STATELINE/SKI RUN COMMUNITY PLAN

March 1994

PREPARED FOR:

City Council of the City of South Lake Tahoe  
and  
Tahoe Regional Planning Agency

PREPARED BY:

Teri Jamin, Planning Director  
Mary Kay McLanahan, City Principal Planner  
Gordon Barrett, TRPA Principal Planner

AND

The Stateline/Ski Run Community Plan Team

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Jeff LaRoche  
Richard Morris  
Jean Persson  
Ron Rumble

Adopted by the Tahoe Regional Planning Agency March 27, 1994

Adopted by the City of South Lake Tahoe May 3, 1994

Bracketed [ ] or italic language is not adopted by TRPA.
The Stateline/Ski Run Community Plan Team, composed of appointed citizens and government staff members, has had the charge of forging a comprehensive plan for the narrowly defined commercial area of South Lake Tahoe, known as the “Stateline/Ski Run Community Plan Area”. Since early 1990, this has been both a labor of love and an exercise of frustration. Due to the extreme importance of the plan to our community and the limitations placed on the team by local and regional agencies, many controversies have arisen and compromises reached during the last two years.

This many faceted Plan is the product of meetings, innumerable conversations, and countless hours of work. In spite of the frustrations and the time required for the development of the Plan, those of us participating feel enriched and have benefited by the opportunity to have served our community. Having said this we wish to emphasize the following points for those who are assessing this Plan now and in the future.

1. During the planning process, environmental and economic aspects of the Plan were part and parcel of our decision-making. We realized that an environmentally sound plan is essential to the success of our area, yet we found that those same environmental issues placed considerable limitations on needed renovation and remodeling. In order to correct many of the commercial properties' visual and landuse deficiencies, more incentives should be provided.

2. The Team was limited by the Tahoe Regional Planning Agency regulations, concerns expressed by the League to Save Lake Tahoe and other special interest groups, from addressing several areas adjacent to the community plan boundaries, which the team felt would be beneficial to the community as a whole to include in the Plan.

   A. It was the consensus of the Team that the Plan area boundaries should be expanded to include the triangular area (roughly bounded by Ski Run Blvd., Pioneer Trail and Osgood Avenue). The area is primarily a blighted residential neighborhood and was viewed by the Team as being an area that would benefit from the coverage incentive program which the Plan offers. We felt that this would lead to rehabilitation of the existing housing stock and creation of new affordable housing. However, this area was later deleted from the Plan area boundaries due to the objections voiced by the League to Save Lake Tahoe over the issue of increased land coverage.

   B. Incorporation of Tahoe Meadows subdivision within the Plan area was recognized by the Team as being an integral part of our community and a recreational treasure for the future. The Team continues to express its desire that this prominent area be considered in the future for community recreational uses.

3. The Team felt that it was a top priority to implement definite provisions for infrastructure improvements, including sidewalks, signage, utility undergrounding and landscaping. These provisions will lead to an improved visual and physical appearance for the area.
4. The Team felt strongly that a multiple use convention facility should be included in the Plan area in the future; however, due to agency regulations and physical constraints, a specific site for this project has yet to be determined.

5. The Team is looking forward to a cooperative relationship and integrated planning effort with the Douglas County Community Planning Team. Our two community plan areas join at the state line and there is a need to address issues of mutual concern.

6. It has been the observation of the Team that increasing sensitivity to the business and economic cite (albeit sometimes slight) is surfacing at TRPA.

A healthy economy in the business community results in higher employment, increased social programs, creation of more affordable housing and a higher level of maintenance of private property and public infrastructure. The benefits extend to the whole community. The TRPA and the City of South Lake Tahoe must do more to create incentives, rather than impose further restrictions, in order to encourage the revitalization of the commercial areas in this community, and business leaders must be tireless in their efforts to upgrade their properties and be involved in the community planning process.

Though we feel that the planning process has its limitations, we are proud of what the Team has accomplished with the successful completion of this Plan and hope that it will serve as a useful tool for the community and lead to improved properties & businesses, and become a more enjoyable place to live and visit.

We would also like to express our appreciation to those citizens who provided input and help throughout the process.

Sincerely

Edward McCarthy
Chairperson on behalf of the Team

Stateline/Ski Run Community Plan Team
Ed McCarthy
Richard Morris
Ron Rumble
Alex Graf
Paul Gardner
Teri Jamin

Harry Segal
Phil Simpson
Jean Persson
Jim Jordanoff
Dino Joseph
Gabby Barrett
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4. ORDINANCE 97-03, CHAPTER II, LAND USE ELEMENT  
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5. ORDINANCE 98-27, CHAPTERS II & VII, LAND USE ELEMENT,  
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6. ORDINANCE 99-18, CHAPTER II, LAND USE ELEMENT  
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7. ORDINANCE 00-04, CHAPTER II, LAND USE ELEMENT  
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8. ORDINANCE 00-13, CHAPTER II, LAND USE ELEMENT  
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9. ORDINANCE 01-08, CHAPTER II, LAND USE ELEMENT  
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16. ORDINANCE 2008-10, CHAPTER II, LAND USE ELEMENT
VACATED BY FEDERAL COURT JUDGE SEPTEMBER 16, 2010
**LIST OF COMMON ABBREVIATIONS**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tr>
<td>BMP</td>
<td>Best Management Practices (manual)</td>
</tr>
<tr>
<td>CIP</td>
<td>Capital Improvement Program</td>
</tr>
<tr>
<td>CP</td>
<td>Stateline/Ski Run Community Plan</td>
</tr>
<tr>
<td>CNEL</td>
<td>Community Noise Equivalent Levels</td>
</tr>
<tr>
<td>CSLT</td>
<td>City of South Lake Tahoe</td>
</tr>
<tr>
<td>CTC</td>
<td>California Tahoe Conservancy</td>
</tr>
<tr>
<td>DCP</td>
<td>Design Capacity for People</td>
</tr>
<tr>
<td>LOS</td>
<td>Level of Service</td>
</tr>
<tr>
<td>PAOT</td>
<td>Persons at one time</td>
</tr>
<tr>
<td>PAS</td>
<td>TRPA Plan Area Statements</td>
</tr>
<tr>
<td>ROW</td>
<td>Right-Of-Way</td>
</tr>
<tr>
<td>RTP</td>
<td>Regional Transportation Plan (TRPA)</td>
</tr>
<tr>
<td>SEZ</td>
<td>Stream Environment Zone</td>
</tr>
<tr>
<td>SPPCo</td>
<td>Sierra Pacific Power Company</td>
</tr>
<tr>
<td>SQIP</td>
<td>Scenic Quality Improvement Program</td>
</tr>
<tr>
<td>STAGE</td>
<td>South Tahoe Area Ground Express</td>
</tr>
<tr>
<td>STPUD</td>
<td>South Tahoe Public Utility District</td>
</tr>
<tr>
<td>TAU</td>
<td>Tourist Accommodation Unit</td>
</tr>
<tr>
<td>TEAM</td>
<td>Stateline/Ski Run Community Plan Team</td>
</tr>
<tr>
<td>TOT</td>
<td>Transient Occupancy Tax</td>
</tr>
<tr>
<td>TRPA</td>
<td>Tahoe Regional Planning Agency</td>
</tr>
<tr>
<td>TMA</td>
<td>Transportation Management Association</td>
</tr>
<tr>
<td>TDM</td>
<td>Transportation Demand Management</td>
</tr>
<tr>
<td>TSM</td>
<td>Transportation Systems Management</td>
</tr>
<tr>
<td>UBC</td>
<td>Uniform Building Code</td>
</tr>
<tr>
<td>VMT</td>
<td>Vehicle Miles Traveled</td>
</tr>
<tr>
<td>VTE</td>
<td>Vehicle Trip Ends</td>
</tr>
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</table>
A. PURPOSE

The Stateline (PAS 89B)/Ski Run (PAS 91) Community Plan (CP) is designed to serve as the guiding doctrine for commercial allocations until 1997 and for land use related decisions in the area until the year 2007. 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 (environmental threshold) capacities while providing opportunities for orderly growth and development consistent with such capacities". In addition to the CP for the Stateline/Ski Run area, CPs will also be prepared for the Bijou/Al Tahoe (PAS 98) area, and the South Y (PAS 110) /Industrial Tract (PAS 113) area.

The Plan establishes goals and objectives, special policies, programs, and strategies for funding and implementation. Elements of the Plan address land use, transportation, conservation, recreation and public service.

The Plan further serves to assign commercial and tourist accommodation allocations, and to direct the redevelopment and rehabilitation of the community. Five year reviews of the plan shall occur, with the first review scheduled for 1997, at which time progress on target attainment and additional development allocations will be considered along with any necessary plan changes.

Pursuant to Chapter 14 of the TRPA Code of Ordinances, the Stateline/Ski Run Community Plan supersedes certain plans and regulations established by the TRPA Plan Area Statements (PAS) and the TRPA Code for the area within the Community Plan boundaries. [For purposes of the City of South Lake Tahoe land use regulation, the Community Plan and the City of South Lake Tahoe General Plan and implementing ordinances shall become one and the same]. Upon adoption, the Community Plan is intended to serve as the mutual landuse plan for all regulatory authorities.

B. BACKGROUND

The Plan was prepared as a joint effort between the Tahoe Regional Planning Agency (TRPA), the City of South Lake Tahoe, and the Stateline/Ski Run Community Plan Team. The Planning Team was comprised of representatives from the City of South Lake Tahoe staff, TRPA staff and citizens appointed by the City Council. The citizen volunteers of the Team included, Ed McCarthy (Chairperson) Harry Segal (Vice Chair) Paul Gardner, Alex Graff, Jim Jordanoff, Dino Joseph, Jeff LaRoche, Richard Morris, Jean Persson, Ron Rumble, and Phil Simpson. The Plan is also the product of numerous workshops, public meetings and input from a wide range of agencies, organizations and individuals. The Team meetings served as a forum for public comment on the Plan. The CP area generally extends from Stateline Avenue to Fairway along US 50 as well as either side of Ski Run Boulevard just past Pioneer Trail. Land use patterns in this area are widely varied, although the predominant theme of businesses is tourist-related, with a sizeable number of motels, restaurants, and tourist-oriented retail shops along US 50.
An inventory of the Community Plan area identified a total of approximately 472,000 sq.ft. of commercial floor space. Additionally, there are approximately 5,700 of the 7,100 tourist accommodation units within this CP.

