre. Estimated cost: Condition of approval Funding source: Private</td>
</tr>
<tr>
<td>Carson Furniture</td>
<td>In conjunction with development project, restore approximately half acre of disturbed land on the property located in the northern portion of the CP. Estimated cost: $10,000 Funding source: Private</td>
</tr>
<tr>
<td>Miscellaneous Site</td>
<td>As part of a compliance program, restore and protect the disturbed areas associated with this 1970's project. Estimated cost: $5,000 Funding source: Private</td>
</tr>
<tr>
<td></td>
<td>Restore the disturbed land in the Dorla Ct. area and the Round Hill Center area. The estimated size of the disturbed area is a quarter of an acre. Estimated cost: $10,000 Funding source: Douglas County/NDOT/ Private</td>
</tr>
<tr>
<td>Schedule:</td>
<td>The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution. 1997 – Carson and West Bourne Sites 1995 – Dorla Court Area 1996 – North Bourne Site</td>
</tr>
<tr>
<td>Responsible Jurisdiction:</td>
<td>Douglas County, assessment districts</td>
</tr>
</tbody>
</table>
b. **Area Wide Drainage System**

**Purpose:** To implement an areawide drainage system by 1996 to help achieve the water quality targets. This system is required for those projects in the service area requesting an exemption to the onsite BMP requirement for drainage treatment and retention.

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

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area System</td>
<td>An optional component of the Round Hill Urban Improvement Plan is the installation of a storm runoff treatment system. This treatment system will be composed of collector pipes and drainage ways running from the upper Round Hill properties to the lower area pond. Runoff waters will be collected in drop inlets placed throughout the commercial area and channeled through the collector pipes and drainageways. Runoff will be discharged into the detention pond and wetlands treatment areas. After treatment, the runoff waters will then be discharged into the waterways of USFS Nevada Beach and discharged into the Lake. Estimated cost: $ 100,000 Funding: Assessment District/ Douglas County/ NDOT</td>
</tr>
<tr>
<td>Schedule:</td>
<td>The following schedule is subject to change (based on changes in funding, project limitations, construction schedules, and redesign) and may be revised yearly by TRPA resolution. 1996 – Area System</td>
</tr>
<tr>
<td>Responsible Jurisdiction:</td>
<td>TRPA, Douglas County, NDOT, Private Projects, Assessment District</td>
</tr>
</tbody>
</table>
6. **RECREATION**

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

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

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved Lake Access</td>
<td>The improved lake access program includes increasing capacity by 500 PAOTs by:</td>
</tr>
<tr>
<td></td>
<td>a. Improved transit service - see Ski/Tour Shuttles, Casino Shuttles, STAGE, Recreation Trails</td>
</tr>
<tr>
<td></td>
<td>b. Extended season - Nevada Beach to be open early Spring and late Fall.</td>
</tr>
<tr>
<td></td>
<td>Estimated cost: $10,000</td>
</tr>
<tr>
<td></td>
<td>Funding: U.S. Forest Service</td>
</tr>
<tr>
<td>Recreation Trails</td>
<td>See Recreation Trails</td>
</tr>
<tr>
<td>Recreation Trail</td>
<td>A trail head will be constructed near Elk Point on USFS land. It will provide 10+ parking</td>
</tr>
<tr>
<td></td>
<td>spaces and connect/provide access to the Kingsbury and Lake Trails.</td>
</tr>
<tr>
<td></td>
<td>Estimated cost: $25,000</td>
</tr>
<tr>
<td></td>
<td>Funding: U.S. Forest Service</td>
</tr>
<tr>
<td>Schedule:</td>
<td>The following schedule is subject to change (based on changes in funding, project</td>
</tr>
<tr>
<td></td>
<td>limitations, construction schedules, and redesign) and may be revised yearly by TRPA</td>
</tr>
<tr>
<td></td>
<td>resolution.</td>
</tr>
<tr>
<td></td>
<td>1993-96 - Beach Access</td>
</tr>
<tr>
<td></td>
<td>1994 – Trail Head</td>
</tr>
<tr>
<td>Responsible Jurisdiction:</td>
<td>Douglas County, USFS, Private</td>
</tr>
</tbody>
</table>
C. MITIGATION FEE PROGRAMS