Much of the area has a fairly high percentage of impervious land coverage, in excess of what would normally be permitted under the Bailey Land Capability system, although the CP rules do allow coverage "bonuses" under certain circumstances. The Plan will present strategies for coverage reductions, where necessary and environmentally desirable.

In terms of land capability, there are five drainage basins within the vicinity of the Stateline/Ski Run CP area. Basin B - Stateline; Basin A-1 - VanSickle, Caltrans/Forest Service; Basin A-2 -Park Ave/Lakeside Loop Road; Basin E -Lower Ski Run; and Basin F-Upper Ski Run. All of these drainage basins include low capability lands which are being revegetated or restored to provide an areawide drainage improvement system. The large extent of already developed, high capability land represents an opportunity for redevelopment as well as achievement of environmental objectives.

C. STATELINE / SKI RUN COMMUNITY PLAN GOALS AND OBJECTIVES

A fundamental cornerstone of this Community Plan is the conviction that Stateline/Ski Run should continue as a regional tourist and recreation center. To accomplish this goal, policies must encourage diversification of recreational and commercial attractions to create the high quality development expected in a destination resort community.

Destination tourists demand 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 South Lake Tahoe together.

As in any healthy and vital community, three qualities must be established in South Lake Tahoe: 1) the diversity and concentrated mix of uses that create 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 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.

By virtue of its location at the edge of a magnificent alpine lake with excellent skiing facilities nearby and adjacent to the gaming casinos of Nevada, the Stateline/ Ski Run area is one of the most popular destinations within the Lake Tahoe Basin. Ironically, it is this popularity that has contributed to some of the environmental, economic, visual and transportation problems that now face the area as a tourist destination. Strip development along US 50 has created a cluttered image and has obstructed Lake Tahoe, the area’s major attraction, from view and public access. Traffic congestion along the US 50 corridor in the Stateline area has not only created major circulation problems, but has resulted in a reduction in air quality. The Community Plan Team and the Redevelopment Agency propose to rectify these and related issues through the retirement and/or rehabilitation of existing tourist accommodations and retail commercial
facilities, as well as the diversion of a significant share of vehicular traffic around the Stateline area by means of the proposed loop road system.

In addition to the goals within the TRPA Compact and the goals within the TRPA Regional Goals and Policies Plan, the following community plan goals are adopted for the Stateline/Ski Run area.

- **Urban Design and Development Goal**
  Ensure that the design elements of new, remodeled and rehabilitated development are compatible with the scenic, recreation, and community values of the Stateline/Ski Run area 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 Stateline/Ski Run area.

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

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

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

- **Recreation Goal**
  Preserve and enhance the high quality recreational experience of the Stateline/Ski Run area and the Region.

The related objectives for the Goals are listed in the Community Plan Elements. The objectives are implemented by specific and enforceable policies.

**D. VISION FOR 2007 PLAN**

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

Recognizing that there are many possible variations of project design and location established in the Community Plan, the Vision Map (Exhibit 1) is provided to give guidance when making the required TRPA Code Section 6.3 findings of consistency. The Vision Map represents the summation and coordination of the Stateline/Ski Run CP Elements.
The text, map, and accompanying illustrations in this section are provided to indicate the overall planning direction of the Community Plan. They are intended for planning purposes and not as a specific set of enforceable standards. The actual standards of the Community Plan are found in the following Community Plan Elements and the Appendices.

VISION FOR LAND USE

Infrastructure Improvements: The key aspect of this CP is the upgrade of the area through the enhancement of the physical infrastructure. The Plan calls for reinforcement of high quality, tourist related, retail activities and restaurants within the Stateline pedestrian district and a pedestrian oriented area within the vicinity of Ski Run Boulevard and Tamarack. The image projected for these districts is that of a vital alpine village with generous landscaping and other street amenities to create a comfortable pedestrian environment. This approach is intended to maximize the opportunities for destination visitors and minimize the traffic impacts created by the increasing number of day-users.

Tourist Accommodations: As is readily apparent from the Vision Map, the vast majority of the tourist accommodation units (TAUs) will be concentrated in the Lakeside area, north of US 50 between Stateline and Tahoe Meadows. In addition, TAU’s will occur in the Van Sickle, Montreal, Midway, Tahoe Marina Hotel and Lower Ski Run West districts.

Commercial Areas: The tourist related retail areas are located within the Stateline Pedestrian District and the vicinity known as Lower Ski Run South. The Ski Run Retail Village is in the vicinity of the Tamarack intersection. Local serving retail is proposed at the Crescent V Center. A Bed and Breakfast, professional office area has been designated within Upper Ski Run North and South. Affordable housing is encouraged within the Pentagon, Van Sickle (south of Montreal) and Upper Ski Run areas.

VISION FOR TRANSPORTATION

Loop Road Extension: The CP proposes the reconfiguration and extension of the existing north and south loop roads to create an efficient and understandable route around the congested Stateline area. A transportation corridor has been delineated in conjunction with the Loop Road with open space buffers. Open space also occurs in conjunction with drainage improvements as well as the linear park.

Transit Improvements: Transit improvements are also proposed including an intermodal transit transfer center, which will enhance the usefulness and convenience of alternative transportation modes and thereby reduce automobile usage. A gondola will link the Stateline area with Heavenly Valley. The goal is a planning strategy which can be both economically feasible and environmentally beneficial.
VISION FOR CONSERVATION

Drainage Improvements: The Plan envisions the completion of an area-wide drainage improvement system within Stateline, as well as Upper and Lower Ski Run. In addition, retention of runoff onsite will be required, where feasible, as conditions of project approvals.

Stream Zone Improvements: Restoration of stream zone is proposed to occur in conjunction with several of the drainage improvement projects (Basins B, E, A-1 and A-2) as well as in the Fairway area, the Herbert area and in the Charlesworth area.

Scenic Improvements: The Plan envisions implementation of design improvement measures throughout the area including sidewalks, street lights and landscaping within the pedestrian districts, a linear park, undergrounding of utilities and a new sign program.

VISION FOR RECREATION

Improved Lake access: The Plan calls for improved transit links to beaches and the creation of a public beach at the Ski Run Marina.

Recreational Trail System: The Plan calls for the implementation of a recreational/bike trail system to connect US 50 and the Loop Road system to the area adjacent to Lake Tahoe.

Campground/RV Expansion: The Community Plan promotes the idea of providing overnight camping facilities in the Stateline area.

VISION FOR PUBLIC SERVICE

Fire Station Relocation: As a result of Redevelopment Project #1, the existing fire station located on US 50 east of Ski Run will be demolished. A new station is under construction on the NW corner of Ski Run Boulevard and Pioneer Trail.
Chapter II
LAND USE ELEMENT

This Land Use Element is a supplement to the Land Use Element of the City's General Plan and the TRPA Goals and Policies Plan. Consistent with these Plans 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 Statements (089B and 091).

A. STATELINE/SKI RUN 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 propose their own standards. Chapter 14 of the TRPA Code sets forth the provisions for community planning. This section indicates which provisions of the TRPA Regional Plan are applicable and which standards are replaced with equal or superior standards.

This is a brief summary of standards applicable to the Stateline/Ski Run 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;
2. The Mitigation Fee Program of Chapter VII;
3. The Citywide Sign Ordinance;
4. The Citywide Parking Ordinance; and
5. The Design Manual.

Pursuant to Subsection 14.5.B of the Code, the following community plan statement replaces the TRPA Plan Area Statements' regulations for this area and the City of South Lake Tahoe Zoning Code. The detailed checklist of applicable standards in Appendix A is provided to assist in the review of projects within the Stateline/Ski Run Community Plan area. The checklist also indicates which regulations are specific to the Community Plan.

B. STATELINE/SKI RUN COMMUNITY PLAN AREA STATEMENT
This Community Plan Area Statement supersedes TRPA Plan Area Statements and the City of South Lake Tahoe Zoning within the Community Plan boundaries.

PLAN DESIGNATION:

<table>
<thead>
<tr>
<th>Land Use Classification</th>
<th>TOURIST</th>
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<tbody>
<tr>
<td>Management Strategy</td>
<td>REDIRECTION</td>
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<tr>
<td>Special Designation</td>
<td>TDR RECEIVING AREA FOR:</td>
</tr>
<tr>
<td></td>
<td>1. Existing Development</td>
</tr>
</tbody>
</table>
|                         | 2. Multi-Residential Units  
|                         | SCENIC RESTORATION AREA |
|                         | PREFERRED AFFORDABLE HOUSING LOCATION |
|                         | MULTI-RESIDENTIAL INCENTIVE PROGRAM |

§ Amended 04/28/2004
DESCRIPTION:

Location: This area encompasses a motel/commercial strip along Lake Tahoe Boulevard and to a lesser extent, Ski Run Boulevard. A portion of the Lakeside Park motel area is also included (see maps H-16, H-17 and G-17). The South Tahoe Redevelopment Demonstration Plan areas for Ski Run and Stateline are contained within the Stateline/Ski Run Community Plan boundaries.

Existing Uses: This area contains numerous motels and commercial establishments, the Crescent V shopping center, Ski Run Marina and a few residential uses.

Existing Environment: The land classification of this area is a mixture of low and high hazard. The shorezone tolerance district is 1. Land coverage and disturbance is high.

PLANNING STATEMENT: This area should continue as a major tourist center providing visitor accommodations and services. An emphasis should be placed upon redirection through redevelopment, which will provide scenic, economic and environmental improvements. These improvements will also benefit local residents, i.e. jobs, shopping, etc.

PLANNING CONSIDERATIONS:

a. This area has traffic congestion problems during peak periods, particularly along Highway 50 east of Ski Run Blvd.

b. Pedestrian facilities and physical infrastructure are inadequate.

c. This area contains Scenic Roadway Units 32 and 33, which are targeted for restoration as required by the scenic threshold. Scenic Shoreline Unit 31 is also in this area. (see Chapter IV)

d. Local drainage/flooding problems exist.

e. Extensive modifications to the SEZ have occurred and there is disturbed barrier beach with littoral drift problems.

f. Substantial water quality, dredging, siltation and parking problems exist at Ski Run Marina.

g. There is a need to upgrade and/or replace substandard housing and create some additional affordable housing within this area.

h. Additional fire hydrants are needed in the Ski Run area.
RESIDENTIAL BONUS UNITS: Pursuant to Chapter 35 (TRPA Code) the maximum number of residential bonus units which may be permitted for this Community Plan Area is 145 units.