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

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

   a. Public works restoration projects listed in Chapter VII Land Coverage (e.g., the areawide drainage system restoration work) may be credited to the Round Hill Community Plan account.

   b. Projects, both private and public, providing the 5% landscaping requirements of the Urban Design and Development Special Policy 6.A may be credited to the Round Hill Community Plan account.

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

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

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

   **Eligibility:** Properties, both public and private, which contribute to water quality improvements listed for this Community Plan may credit such contributions to the Douglas County- Round Hill Community Plan Water Quality Mitigation fund.
3. **Traffic and Air Quality Fee Program**

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

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

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**D. INCENTIVE PROGRAM**

The incentive program is created to link required improvements with new development to ensure the Goals and Objectives of the Community Plan are achieved. The concept is to link future development to a list of mitigation measures in the immediate area of the project (i.e., the incentive zone). To encourage this concept, TRPA may provide following incentives to projects in these areas:

1. Land coverage: CP projects are eligible for the transfer coverage program pursuant to TRPA Code Section 20.3.

2. Commercial floor area allocation: CP projects are eligible for commercial floor area allocations pursuant to Commercial Development Policy 1.A. Douglas County may make special provisions for reserving allocations for projects in assessment districts. (No allocations assigned to Round Hill).

3. Tourist accommodation bonus units: Projects are eligible to receive bonus units based on the criteria in Code Chapter 35 and the Implementation Element Commercial Development, Policy 2.A. (No bonus units assigned to Round Hill).

4. Residential bonus units: Projects are eligible to receive bonus units based on the criteria in Code Chapter 35 and Implementation Element Commercial Development Policy 2.A. (No bonus units assigned to Round Hill).

5. PAOTs: Projects are eligible for the listed PAOT allocations based on the criteria in Implementation Element Commercial Development Policy 2.A.

6. Program Substitutions/Mitigation Fee Waivers: Projects in the incentive areas shall be subject to the following special regulations:

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

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

7. Change in use: Commercial changes in use are exempt from project review if the following criteria are met:
   a. The change in use is within the commercial land use classification,
   b. The change is to an allowed use,
   c. The property is a member of an approved parking assessment district,
   d. The change does not increase the parking requirement to a greater requirement than 1 space for 200 sq. ft., or the number established upon creating the district, and
   e. The proposed activity is consistent with the Plan, is not a project by other requirements of Chapter 4 of the Code.

8. Offsite parking: Use of offsite parking may be permissible pursuant to the parking analysis in Appendix B of this Plan.

9. TDR retirement 4-7 lands: Land capability 4-7 parcels from which development is transferred need not be permanently retired pursuant to Chapter 34.


11. Environmental documentation: Projects consistent with the plan description may tier off the Community Plan EIS.

12. Sign replacement: Arrangements shall be made through the County or assessment districts to give financial assistance for sign replacement for conformance.

E. MONITORING PROGRAM
The TRPA Code requires monitoring and periodic review of each community plan. Section 14.7 requires that community plans be reviewed on five year intervals to determine conformance with approved schedules, and to check the adequacy of programs, standards, mitigation and monitoring.

The Community Plan Monitoring Program relies upon the existing TRPA Monitoring Program. The monitoring provisions of the community plan rely on certain key indicators listed in Chapter 32. The program is to measure progress in relationship to the targets established in the Conservation Element.
1. **Target Monitoring**

<table>
<thead>
<tr>
<th>Element Monitored</th>
<th>Location</th>
<th>Sample Period</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Counts, VTE, LOS</td>
<td>U.S. Hwy 50/Elks Point</td>
<td>1 day/month</td>
<td>NDOT</td>
</tr>
<tr>
<td>Monitor Restoration</td>
<td>SEZ CP area</td>
<td>yearly</td>
<td>TRPA</td>
</tr>
<tr>
<td>Noise (CNEL)</td>
<td>Noise sites</td>
<td>5 year review</td>
<td>TRPA</td>
</tr>
<tr>
<td>Scenic Rating</td>
<td>Roadway #30</td>
<td>5 year review</td>
<td>TRPA</td>
</tr>
<tr>
<td>Land Coverage</td>
<td>CP area</td>
<td>yearly</td>
<td>TRPA</td>
</tr>
<tr>
<td>Water Quality</td>
<td>Drainage discharge points, Dorla Court</td>
<td>per discharge requirements, Storm events</td>
<td>Permittee, TRPA</td>
</tr>
</tbody>
</table>

2. **CIP Schedule Monitoring**

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

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

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

a. Reviewing Body
   TRPA
   (Exempt Activities) ____ Sec. 4.2 and 4.3
   (Staff/GB Review) ____ Sec. 4.10

b. Processing
   ____ TRPA Rules of Procedure
   ____ Chapter 30

c. Special Code Provisions
   TRPA
   (Emergency) ____ Sec. 4.11.A
   (Modifications) ____ Sec. 4.11.B
   (Burn-Downs) ____ Sec. 4.11.C

d. Environmental Documentation
   TRPA Documents
   ____ IEC ___ EA
   ____ EIS ____ FONSI

e. Required Findings
   (TRPA Findings) ____ Sec. 6.3
   ____ V(g) Checklist

2. LAND USE
The Community Plan Area Statement (CPS) determines a land use within a community plan area. Within the context of Chapter 18, the CPS determines which uses are permissible within the area. Community plan area statements replace the adopted plan area statements. Placer County will use the CP and TRPA use rules except for the nonconforming use rules.
a. *Community Plan Area Statement (See Land Use Element)
   _____ *CPS Special Designations
   _____ *CPS Special Objectives and Policies
   _____ *CPS Permissible Uses
   _____ *CPS Maximum Densities
   _____ *CPS Maximum CNEL
   _____ *CPS Commercial Floor Area Allocation
   _____ *CPS Tourist Accommodation Bonus Units
   _____ *CPS Residential Bonus Units
   _____ *CPS Additional Outdoor Recreation

b. General Land Use Rules (see Chapter 18)
   (Primary Uses) _____ Sec. 18.1
   (Accessory Uses) _____ Sec. 18.2
   (Definition of Use) _____ Sec. 18.4
   (Existing Uses) _____ Sec. 18.5

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

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

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

a. Density
   (Maximum Density for Region) _____ Sec. 21.2.D
   (Density Table) _____ Sec. 21.3
   (Single Uses) _____ Sec. 21.4.A
   (Mixed Uses) _____ Sec. 21.4.B
   (Existing Density) _____ Sec. 21.5
5. **HEIGHT**
   The height rules of Chapter 21 of the TRPA Code apply. There are some special provisions for increased height up to 48 feet for tourist accommodation units in CPs.
   
   a. **Height**
      
      (Standards) ___ Sec. 22.3
      (Other Structures) ___ Sec. 22.5
      (Additional Height) ___ Sec. 22.6
      (Existing Structures) ___ Sec. 22.8

6. **NOISE**
   The noise limitations of Chapter 23 of the TRPA Code apply, however, the Community Plan Area Statement establishes equal or superior standards pursuant to the noise thresholds.
   
   a. **Noise**
      
      (Single Event) ___ Sec. 23.2
      (CNEL) ___ Sec. 23.3
      ___ *Community Plan Statement
      Maximum Cumulative Noise Level
      (Standards) ___ Sec. 23.6
      (Compliance) ___ Sec. 23.7
      (Exemptions) ___ Sec. 23.8

7. **DRIVEWAY AND PARKING**
   Douglas County has opted to use a substitute driveway and parking ordinance. Chapter 24 of the TRPA Code standards for driveways shall be replaced by CP standards below. Special parking and driveway standards for the Douglas County Community Plan Areas are established in Appendix B.
   