TOURIST ACCOMMODATION BONUS UNITS: Pursuant to Chapter 35 (TRPA Code), the maximum number of tourist accommodation bonus units which may be permitted for this Community Plan Area is 25 units to be located within the Ski Run Village (3b), Upper Ski Run North (5a), or Upper Ski Run South (5b) Districts.

ADDITIONAL DEVELOPED OUTDOOR RECREATION: The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 (TRPA Code) to be located within the Community Plan Area. Specific projects and their timing are addressed in Chapter V and the TRPA five-year Recreation Program pursuant to Chapter 33 (TRPA Code) allocation of Development. The following additional capacities allowed are measured in "persons at one time":

<table>
<thead>
<tr>
<th>SUMMER DAY USES</th>
<th>WINTER DAY USES</th>
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<tbody>
<tr>
<td>0 PAOT</td>
<td>0 PAOT</td>
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<tr>
<td>OVERNIGHT USES</td>
<td>MARINA</td>
</tr>
<tr>
<td>0 PAOT</td>
<td>0 PAOT</td>
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COMMERCIAL FLOOR AREA ALLOCATION: Pursuant to Chapter 33 (TRPA Code) the maximum amount of commercial floor area which may be allocated for additional development in the Community Plan Area, is 45,000 sq.ft.

MAXIMUM CUMULATIVE NOISE LEVEL: The maximum community noise equivalent level for this Community Plan area is as follows:

<table>
<thead>
<tr>
<th>LAND USE DISTRICTS</th>
<th>CNEL</th>
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</thead>
<tbody>
<tr>
<td>1A through 3B &amp; 7A</td>
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<td>4A – 6D</td>
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<tr>
<td>Shorezone</td>
<td>55</td>
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<td>US 50 Corridor</td>
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C. GOALS, OBJECTIVES AND POLICIES:
In addition to the goals of [the CSLT General Plan and] the TRPA Compact and Regional Plan, the following goals, related specific objectives and special policies are adopted for the Stateline/Ski Run Community Plan. The objectives are also implemented in the Community Plan elements by specific and enforceable policies.

Urban Design and Development: To ensure that the design elements of new, remodeled, and rehabilitated development are compatible with the scenic objectives and policies of the Stateline/Ski Run Community Plan.

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Amended 10/25/2006
Amended 3/22/2000
Objective 1: Concentrate retail development in unique districts and thus eliminate the retail strip commercial character of Highway 50.

Policy A: Establish three unique, separate, retail/restaurant areas:
   a. within the primary tourist location inside the Loop Roads along US 50;
   b. secondary tourist area at the Ski Run Blvd. & US 50 intersections;
   c. 2 1/2 block retail area on Ski Run Boulevard in the vicinity of Tamarack (also known as Ski Run Village).

Policy B: Property outside these areas would be limited to non strip commercial uses, such as tourist accommodation uses, and offices.

Policy C: Anchor the Casino Core within the primary tourist retail area along US 50 from the California/Nevada state line to Park Avenue with the establishment of a specialty retail center in the vicinity of Park Avenue.

Policy D: Connect the Casino Core anchor and the specialty retail anchor with a pedestrian street environment, created through the eventual reduction of US 50 from five lanes to three lanes.

Policy E: Provide shops along the Stateline pedestrian corridor with windows and doorways, located next to the sidewalk, oriented to Lake Tahoe Boulevard as well as landscaped areas, outdoor dining, benches, lighting and kiosks.

Policy F: Ensure adequate services for residents within the vicinity of the primary tourist area through retention of local oriented retail uses (i.e. market, pharmacy, apparel, etc.) in the Crescent V Shopping Center with rear pedestrian alternate access, while providing opportunities for some tourist oriented retail.

Policy G: Provide for the siting of a transit center and tram to Heavenly Valley properly designed to help activate the pedestrian street environment.

Policy H: (Deleted§)

Policy I: Prepare an urban design plan for Ski Run Boulevard to improve the scenic quality and enhance the business environment by providing sidewalks, street lights, landscaping, on-street parking, shared parking lots, better traffic circulation and a restaurant pedestrian pocket in the vicinity of the Tamarack intersection.

Policy J: When a project-oriented traffic study or sewer unit analysis requires a reduction of tourist units, the tourist units should be reduced from within the TRPA defined “project area”.

§ Amended 10/28/1998
Policy K: Transfer of tourist accommodation units from the area within the Loop Roads to areas outside the Loop Roads is prohibited, except from project areas within a project approved by the South Tahoe Redevelopment Agency where: 1) densities for permissible land uses have been maximized, as determined by project approval, and 2) which incorporate environmental benefits as determined by the criteria of TRPA Code Section 33.3D(3). For project areas satisfying this exception, excess banked tourist accommodation units may be transferred to areas outside the Loop Roads, subject to all other applicable Ordinances, Plan Areas, and Policies. (Land Use Districts 1a, 1b, 2a, 3a)

Policy L: Review projects for conformance with the Design Manual & Sign Ordinance (see Appendix B).

Policy M: Create a parkway effect as required by Chapter I of the City Design Manual (see Appendix B).
   a. along US 50, west from the Loop Road intersection to Fairway Avenue;
   b. along Ski Run, from US 50 to the limits of the Plan area, south of Pioneer Trail;
   c. along Park Avenue
   d. along the North Loop Road
   e. along the South Loop Road.

Policy N: Provide for a non-commercial pedestrian trail and an open space system along Park Avenue to link the mountains to the Lake, as well as along the front of Tahoe Meadows.

Policy O: Utilize stream environment zone restoration and storm drainage basins to create view corridors and passive open space, and at the same time, create a buffer zone to help relieve the strip commercial character of the major roads.

Policy P: Place locations for affordable housing within convenient distances to local serving retail uses.

Land Use Strategy and Economic Feasibility Goals: Maintain a balance between economic health and the environment by correcting past deficiencies in land use and being responsive to the needs and opportunities within the Stateline/Ski Run area.

Objective 1: Concentrate development to create unique areas within the community plan boundaries.

Policy A: Intensify TAUs within the area surrounded by the Loop Roads when feasible. Conduct a study to evaluate the affect of permitting additional height within 500 feet of the existing highrise buildings located on

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6 Amended 05/23/2007
59 Amended 05/23/2007
the south shore in the Stateline area. This study could either be prepared for the area as a whole, or could be conducted in conjunction with a project specific scenic evaluation; e.g. Park Avenue project area.

Policy B: Provide 25 bonus TAU's, which can be used in accordance with Chapter 35 (TRPA Code) as an incentive for the conversion of existing residential structures to bed and breakfast style accommodations, or the construction of new bed and breakfast style tourist units, within Districts 5a, 3b and 5b, on Ski Run Boulevard or for an incentive to rehabilitate substandard motel structures or for the demolition of the substandard motel structures and transfer of units to any buildable property within districts which permit motels, 1a, 1b, 1c, 1d, 1e, 1f, 2a, 2b, 3a, 3b, 5a and 5b. (rev. 3/26/1997) (see TAU distribution system, Objective 2, Policy E).

Policy C: Limit the activities within the Stateline Pedestrian District and Ski Run Pedestrian District to encourage high quality retail activities and restaurants (see landuse matrix).

Policy D: Utilize stream environment zone (SEZ) restoration to provide view corridors and open space resources, i.e. for multiple benefits. This in turn will create a buffer zone, which will assist in defining areas of concentrated development. (See Capital Improvement Program {CIP} in Chapter VII -Area-wide Drainage System Basin E.)

Objective 2: Define receiving areas within the community plan boundaries and institute a system for distribution of commercial allocation and bonus TAU's

Policy A: Within the 45,000 square foot limitation, allocations of commercial floor area shall be issued by TRPA upon approval pursuant to Chapter 33. However, TRPA shall only consider for approval, projects recommended by the City of South Lake Tahoe. On a first come first serve basis, the City shall review proposed projects based on the following criteria and make an appropriate recommendation. The City's recommendation shall expire two years after its action. Consistent with the findings of the "Economic Analysis and Opportunities Study", (as provided by Rosall Remmen Cares, 1989) distribute the 45,000 sq.ft. of commercial allocation within the Stateline/Ski Run Community Plan area as follows:

- **Project 3 project area** located between US 50 and Cedar Avenue and from Stateline to Park Avenues along US 50 (portions of Districts 2a and 1a): Total Allocation: 10,000 square feet.

- **Park Avenue project area** located along US 50 frontage from Embassy Suites to the Loop Road diversions (portions of Districts 2a and 3a): Total Allocation: 20,000 square feet

  Maximum per project: none

The use of the 20,000 square feet is for use by the Park Ave. proponents within the following parameters:

a. That it be used only for pedestrian-oriented commercial uses; and
b. That it be used only on the US 50 frontage; and
c. That the design be consistent with the Redevelopment Plan (see Chapter III of the Design Manual, District 2a).
• **Ski Run Blvd. within the Stateline/Ski Run Community Plan Area.** The four Districts on Ski Run Blvd. (3b, 5a, 5b, and 6c) and only that portion of District 2b which includes the southeast corner shopping center and the adjacent car wash parcel if it is added to the shopping center redesign, be eligible for 7,000 s.f. of commercial floor area, subject to:
  1. A first come, first serve distribution system, based on a project application.
  2. A limitation of 2,000 s.f. per parcel, and
  3. Compliance with the applicable Community Design Standards.

• **Ski Run Pedestrian District 3b:**
  
  Total Allocation: 8,000 square feet
  
  Maximum per project: 2,000 s.f. (rev. 3/4/1997)

  There will be specific timelines in which to use allocation, e.g. use it or it goes back to the pool. Two years after the adoption of this Plan, TRPA and the City of South Lake Tahoe may consider reassignment of the unpermitted allocations listed above. An exception may be made for allocation preservations that have experienced unforeseeable governmental delays, beyond the control of the project proponent.

• **SE Corner Ski Run/US 50 Sub Area (2b) and Park Ave. project area:**
  2 years from adoption of plan to obtain permit, (the only exception to this requirement is unforeseeable governmental delay beyond the control of the project proponent); and 3 years from issuance of permit to complete the project.

• **Ski Run Pedestrian District (3b) and Laurel Avenue Sub area (2a):**
  2 years from adoption of plan to obtain permit, (the only exception to this requirement is unforeseeable governmental delay beyond the control of the project proponent); and 3 years from issuance of permit to complete the project.

**Policy B:** The Ski Run Pedestrian District (3b) shall be eligible for the commercial floor area allocation described in Policy A above, provided:

(1) That all projects receiving a commercial floor area allocation from the Ski Run Pedestrian District or projects subject to the Design Review or Special Use Permit Process, shall either have in place (previously constructed) or shall construct all of the infrastructure improvements along the subject property frontage including:

  a. Curb, gutter and 5-foot asphalt sidewalk and associated improvements including handicap access required by the City Engineering Division (Public improvements) and

  b. 5-foot additional decorative sidewalk, street trees and street lights

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§§ Amended 5/26/1999

Amended 05/26/1999 Note 2, 3 & 4 were deleted
Policy C: Should the 30,000 sq.ft. of commercial floor area acquired by the Redevelopment Agency for Redevelopment Project #1 not be utilized in conjunction with Project #1, any unused square footage shall be allocated to the Stateline Area (Districts 2a or 3a).

Policy D: TAU Distribution - Bonus TAUs will be distributed on a "first come first serve" basis in accordance with "objective 1", Policy B, and Chapter 35 of the TRPA Code. The maximum number of TAUs per project shall be limited to 10.

Objective 3: Recognizing economic feasibility is critical in order to implement community plan objectives.

Policy A: City/Redevelopment Agency will facilitate the establishment of a rehabilitation loan program for the enhancement of existing commercial businesses, including motels. Provide opportunities for individuals as well as groups of property owners to revitalize their businesses.

Policy B: Form business districts to assist in the development of a joint marketing strategy to promote economic diversity and vitality.

Policy C: Consistent with the Uniform Building Code (UBC) allow the economic conversion of residential structures to office uses, such as legal, medical, financial and professional.

Objective 4: Support and encourage adequate housing in close proximity to employment generators, which is affordable to workers in the visitor industry.

Policy A: As a top priority, the South Tahoe Housing Authority should facilitate the establishment of a housing rehabilitation program to upgrade existing housing stock throughout the Plan Area.

Policy B: Encourage multi-family units to be constructed on the large, developable parcels within district 6c by providing up to 50% land coverage for such projects.

Policy C: Consider economy of scale issues associated with affordable housing projects, particularly the property described above in Policy A.

Policy D: Replace units providing low-cost housing with comparable units onsite whenever possible or, if not possible onsite, provide within the same zoning classification.

Intergovernmental Coordination Goal: Continue to coordinate with adjacent governmental entities to facilitate compatible land use strategies.

Objective 1: Highlight opportunities and conflicts regarding the Community Plan provisions within Douglas County and El Dorado County

Policy A: TAUs can be acquired within the City of South Lake Tahoe for transfer to another jurisdiction if the financial impacts are adequately mitigated and subject to City concurrence.

Amended 2/28/1996
**Policy B:** Multiple family development rights can be acquired within the City of South Lake Tahoe for transfer to another jurisdiction if, through a development agreement, the units from which the allocations were transferred are rebuilt and/or rehabilitated as affordable housing. The units to be transferred would be targeted by the community plan.

**Policy C:** The transfer of commercial square footage for the development of the "perpendicular spine" aka Mountain Lake Parkway, is in conflict with the movement of pedestrians along US 50 in California.

**Policy D:** Encourage casino internal space rearrangement to locate retail on US 50.

**Policy E:** Encourage coordination of lane widths (12 foot travel lane and a 4 foot bike lane), transit locations, between the two jurisdictions and the Stateline Area (see Exhibit 4).

**Policy F:** Establish a free trade of commercial square footage between the City of South Lake Tahoe and El Dorado County so that, on a case-by-case basis, commercial floor area in the County can be transferred from non-community plan areas into community plan areas within the City, and the City of South Lake Tahoe would consider transfers into El Dorado County on a case-by-case basis. In addition, leave the door open for discussion with Douglas County regarding the same issue.

**Objective 2:** Coordinate The South Tahoe Redevelopment Demonstration Plan with the Community Plan

**Policy A:** The South Tahoe Redevelopment Demonstration Plan shall be amended to conform with the provisions of this Community Plan. Until the amendments are approved, this Plan shall supersede conflicting provisions in the Redevelopment Plan.

**D. LAND USE PROVISIONS**

**PERMISSIBLE USES MATRIX:** Pursuant to the TRPA Code, Chapter 4, Section 2c, Temporary Activities and Chapter 7, Temporary Uses, Activities and Structures, Chapter 18 - Permissible Uses and, if applicable, Chapter 51 - Permissible Uses and Accessory Structures in the Shorezone and Lakezone, the following matrix describes primary uses, which are allowed by right (A), allowed subject to design review by the City of South Lake Tahoe (A1) or, must be considered under the provisions for a special use (S) within each of the land use districts. Footnote numbers by allowed or special uses indicate special conditions imposed on that use category as noted in the bottom of the matrix. Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited, unless the matrix is amended to add it as an allowed or special use, within this Plan Area.
MAXIMUM DENSITIES: Pursuant to the TRPA Code, Chapter 21 – Density, the following matrix 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.

SHOREZONE PERMITTED USES (not reflected in the matrix): Within the specified shorezone tolerance district, the following primary uses may be permitted in the backshore, nearshore and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with Chapter 18, (TRPA Code). The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel:

Tolerance District 1

<table>
<thead>
<tr>
<th>Primary Uses</th>
<th>Accessory Structures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water oriented outdoor recreation concessions (A); beach recreation (A),</td>
<td>Buoys (A), piers (S), fences (S), boat ramps (S),</td>
</tr>
<tr>
<td>water borne transit (S), boat launching facilities (S), tour boat operations</td>
<td>floating docks and platforms (S), shoreline</td>
</tr>
<tr>
<td>(S), safety and navigation devices (A), and marinas (S)</td>
<td>protective devices (S) and water intake lines (A).</td>
</tr>
</tbody>
</table>

LAND USE DISTRICTS: The following land use districts are within the Stateline/ Ski Run Community Plan boundaries (see Exhibit 2).

1a Lakeside District  Major Tourist Accommodation
1b VanSickle District  Tourist Accommodation
1c Montreal District  Tourist Accommodation, Multi Family Residential
1d Midway District  Tourist Accommodation, Multi Family Residential
1e Tahoe Marina Hotel District  Major Tourist Accommodation
1f Lower Ski Run West District  Major Tourist Accommodation
2a Stateline Pedestrian District  
Major Tourist Accommodation & Retail/Restaurant with Extensive Tourist Amenities

2b Lower Ski Run South District  
Retail/Restaurants

3a Crescent V District  
Local Oriented Retail with some Tourist Related Retail

3b Ski Run Pedestrian District  
Pedestrian Oriented Retail including Restaurants, Office, Medical, Personal Services, etc.

4a Van Sickle District  
SEZ Restoration/Recreation

4b Basin E District  
SEZ Restoration/Recreation

4c Osgood Basin District  
Drainage Improvements

5a Upper Ski Run North District  
Tourist Accommodation including Bed & Breakfast style/ Recreation Related Retail, Professional Offices

5b Upper Ski Run South District  
Professional Office, Tourist Accommodation

6a Van Sickle District  
Multi Family Residential

6b Pentagon District  
Multi Family Residential

6c Upper Ski Run District  
Multi Family Residential

7a Transportation Corridor District  
Major Road Improvements

**The Matrix:** The following matrix identifies which uses are allowed, or require a special use permit, in each landuse district within the community plan area.
**Key:**
1 = Tourist Accommodation  
   a. Lakeside  
   b. Van Sickle  
   c. Montreal  
   d. Monterey  
2 = Tourist Related Retail  
   a. Stateline Pedestrian  
   b. Lower Ski Run-south  
3 = Local Serving Retail  
   a. Crescent V  
   b. Ski Run Village  
4 = Recreation  
   a. Van Sickle  
   b. Basin E  
   c. Osgood Basin  
5 = B&B & Prof. Offices  
   a. Upper Ski Run-north  
   b. Upper Ski Run-south  
6 = Affordable Housing  
   a. Van Sickle  
   b. Pentagon  
   c. Upper Ski Run  
7 = Transportation Corridor