   a. **Driveway and Parking Standards (Appendix B)**
      
      (Access) ___ *Chapter 4
      (Circulation) ___ *Chapter 5
      (Parking) ___ *Chapter 6
      (Loading) ___ *Chapter 7

8. **BEST MANAGEMENT PRACTICES (BMPs)**
   The requirements of Chapter 25, which includes paving, drainage, and revegetation requirements, shall apply. The CP does provide for area wide improvements in lieu of some onsite requirements.
   
   a. **Best Management Practices**
      
      (Temporary BMPs) ___ Sec. 25.2.A
      (Permanent BMPs) ___ Sec. 25.2.B
      ___ *CP Mitigation Program
      (Priority) ___ Sec. 25.4
      (Standard BMPs) ___ Sec. 25.5 A-F
      (Additional Requirements) ___ Sec. 25.6
      (Special BMPs) ___ Sec. 25.7
      (Maintenance) ___ Sec. 25.8
9. **SIGNS**
Douglas County Community Plan has opted to use a substitute sign ordinance. Special sign standards for Douglas County are found in Appendix B.

a. **Signs**  
(City Plan Sign Ordinance) ____ Chapter 12 of Appendix B

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

a. **Basic Services**  
(Paved roads) ____ Sec. 27.2 
(Water) ____ Sec. 27.3 A and B 
(Sewer) ____ Sec. 27.4 
(Electric) ____ Sec. 27.5

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

a. **Historic Resources**  
(Resource Protection) ____ Sec. 29.2 
(Standards) ____ Sec. 29.6 
(Exceptions) ____ Sec. 29.7 A-C

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

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

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

a. **Allocation of Development**

<table>
<thead>
<tr>
<th>Allocation of Development</th>
<th>Section</th>
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<tbody>
<tr>
<td>(Residential Allocation)</td>
<td>Sec. 33.2</td>
</tr>
<tr>
<td>(Commercial Floor Area Allocation)</td>
<td>Sec. 33.3</td>
</tr>
<tr>
<td></td>
<td>*Implementation Policy 1A Appendix D</td>
</tr>
<tr>
<td>(Tourist Allocation)</td>
<td>Sec. 33.4</td>
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<tr>
<td></td>
<td>*Implementation Policy 2A</td>
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<tr>
<td>(Public Service)</td>
<td>Sec. 33.5</td>
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<tr>
<td>(Recreation)</td>
<td>Sec. 33.6</td>
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<tr>
<td></td>
<td>*Implementation Policy 2A</td>
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<tr>
<td>(Conversion of Use)</td>
<td>Sec. 33.7</td>
</tr>
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14. **TEMPORARY ACTIVITIES**

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

a. **Temporary Uses and Activities**

<table>
<thead>
<tr>
<th>Temporary Uses and Activities</th>
<th>Section</th>
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<tbody>
<tr>
<td>(Standards)</td>
<td>Sec. 7.2</td>
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<tr>
<td>(Temporary Uses)</td>
<td>Sec. 7.3</td>
</tr>
<tr>
<td>(Temporary Structures)</td>
<td>Sec. 7.4</td>
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<tr>
<td>(Temporary Activities)</td>
<td>Sec. 7.5 and 7.6</td>
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<tr>
<td>(Designated Special Event Area)</td>
<td>*CPS Com. Dev. Policy 2A</td>
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</tbody>
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15. **OTHER - SUBDIVISION, TRANSFER OF DEVELOPMENT RIGHTS, SHOREZONE, GRADING, NATURAL RESOURCES, WATER QUALITY, AIR QUALITY AND TRANSPORTATION**