<table>
<thead>
<tr>
<th>LAND USE CATEGORIES</th>
<th>DISTRICTS</th>
<th>MAXIMUM units/acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>I. RESIDENTIAL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Domestic Animal Raising</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>Employee Housing</td>
<td>S S S S S S S S S S</td>
<td>S S A1 A1 15</td>
</tr>
<tr>
<td>Mobile Home Dwelling</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multiple Family Dwelling</td>
<td>S S S S S S S S S S</td>
<td>S S A1 A1 15</td>
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<tr>
<td>Multi-Person Dwelling</td>
<td>S S S S S S S S S S</td>
<td>S S A1 A1 25 Persons</td>
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<tr>
<td>Nursing &amp; Personal Care</td>
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<td></td>
</tr>
<tr>
<td>Residential Care</td>
<td>S</td>
<td></td>
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<tr>
<td>Single Family Dwelling</td>
<td>A S S S S S S S</td>
<td>S S A1 A1 A1 1 per parcel</td>
</tr>
<tr>
<td>Summer Home</td>
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<td></td>
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<tr>
<td>II. TOURIST ACCOMMODATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bed &amp; Breakfast Facilities</td>
<td>A1 A1 A1 S A1 A1 10</td>
<td></td>
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<tr>
<td>Hotel, Motel, Other Transient Dwelling Units</td>
<td>A1 A1 A1 A1 S S S S A1 A1 A20 40</td>
<td></td>
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<tr>
<td>Time Sharing (Hotel/Motel Design)</td>
<td>A1 A1 S S S S S A1 A1 A20</td>
<td>40 (no kitchen)</td>
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<tr>
<td>*Time Sharing (Residential Design)</td>
<td>A1 A1 S S S S A1 A1 A20</td>
<td>15 (w/kitchen)</td>
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<td>III. COMMERCIAL</td>
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<td>A. Retail</td>
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<tr>
<td>Auto, Mobile Home, and Vehicle Dealers</td>
<td>S4</td>
<td></td>
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<tr>
<td>Building Material &amp; Hardware</td>
<td>S5 S5 A1 A1 A14</td>
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<td>General Merchandise Stores</td>
<td>S1 A1 A14</td>
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<td>Mail Order and Vending</td>
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<td>Nursery</td>
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<tr>
<td>Outdoor Retail Sales</td>
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<tr>
<td>Eating &amp; Drinking Places</td>
<td>S S</td>
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<tr>
<td>Food &amp; Beverage Retail Sales</td>
<td>S S</td>
<td></td>
</tr>
<tr>
<td>Furniture, Home Furnishings &amp; Equipment</td>
<td>S S</td>
<td></td>
</tr>
<tr>
<td>Service Stations</td>
<td>S S S S</td>
<td></td>
</tr>
<tr>
<td>B. Entertainment</td>
<td></td>
<td></td>
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<tr>
<td>Amusement &amp; Recreation Services</td>
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<tr>
<td>Privately Owned Assembly and Entertainment</td>
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<tr>
<td>Outdoor Amusements</td>
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<td></td>
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<tr>
<td>C. Services</td>
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<td></td>
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<tr>
<td>Animal Husbandry Services</td>
<td>S S</td>
<td></td>
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<tr>
<td>Auto Repair and Service</td>
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<td></td>
</tr>
<tr>
<td>Broadcasting Studios</td>
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<td></td>
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<tr>
<td>Business Support Services</td>
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<tr>
<td>Contract Construction Services</td>
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<tr>
<td>Financial Services</td>
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Amended:
1. 10/25/2006
2. 10/26/2000
3. 6/26/1996
4. 2/28/1996
5. 5/27/2009
6. 2/28/1999
7. 5/27/2009
8. 5/27/2009
9. 5/27/2009
10. 5/27/2009
11. 5/27/2009
12. 5/27/2009
13. 5/27/2009
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27. 5/27/2009
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<th>DISTRICTS</th>
<th>MAXIMUM units/acre</th>
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</thead>
<tbody>
<tr>
<td>Health Care Services</td>
<td>A16 &amp; 22</td>
<td>A1</td>
</tr>
<tr>
<td>Laundries &amp; Dry Cleaning Plant</td>
<td>A1 &amp; 23 A24</td>
<td>A1 A1</td>
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<tr>
<td>Professional Offices</td>
<td>A18 S A1 A1 A1</td>
<td>A1 A1 A1 A1 A1</td>
</tr>
<tr>
<td>Repair Services</td>
<td>A9 S9 S9</td>
<td>A14</td>
</tr>
<tr>
<td>Sales Lot</td>
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<tr>
<td>Schools – Business &amp; Vocational</td>
<td>S S S</td>
<td>S S</td>
</tr>
<tr>
<td>Secondary Storage</td>
<td>A22 S23</td>
<td>A14</td>
</tr>
</tbody>
</table>

**D. Light Industrial**

- Batch Plants
- Food & Kindred Products
- Fuel & Ice Dealers
- Industrial Services
- Printing & Publishing
- Recycling & Scrap
- Small Scale Manufacturing

**E. Wholesale/Storage**

- Storage Yards
- Vehicle & Freight Terminals
- Vehicle Storage & Parking
- Warehousing
- Wholesale & Distribution

**IV. PUBLIC SERVICE**

**A. General**

- Airfields, Landing Strips & Heliports
- Cemeteries
- Churches
- Collection Stations
- Cultural Facilities
- Daycare Centers/Preschool
- Government Offices
- Hospitals
- Local Assembly & Entertainment
- Local Post Office
- Local Public Health and Safety Facilities
- Power Generating
- Public Owned Assembly & Entertainment
- Public Utility Centers
- Regional Public Health and Safety Facilities
- School – College
- Schools – Kindergarten through Secondary
- Social Service Organizations

**B. Linear Public Facilities**

- Pipelines & Power Transmission
- Transit Stations & Terminals
- Transportation Routes
- Transmission & Receiving Facilities

**V. RECREATION**

- Beach Recreation
- Boat Launching Facilities
- Cross Country Ski Courses
- Day Use Areas
<table>
<thead>
<tr>
<th>LAND USE CATEGORIES</th>
<th>DISTRICTS</th>
<th>MAXIMUM</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>1a 1b 1c 1d 1e 1f 2a 2b 3a 3b 4a 4b 4c 5a 5b 6a 6b 6c 7a</td>
<td>units/acre</td>
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<tr>
<td>Day Use Areas</td>
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<tr>
<td>Developed Campgrounds</td>
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<tr>
<td>Downhill Ski Facilities</td>
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<td>Golf Courses</td>
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<td>Group Facilities</td>
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<td>Marinas</td>
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<td>Off-Road Vehicle Courses</td>
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<td>Outdoor Recreation Concessions</td>
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<td>Participant Sport Facilities</td>
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<td>Recreation Centers</td>
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<td>Recreational Vehicle Parks</td>
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<tr>
<td>Riding and Hiking Trails</td>
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<td>Rural Sports</td>
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<td>Snowmobile Courses</td>
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<td>Sport Assembly</td>
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<td>Undeveloped Campgrounds</td>
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<tr>
<td>Visitor Information Centers</td>
<td>A</td>
<td>S S S</td>
</tr>
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</table>

V. RESOURCE MANAGEMENT

A. Timber Management
- Reforestation
- Regeneration Harvest
- Sanitation Salvage Cut
- Selection Cut
- Special Cut
- Thinning
- Timber Stand Improvement
- Tree Farms

B. Wildlife and Fisheries
- Early Succession Vegetation Management
- Nonstructural Fish Habitat Management

C. Range
- Farm/Ranch Structures
- Grazing
- Range Pasture Management
- Range Improvement

D. Open Space
- Allowed in all Areas of Region

E. Vegetation Protection
- Fire Detection and Suppression
- Fuels Treatment/Management
- Insect & Disease Suppression
- Prescribed Fire/Burning Management
- Sensitive Plant Management
- Uncommon Plant Community Management

F. Watershed Improvements
- Erosion Control
- Runoff Control
- Stream Environment Zone Restoration

Footnotes
A = Allowed
S = Special Use Permit Required

** Note all special uses within 2b are appropriate for development on SW Corner. Refer to Redevelopment Demonstration Plan.

### Matrix

<table>
<thead>
<tr>
<th>Page 2 of Matrix:</th>
<th>Page 3 of Matrix:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Requires CSLT Design Review</td>
<td>1. Requires CSLT Design Review</td>
</tr>
<tr>
<td>2. Caretaker Residence Only</td>
<td>2. Caretaker Residence Only</td>
</tr>
<tr>
<td>3. New Auto Parts Only</td>
<td>3. New Auto Parts Only</td>
</tr>
<tr>
<td>4. Wallpaper, Paint, Hardware Only</td>
<td>4. Wallpaper, Paint, Hardware Only</td>
</tr>
<tr>
<td>7. Entrance Only Fronting Highway 50</td>
<td>7. Entrance Only Fronting Highway 50</td>
</tr>
<tr>
<td>8. ATM Only</td>
<td>8. ATM Only</td>
</tr>
<tr>
<td>10. See Recreation Element, Objective 5, Policy A (rev. by TRPA)</td>
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</tr>
<tr>
<td>11. For condominium projects only, with multiple units per parcel.</td>
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</tr>
<tr>
<td>12. No outside storage or display, no blacksmith or trusses and the like.</td>
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</tr>
<tr>
<td>13. All personal services allowed except funeral parlors; cemetery real estate sales and related facilities; dating and escort services; laundromats and wedding chapels (wedding chapels permissible within Tourist Accommodation only).</td>
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</tr>
<tr>
<td>15. Allow consideration for placement of the use, only in the vicinity of the public plaza that enhances and directly links to the highway 50 pedestrian corridor.</td>
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</tr>
<tr>
<td>16. All Health Care Services are allowed except emergency outpatient or urgent care facilities shall only be considered along Heavenly Village Way, formerly Park Avenue.</td>
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</tr>
<tr>
<td>17. Allow consideration for placement of Realty Offices only within the district.</td>
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</tr>
<tr>
<td>18. Allow consideration for placement of Realty Offices only. Such use shall occupy no more than five (5) percent of the commercial floor area within any project area within the district.</td>
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</tr>
<tr>
<td>19. The parcel 27-323-10, physical address 3521 Pioneer Trail, has been added to the Stateline/Ski Run Community Plan in District 6c to facilitate affordable housing. Community plan development incentives may only apply to this parcel if and when a deed restricted affordable housing project is developed.</td>
<td>19. The parcel 27-323-10, physical address 3521 Pioneer Trail, has been added to the Stateline/Ski Run Community Plan in District 6c to facilitate affordable housing. Community plan development incentives may only apply to this parcel if and when a deed restricted affordable housing project is developed.</td>
</tr>
<tr>
<td>20. If District 6A is developed for Tourist Accommodation purposes, the maximum density is 15 units per acre and the following special provisions will apply in addition to the design requirements of the Community Plan. (A) Affordable multiple family units shall be provided on site as part of the TAU project. The number of affordable housing units to be provided shall be at least 20% of the number of the project’s TAU’s. The deed restriction for the affordable units shall require that at least one household member to work within the Lake Tahoe Basin, unless such condition would preclude the project from obtaining Federal affordable housing subsidy funding. (B) Design of the project shall incorporate provisions for pedestrian access to the nearby commercial uses and provide a native landscaping plan that minimizes the project’s visual intrusion into the roadway corridor. In addition, the developer shall be obligated to implement, or work with the California Tahoe Conservancy by committing the required funding for the bike trail component of the Stateline/Ski Run Community Plan’s Implementation Element for the Van Sickle District.</td>
<td>20. If District 6A is developed for Tourist Accommodation purposes, the maximum density is 15 units per acre and the following special provisions will apply in addition to the design requirements of the Community Plan. (A) Affordable multiple family units shall be provided on site as part of the TAU project. The number of affordable housing units to be provided shall be at least 20% of the number of the project’s TAU’s. The deed restriction for the affordable units shall require that at least one household member to work within the Lake Tahoe Basin, unless such condition would preclude the project from obtaining Federal affordable housing subsidy funding. (B) Design of the project shall incorporate provisions for pedestrian access to the nearby commercial uses and provide a native landscaping plan that minimizes the project’s visual intrusion into the roadway corridor. In addition, the developer shall be obligated to implement, or work with the California Tahoe Conservancy by committing the required funding for the bike trail component of the Stateline/Ski Run Community Plan’s Implementation Element for the Van Sickle District.</td>
</tr>
<tr>
<td>22. Requires prior approval by the Park Avenue Development Project Plaza Maintenance Association (PADMA)’s Board of Directors** and, if approved by PADMA, CSLT Minor Design Review.</td>
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</tr>
<tr>
<td>23. Requires prior approval by the Park Avenue Development Project Plaza Maintenance Association (PADMA) Board of Directors if the use is proposed within District 2a east of Lake Tahoe Boulevard, or by such corresponding entity as may be organized for Redevelopment Project 3 (Chateau at Heavenly Village) if the use is proposed within District 2a west of Lake Tahoe Boulevard, and, if approved by the applicable entity, CSLT Minor Design Review.</td>
<td>23. Requires prior approval by the Park Avenue Development Project Plaza Maintenance Association (PADMA) Board of Directors if the use is proposed within District 2a east of Lake Tahoe Boulevard, or by such corresponding entity as may be organized for Redevelopment Project 3 (Chateau at Heavenly Village) if the use is proposed within District 2a west of Lake Tahoe Boulevard, and, if approved by the applicable entity, CSLT Minor Design Review.</td>
</tr>
<tr>
<td>24. All Health Care Services uses permissible throughout special district; provided that any Health Care Services uses proposed to front on either side of Highway 50 and/or the intersections of Heavenly Village Way (Formerly Park Ave.) and Stateline Ave. are limited to Second Floor or higher. See Stateline/Ski Run CP Special Districts Aerial Map 1b &amp; 2a (Health Care Services Limitations) TRPA Ordinance 2009___ Exhibit 2 for specific limitation locations.</td>
<td>24. All Health Care Services uses permissible throughout special district; provided that any Health Care Services uses proposed to front on either side of Highway 50 and/or the intersections of Heavenly Village Way (Formerly Park Ave.) and Stateline Ave. are limited to Second Floor or higher. See Stateline/Ski Run CP Special Districts Aerial Map 1b &amp; 2a (Health Care Services Limitations) TRPA Ordinance 2009___ Exhibit 2 for specific limitation locations.</td>
</tr>
</tbody>
</table>