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

a. **Transfer of Development**

<table>
<thead>
<tr>
<th>Transfer of Development</th>
<th>Section</th>
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<tbody>
<tr>
<td>(Residential)</td>
<td>Sec. 34.2</td>
</tr>
<tr>
<td>(Allocations)</td>
<td>Sec. 34.3</td>
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<tr>
<td>(Relocation)</td>
<td>Sec. 34.4 A-C</td>
</tr>
<tr>
<td>(Retirement)</td>
<td>Sec. 34.5 A-K</td>
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<tr>
<td>(Basic Service)</td>
<td>Sec. 34.6</td>
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b. **Bonus Unit Incentive Program**

<table>
<thead>
<tr>
<th>Bonus Unit Incentive Program</th>
<th>Section</th>
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</thead>
<tbody>
<tr>
<td>(Multi-Residential)</td>
<td>Sec. 35.2</td>
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<tr>
<td>(Tourist)</td>
<td>Sec. 35.3</td>
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c. **Tracking (Chapter 38)**

<table>
<thead>
<tr>
<th>Tracking (Chapter 38)</th>
<th>Section</th>
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<tbody>
<tr>
<td>(Banking)</td>
<td>Sec. 38.2.C</td>
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d. **Construction Schedules**

<table>
<thead>
<tr>
<th>Construction Schedules</th>
<th>Section</th>
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<tbody>
<tr>
<td>(Schedules)</td>
<td>Sec. 62.2</td>
</tr>
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</table>
e. Grading Standards
   (Seasonal Limits) ____ Sec. 64.2 A-D
   (Discharge) ____ Sec. 64.3 A-C
   (Dust) ____ Sec. 64.4
   (Disposal) ____ Sec. 64.5
   (Cuts) ____ Sec. 64.6.A
   (Fills) ____ Sec. 64.6.B
   (Groundwater) ____ Sec. 64.7.A
   (Basements) ____ Sec. 64.7.B
   (Minimum Excavation) ____ Sec. 64.7.C
f. Vegetation Protection
   (Standards) ____ Sec. 65.2.A-H

  
g. Tree Removal
   (General Standards) ____ Sec. 71.2
   (Minimum Standards) ____ Sec. 71.3
   (Reasons) ____ Sec. 71.4

  
h. Sensitive Plan Protection/Fire Hazard Reduction
   (Sensitive Plants) ____ Sec. 75.2
   (Wildfire Management) ____ Sec. 75.3

  
i. Revegetation
   (Approved Species) ____ Sec. 77.2
   (Soil Stabilization) ____ Sec. 77.3
   (Revegetation Plans) ____ Sec. 77.4

  
j. Wildlife Resources
   (Protection) ____ Sec. 78.2
   (Standards) ____ Sec. 78.3

  
k. Fish Resources
   (Lake Habitat) ____ Sec. 79.2.A
   (Stream Habitat) ____ Sec. 79.2.B

  
l. Water Quality Control
   (Discharge) ____ Sec. 81.2
   (Snow Disposal) ____ Sec. 81.3
   (Salt and Abrasives) ____ Sec. 81.4
   (Pesticides) ____ Sec. 81.6
   (Fertilizer) ____ Sec. 81.7

  
m. Water Quality Mitigation
   (Offsets) ____ Sec. 82.2
   (Fees) ____ Sec. 82.3
   (Exemptions) ____ Sec. 82.4
   ____ *Water Quality Fee Program

  
n. Air Quality Control
   (Appliances) ____ Sec. 91.3
   (Open Burning) ____ Sec. 91.4
   (Stationary Sources) ____ Sec. 91.5
   (Idling) ____ Sec. 91.6
o. Traffic and Air Quality Mitigation
   (Additional/Transferred Dev.) ___ Sec. 93.3
   (CIO) ___ Sec. 93.4
   (Mitigation Fee Credit) ___ Sec. 93.7
   *Air Quality Fee Program

p. Shorezone TRPA (Chapters 50-56)

q. Subdivision
   (Permissible Subdivision) ___ Chapter 41
   (Subdivision Standards) ___ Chapter 43
APPENDIX B
REFER TO COMMUNITY PLAN STANDARDS AND GUIDELINES