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* PADMA is a non-profit mutual benefit corporation organized under the California Nonprofit Mutual Benefit Corporation Law for the specific purpose of managing the common areas of those portions of the Park Avenue Subdivision bound by that certain Declaration of Conditions Covenants & Restrictions for the Park Avenue Development Project Plaza Maintenance Association, recorded September 7, 2000, as Document 2000-0044596-00, of Official Records of El Dorado County, California.

** The PADMA Board of Directors consists of one representative from each of the following entities: Marriott Grand Residence Club Homeowners Association, Marriott Timberlodge Homeowners Association, Trans-Sierra Investments, Inc., Heavenly Valley LP, Cecil’s LLC, the City of South Lake Tahoe and the South Tahoe Redevelopment Agency.
Chapter III
TRANSPORTATION ELEMENT

A. GOALS, OBJECTIVES AND POLICIES

The following goal, related specific objectives and special policies are adopted for the Stateline/Ski Run Community Plan. To meet the objectives, the following specific policies are adopted as standards.

1) Transportation Goal: Reduce dependency on the automobile and improve the movement of people, goods and services consistent with the economic and environmental goals of the Stateline/Ski Run Community Plan.

Objective 1: TRPA, City of South Lake Tahoe, Caltrans, other transportation related agencies, and the business community shall take appropriate action to implement the Action Element of the TRPA Regional Transportation Plan and the transportation CIP of the City of South Lake Tahoe.

Policy A: The improvements listed in the Proposed Transportation Improvement section below, shall be implemented as conditions of project review pursuant to Policy 1 C of the Conservation Element or as part of the implementation of the CIP contained within Chapter VII.

Policy B: A first priority for available funds shall be for those projects listed in the Chapter VII, CIP, as they improve existing LOS to a Level D or better within the CP area and help achieve the Threshold Related Targets.

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

Policy A: Implement strategies to increase ridership of mass transit to encourage less reliance on private automobiles. This includes the improvements listed in the Proposed Transportation Improvement Section below.

Policy B: Bus turn-outs, shelters, park and ride lots, bike racks mounted on shuttles and buses, and other related facilities or programs listed in TRPA, City, or STAGE CIP’s may be required as conditions of approval for projects pursuant to Conservation Element Policy 1 C.

Policy C: A 12 foot minimum lane width within the US 50 right-of-way should be reserved for future light rail transit (LRT) use on the south (shady) side of Lake Tahoe Boulevard if feasible. The LRT should not be the intra-city transit mode. If LRT is to be intra-city, it should come into the plan area via its own ROW.
Policy D: Lanes on US 50 determined not to be needed for traffic flow shall be converted to bicycle, pedestrian, transit and landscape improvements.

Policy E: Provide an intermodel transit center on the south side of US 50 between Stateline and Park Avenue.

Policy F: Encourage the use of waterborne transit at the Ski Run & Lakeside Marinas.

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

Policy A: The level of service on major roadways (i.e., arterial and collector routes) shall be LOS D, and signalized intersections shall be LOS D. (Level of Service "E" may be acceptable during peak periods, not to exceed 4 hours per day).

Policy B: 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).

Policy C: As a condition of project review or as part of implementing the CIP, the number of ingress/egress points along the Loop Road and US 50 should be reduced by combining and realigning driveways to improve traffic flow and eliminate pedestrian conflicts. (See Appendix B, Parking Ordinance)

Policy D: Signage within the City of South Lake Tahoe shall direct visitors to casino/hotels located along both arms of the Loop Road system as well as directing them to the California motel district. These signs shall distinguish parking areas from the pedestrian core.

Policy E: Complete the existing Loop Roads to provide an alternate route around the congested US 50 core in the Stateline area.

Policy F: Designate the mountainside Loop Road as the new US 50.

Policy G: Implement a connector road from the upper Loop Road to Pioneer Trail. Prior to the final design, further evaluation will be given to alternative delineations of the Pioneer Trail "tie-in" to the south Loop.

Policy H: Realign the mountain side portion of Park Avenue to improve the traffic flow.

Policy I: A traffic control device on Ski Run Blvd. at Tamarack is recommended.

Objective 4: The transportation system shall be an integral part of the CP and meet other objectives such as scenic restoration, community design, SEZ restoration and open space.
Policy A: All transportation related projects shall be subject to participation in mitigation programs, and shall be consistent with the Design Manual (Appendix B) and the Community Plan Sign Ordinance (Appendix B).

Objective 5: Provide for sufficient funding to finance the projects in the Capital Improvement Program (CIP).

Policy A: The City of South Lake Tahoe and TRPA shall continue to implement and refine the existing mitigation fee program (Chapter 93 of the TRPA Code) for funding transportation capital improvements.

Policy B: Project proponents within the CP area which are participants in assessment districts or other similar programs committed to implementing the listed transportation improvements may credit their contributions to the district transportation improvements as payment of the mitigation fee requirement in Policy A above.

Objective 6: To improve circulation, reduce vehicle trips, and to improve public access to the recreational areas, a network of bike trails and sidewalks shall be constructed.

Policy A: Extend and provide additional bike trails within the Lakeside District (1a) along the north Loop Road access to the beach as well as Nevada.

Policy B: Provide adequate sidewalks in commercial areas which are maintained free of snow on a year round basis.

Policy C: Pedestrian and bicycle facilities identified in the Plan shall be identified and constructed as part of the CIP in Chapter VII.

Policy D: Develop a gondola from Stateline to Heavenly Valley.

Objective 7: Transportation systems management (TSM) strategies shall be encouraged to reduce peak-period traffic and total vehicle miles traveled.

Policy A: All transportation entities servicing the CP area should become members of a southshore transportation management association (TMA).

Policy B: Encourage consolidation of existing shuttle buses through the TMA. Also, a minimal fare local people mover (trolley system) should be included.

Policy C: Implement transportation demand management (TDM) strategies such as an employer-based trip reduction program, transit incentives, ride sharing program, and postal delivery system improvements.

Policy D: Explore reduced or shared parking in the pedestrian district.

Objective 8: Provide adequate parking facilities.
Policy A: Develop a parking program throughout the CP area. The program shall consider office employee parking, shared parking. The parking program shall be adopted no later than the 1997 review and update of the Stateline / Ski Run Community Plan.

Policy B: Provide customer parking behind the shops in the Stateline Pedestrian District (2a) using signage to direct vehicles.

Policy C: Consider relinquishment of public right-of-way for parking (Laurel to remain a thru drive) and access to the rear of retail district i.e., Laurel Avenue. Insure new design will retain public access.

Policy D: The Stateline Pedestrian District or portions thereof, may reduce the parking requirement of the Citywide Parking Ordinance and waive the onsite parking requirement if a parking study and plan is completed and approved.

Policy E: The Ski Run Village District may reduce the parking requirement of the Citywide Parking Ordinance and waive the onsite parking requirement if a parking study and plan is completed and approved.

B. 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 CIP of the City of South Lake Tahoe Transportation Element]. A further description of the transportation CIPs, including cost and scheduling and the improvements described below, may be found in the Implementation Element, Chapter VII.

Streets and Highways

1. Loop Road Improvements - The project will increase the mountainside loop to five vehicle lanes, create three lanes on the lakeside loop and reduce the existing US 50 (inside the Loop Road) to 3 vehicle lanes. Incorporated into the improvements will be: bicycle facilities, pedestrian facilities, reductions in driveway accesses, landscaping, and noise abatement devices.

2. US 50 Improvements - The through traffic lanes between the Loop Road and Stateline will be reduced to three lanes in conjunction with the similar reduction on US 50 east of Stateline. Lanes for turn movements and bike travel shall be a part of the project. Unused areas of the right-of-way shall be used for transit and pedestrian uses.

3. Montreal Connector - After completion of the Loop Road and when traffic counts warrant, construct a new local road to link Pioneer Trail at upper Ski Run to the Loop Road. This roadway shall have no access to any adjoining properties between the two intersections. Incorporated into the roadway design should be bicycle/pedestrian facilities. A class I bike trail is the preferred alternative.
4. **Ski Run Blvd. Improvements** - These improvements shall have three lanes (to eliminate passing and to provide for safe left hand turns into the adjoining neighborhood) and onstreet parking. In addition to the curb and gutter, there will be facilities for bicyclists and pedestrians.

5. **Intersection Improvements** - These improvements include:
   a. **Loop Road/US 50/Pioneer Trail Improvements** - This intersection improvement includes right and left turn lanes from US 50 to the Loop Road and the elimination of the Pioneer Trail connection to US 50. The intersection design shall assume that US 50 will be reduced to three lanes east of the intersection. This reduction shall not be permanent until after the Loop Road evaluation period occurs.
   b. Improve right and left turn movements while maintaining four pedestrian crosswalks.
   c. **Tamarack/Ski Run Blvd. Improvements** - A traffic control device is recommended if the Ski Run Pedestrian Village improvements (3b) do not provide for adequate and safe circulation.

6. **Traffic Flow Improvements** - To facilitate better traffic flow on the Loop Road and US 50, existing businesses need to share driveways and improve the access to parking. This action will also reduce coverage, improve scenic quality and promote pedestrian travel between businesses.

**Parking Facilities**

1. **Parking Program** - All parking requirements shall be met on-site except where joint use and street parking facilities are provided. Only on-street parking areas designated within the Laurel Ave. area, District (2a) and the Ski Run Village area, (3b) are permitted. Parking requirements will be reduced in areas with pedestrian facilities, in areas with concentrations of overnight accommodations, and in areas served by transit. (See Appendix B, Parking Ordinance)

2. **Parking and Service Facilities** - Multi-use parking facilities should be developed for Van Sickle District 1b, Stateline Pedestrian District 2a, Crescent V District 3a, Lower Ski Run North District 2b, and Ski Run Village 3b. These facilities should provide for customer and employee parking. Service delivery drives will be provided at the side or rear of businesses. STAGE, casino shuttles, and local people movers should serve these facilities.

**Transit Facilities**

1. **STAGE Extension** - The RTP calls for expanded STAGE service/routes to the Kingsbury commercial and residential areas and on to Round Hill. Also buses should serve the beaches in the summer.
2. Carson Valley Shuttle - The implementation of a shuttle system to provide transit service for Tahoe area employees who live in Carson Valley.

3. Casino Shuttle - The casinos shall continue to implement the "on demand shuttle service" or the RTP's "10 minute" shuttle system from Bijou to Kingsbury as described in the Action Element of the RTP and the South Tahoe Redevelopment Plan.

4. Ski Area/Tour Boat Shuttles - The region-wide ski area shuttle system and the tour boat shuttles should be continued and expanded with stops at the transit center and major hotels.

5. Transit Terminal - A major transit terminal shall be located in the Stateline area. It may include facilities for shuttles, buses, people movers, and long distance buses.

6. Airporter Service - Bus service shall connect the transit terminal and the major hotels with the South Lake Tahoe Airport and the Reno Airport.

7. Long Distance Buses - Bus service (Greyhound and charter) shall connect surrounding metropolitan areas to the transit terminal.

8. Water Transit Facilities - Ski Run Marina and Lakeside Park Marina should provide facilities for water transit and tour boats to connect with ground based transit.

9. Mini Shuttle - The CP shall consider the implementation of a Stateline people mover system to serve the people located in the vicinity of the Loop Road. Initially the system should be flexible and low cost, such as small vehicles which may operate on the street, recreation trails, and sidewalks in the area.

10. Heavenly Valley Gondola - A gondola from Stateline to Heavenly Valley

11. Lake Lapper Bus - Around the Lake bus service described in the TRPA 1992 Regional Transportation Plan.

Pedestrian Facilities

1. Sidewalks - To promote pedestrian traffic in commercial areas, the construction of sidewalks is needed.
   a. Stateline Pedestrian District 2a - After the Loop Road is completed, that portion of Lake Tahoe Boulevard within the Stateline Pedestrian District (2a) will be reduced to three lanes and improvements, e.g. landscaping, wall, streetlights, street furniture will be constructed consistent with Exhibit 3, 4, & 5.
   b. Lakeside District 1a - A five foot meandering sidewalk will be added to the lake side of Pine Blvd. with the proposed Drainage Basin B improvement. Should additional sidewalks be provided in this district, the same or similar standard shall be required.
c. Districts - Upper Ski Run North (5a), Ski Run Village (3b), Upper Ski Run South (5b), & Upper Ski Run (6) along Ski Run Boulevard shall have a five foot meandering sidewalk (see Exhibit 6)

Bicycle Facilities

1. Bicycle Trail System - To improve circulation, reduce vehicle trips, and improve public access to recreational areas, the construction of the bicycle trail system shown in Exhibit 1 is needed. The improvements include:

a. Class I bicycle trail along the lake side of US 50 from the west end of the CP boundary to the Loop Road diversion, including a class I trail around the Ski Run Hotel.

b. Class I bicycle trail along the lake side of the Loop Road from the Loop Road diversion on US 50 to the California/Nevada state line.

c. Class I bicycle trail loop along Park Avenue, north of Pine Boulevard to Lakeshore Avenue and south on Stateline Avenue, crossing Pine Boulevard and terminating at Cedar Avenue and a class II bicycle trail along both sides of Stateline Ave, from Cedar to US 50.

d. Class I bicycle trail within the Caltrans right-of-way, parallel with the future Montreal Road.

e. Class II bicycle trail along both sides of US 50 from the Loop Road diversion to Stateline Avenue.

f. Class II bicycle trail along both sides of Park Avenue from the lake side of the Loop road to the mountain side of the Loop road.

g. Class II bicycle trail along both sides of Ski Run Boulevard from US 50 to Pioneer Trail.

h. Class II bicycle trail along both sides of Pioneer Trail within the CP area. At such time as the Loop Road system is completed, the class II trail shall extend along Moss Road to Montreal and along Montreal to its intersection with the Loop Road.

i. Class III bicycle trail along both sides of the mountainside loop.
Chapter IV  
CONSERVATION ELEMENT

This Conservation Element is a supplement to the Conservation Element of the TRPA Goals and Policies Plan and the Conservation Element of the City of South Lake Tahoe General Plan. This conservation Chapter lists specific environmental objectives and policies which relate to the Stateline/Ski Run Community Plan. Also included are the required environmental targets which the Community Plan must achieve. Strategies to achieve the targets such as area-wide drainage systems, scenic improvements, and revised land capability and stream zone analysis for this area are included.

A. CONSERVATION GOALS, OBJECTIVES, AND POLICIES:

The following related specific objective and special policies are adopted for the Stateline/Ski Run Community Plan. To meet the goals and objectives, the following specific policies are adopted as standards.

1. DEVELOPMENT GOAL: Ensure that physical development is consistent with the environment and the ecology of the area.

   Objective 1: To ensure the attainment and maintenance of the environmental threshold related targets established for the Community Plan.

   Policy A: Community Plan projects may rely on the incentives (South Lake Tahoe, property owners, or an assessment district) has all the required funding and project approvals to implement the improvements described as necessary in Table 1 to start the incentives. In addition, the transit terminal site must be acquired pursuant to the Redevelopment Agreement. If there is any conflict between this policy and the Redevelopment Agreement, the Redevelopment Agreement shall apply subject to environmental documentation requirements.

   Policy B: TRPA may review progress on target attainment periodically and make adjustments to the targets and implementation schedules. However, once the irrevocable commitment in Policy A above has been made, the incentives (except for substitute mitigation fees) shall be in effect until December 31, 1996. At this time, TRPA shall evaluate progress in attainment of the targets and shall take actions required by the TRPA Code.

   Policy C: The implementation of requirements listed in the Environmental Target section shall, where appropriate, be required as conditions of approval on projects relying on Community Plan incentives or whose construction area includes the identified requirements. Such mitigation required as conditions of approval shall be commensurate with the magnitude and impact of the proposed project.
B. ENVIRONMENTAL TARGETS

The following environmental targets identify opportunities for environmental improvement associated with the Stateline/Ski Run Community Plan. Achievement of the environmental targets is an important consideration for approving CPs and any development bonuses. They are linked to key implementation strategies. Discussion in other elements, the matrix in this Chapter and the CIP descriptions of Chapter VII provides further details on the implementation programs.

1. TRAFFIC: Traffic problems identified in the Stateline/Ski Run area and throughout the region present numerous opportunities for air, water, and traffic improvements.

Stateline/Ski Run Target: The CP targets for vehicle trip reductions and air quality improvements are as follows:


b. Implementation of improvements which will attain the TRPA CP level of service requirement by 2007 at the selected monitoring points:
   (1) US 50 Loop Road (Lake Parkway)
   (2) US 50/Ski Run
   (3) US 50/Park Ave.

Key Implementation Strategies: The following improvements are key strategies (see Chapter III and EIR/EIS for description) for achieving the above targets:

a. Besides the 6,800 VMT reductions resulting from land use changes, the non-land use strategies are:
   (1) Parking Program/Facilities – implement a parking ordinance and a community parking lot program that encourages non-auto trips, VMT reduction unknown until program is adopted.
   (2) Mini Shuttle – implement the Stateline people mover system described in the Transportation Element. 1390 VMT
   (3) Sidewalk/Rec. Trails – implement the sidewalks and trail systems described in the Transportation Element. 250 VMT
   (4) Transit Terminal – implement the transit terminal and system described in the Transportation Element. 2,300 VMT
   (5) Long distance bus – continue to expand long distance bus service. 520 VMT
   (6) Heavenly Valley Gondola. 2,300 VMT
   (7) Lake Lapper Bus – VMT included in long distance bus.
(8) Other – where appropriate, assist the implementation of the other regional programs listed in Table 1, the Community Plan Component Matrix.

b. For LOS targets, the key strategies are: 1) the construction of the Loop Road project; 2) the intersection improvements listed in the Transportation Element:

   Montreal Connector (also VMT mitigation for Loop Road)
   Access regulation (see Parking Ordinance)

c. For the carbon monoxide air quality for 9 PPM and the US 50 traffic reduction target, the strategies are: 1) the construction of the Loop Road project; 2) the intersection improvements; and 3) the parking program.

2. **STREAM ENVIRONMENT ZONES:** There has been extensive disturbance of stream environment zones (SEZ) throughout the Region and the Stateline/Ski Run area. The identification and mapping of SEZs (see Land Capability Map, Exhibit 7) in the Stateline/Ski Run area indicates there are restoration opportunities.

Stateline/Ski Run Target: The CP Stream Zone Restoration Program targets approximately 14% of 9.55 acres for restoration in the next 20 years. The 1997 target is 5 acres which is in excess of the 208 Plan target for this area.

**Key Implementation for Strategies:** The following is a list of restoration projects which will occur in conjunction with implementation of the CIP and other proposed projects. Volume III, SEZ Protection and Restoration Program and this list may be update as new information becomes available.

<table>
<thead>
<tr>
<th>Site</th>
<th>Restoration</th>
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<tbody>
<tr>
<td>Stateline Drainage System</td>
<td>1.00 acre</td>
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<tr>
<td>Charlesworth (208 CIP)</td>
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</tr>
<tr>
<td>Ski Run (E)</td>
<td>3.30 acres</td>
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<tr>
<td>Fairway</td>
<td>1.00 acre</td>
</tr>
<tr>
<td>Herbert</td>
<td>.50 acre</td>
</tr>
<tr>
<td>Van Sickle (A-1)*</td>
<td>3.00 acres</td>
</tr>
<tr>
<td>A-2</td>
<td>.50 acre</td>
</tr>
</tbody>
</table>

* some or all outside CP

Note: Projects 1, 3, and 7 are projects required pursuant to South Tahoe Redevelopment Demonstration Plan.

3. **SCENIC:** TRPA Scenic Thresholds identify opportunities for scenic restoration throughout the Region. The TRPA Scenic Implementation Program (SQIP) targets US 50 and Pioneer Roadway Units for specific scenic improvements to meet the thresholds. (See Exhibits 8, 9, and 10)

Stateline/Ski Run Target: For 1997, the SQIP requires a 27% improvement in non-attainment roadway unit scores and a 33% increase in non-attainment shoreline unit scores. The Hybrid Unit created for US 50 by the TRPA for redevelopment is required by the SLT Redevelopment Demonstration Plan to score 16. The CP shall attain SQIP threshold targets by 1997 through implementation of the CP Scenic Quality Improvement Program.
### Key Implementation Strategies

The Stateline/Ski Run Community Plan responds to the SQIP recommendations by providing design improvements and regulations related to a series of design theme/activity zones in the Vision 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:

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

- **Building Materials**: Building materials should be predominantly natural or natural appearing. Aluminum, steel, and plastic siding should be discouraged. (See Design Manual)

- **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 on trim. (See Design Manual)

- **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 Manual)

- **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 Manual)

- **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 Manual should be

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**Roadway Unit | Score**

<table>
<thead>
<tr>
<th>Unit 32 Casino Area</th>
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<td>Unit 33 Strip</td>
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</table>
utilized around the perimeter and within all parking areas to provide definition and to screen views of parked cars. (See Design Manual)

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 down in a selective fashion and not exceed the amount of light actually required by users and viewers. (See Design Manual)

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. (See Design Manual)

i. **Signs:** Signs should be brought into compliance with the Sign Ordinance (Appendix B). The goal should be to provide a coordinated system of signs that clearly identifies individual enterprises yet minimizes the competition between signs and their contrast with the natural environment. Although the shopping centers at the east end of the commercial area have provided their own coordinated system of signs, the scale of the signage structures is quite imposing and should be reduced.

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 Design Manual)

4. **LAND COVERAGE:** Numerous opportunities to mitigate excess land coverage exist throughout the Stateline/ Ski Run area.

**Stateline/Ski Run Target:** The twenty year CP target is 18.0 acres. The ten year target is one half of the 20 year target. The 1997 target for the excess coverage is 9 acres of hard coverage.

**Key Implementation Strategies:** The following 12.8 acres are listed as possible areas for restoration and landscaping. Restoration occurs in conjunction with implementation of the CIP and other proposed projects. This list and the CIP may be updated as new information becomes available.
Site | Hard Coverage
---|---
US 50 Improvements (Stateline Pedestrian Area) | 1.5 acres
Redevelopment Project Area #1 | 7.3 acres
Ski Run Blvd. Improvements | 1.0 acres
Park Avenue Project | 2.5 acres
Motel Area | 0.5 acres
| 12.8 acres

5. **WATER QUALITY:** The opportunities to improve areawide BMPs, such as drainage systems, and increase landscaping, are numerous throughout the area. In order to properly evaluate the Stateline/Ski Run Community Plan, TRPA hydrologists evaluated area land capability and remapped SEZ boundaries. In addition, TRPA staff prepared an updated soils report for certain portions of the Community Plan area. The results of these efforts are reflected on Exhibit 7. It should be noted that revisions to the soils/land capability maps may occur through the land capability verification challenge of the man-modified determination process.

**Stateline/Ski Run Target:** To meet water quality standards, the Community Plan shall implement the required drainage systems and improvements listed below. To meet the 80% restoration target, the Community Plan shall restore 8.75 acres ($\frac{1}{2}$ of the 20-year target).

**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. The basic design principles of this plan are as follows:

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

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

(3) Implementation and maintenance by one responsible entity is preferred. Where feasible, the system should be designed to be implemented in phases consistent with these design principles. The proponents of the systems shall submit proof through modeling and/or testing that the proposed systems meet TRPA standards. However, upon completion, it must operate as one unified system.
The areawide system concept is shown in Exhibit 11 and specific projects are further described in Chapter VII CIP. The areawide drainage system concept is described as follows:

**Drainage Area B Stateline:** This project is also known as the Stateline Erosion Control Project. They system collects and treats drainage from Pine Avenue to Stateline Avenue to Van Sickle Road to Park Avenue. It consists of curb and gutter, drainage conveyance systems, retention basins and revegetation.

**Drainage Area A-1:** This project consists of approximately 350 acres of primarily non-urbanized watershed above the Crescent V Shopping Center. Conceptually, the plan is to improve the water quality functioning of the meadow south of Montreal Road, by slowing and spreading the runoff throughout the meadow with check dams and other filtering devices. Discharge from the enhanced meadow would continue through the existing storm drainage system within the Park Avenue right-of-way.

**Drainage Area F Upper Ski Run:** This project utilizes the Osgood drainage basin. Stormwater is collected into this drainage basin and discharged into the Ski Run Marina.

**b. On-Site Solutions:** In addition to the areawide solutions identified above, each project within the Community Plan area shall be subject to Chapter 25 requirements for drainage treatment, paving parking and drives, slope stabilization, revegetation and providing snow storage areas.

In cases where the property is not physically able to retain and treat storm drainage, it may be considered as part of an areawide system drainage improvement.

**c. Restoration:** To meet the nine acre target for restoration of disturbed lands, the following measures will be implemented:

1. Implementation of redevelopment project
2. Application of BMPs
3. Achievement of the land coverage reduction target
4. Implementation of the Chapter 25 BMP retrofit program

6. **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.

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

- Special Areas 1a,1b,1c,1d,1e,1f,2a,3a,3b,7a: 65 CNEL
- Special Areas 4a,4b,4c,5a,5b,6a,6b,6c: 55 CNEL
- Shorezone: 55 CNEL
- US 50 Corridor: 65 CNEL
Key Implementation Strategies: The following programs and improvements are key strategies to achieving or maintaining the above targets:

a. TRPA shall require application of techniques for noise control such as use of 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.

C. STATELINE/SKI RUN ENVIRONMENTAL REQUIREMENTS

The achievement of Targets Matrix, Table 1, indicates the projects and regulations needed for the achievement of environmental and recreational targets.

The matrix indicates the projects and regulations considered for the achievement of environmental and recreational targets. The matrix indicates if the measure is required (R), encouraged (E), or optional (O), for a target achievement; or the measure is needed and must have an irrevocable commitment prior to utilizing the incentive program; or if the measure is to be considered as a condition of approval for project review, or if it is considered for threshold findings. The (A) indicates the measure is an EIS/EIR assumption or mitigation measure. The (X) indicates the measure 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).
**Table 1**

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<thead>
<tr>
<th>STATELINE/SKI RUN CP REQUIREMENTS</th>
<th>CP TARGETS</th>
<th>PROJECT REVIEW</th>
<th>CP CPF</th>
<th>CP EIS EIR MIT</th>
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## Table 1

### STATELINE/SKI RUN CP REQUIREMENTS

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<td>C. SCENIC IMPROVEMENTS</td>
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<td>6. Osgood/Paradise Basin Improve.</td>
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<td>7. Linear Park</td>
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(Symbols are explained in the text following the matrix)
# STATELINE/SKI RUN COMMUNITY PLAN FOR ACHIEVEMENT OF TARGETS

(Symbols are explained in the text following the matrix)

Table 1

<table>
<thead>
<tr>
<th>STATELINE/SKI RUN CP REQUIREMENTS</th>
<th>CP TARGETS</th>
<th>PROJECT REVIEW</th>
<th>CP CIP</th>
<th>CP EIS EIR MIT</th>
<th>CTHRESH. FIND</th>
<th>PLAN REQ.</th>
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<td>US 50 Improvements (1.5 acres)</td>
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<td>Motel Area (.5 acre)</td>
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<td>E. WATER QUALITY</td>
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<td>2. Areawide Drainage System</td>
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<td>(B) Stateline</td>
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<td>A-1</td>
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<td>R</td>
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<td>(F) Upper Ski Run</td>
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<td>G. RECREATION TARGETS</td>
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<td>1. Recreation Targets (400 DCP)</td>
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<td>Day/Winter Play (100 DCP)</td>
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**Footnotes:**

R³ – This requirement may be modified by the 3rd amended Redevelopment Agreement, subject to environmental regulations.

R⁴ – Limitations exist regarding distribution of CFA in accordance with the Redevelopment Agreement.
Chapter V
RECREATION ELEMENT

This Recreation Element is a supplement to the Recreation Element of the TRPA Goals and Policies Plan. Consistent with the Regional Plan, this Element lists the specific recreation objectives and policies applicable to the Stateline/Ski Run Community Plan area. This Element sets forth the Community Plan Objectives and Policies, and lists the improvements needed to implement the Plan.

A. RECREATION GOALS, OBJECTIVES, AND POLICIES

The goal and objectives are adopted for the Stateline/Ski Run Community Plan. The special policies are needed to aid in implementation of each objective.

(1) RECREATION GOAL: It is the goal of the Stateline/Ski Run Community Plan to preserve and enhance the high quality recreational experience within the CP area.

Objective 1: Encourage improvement of the open space area through development of walking trails, picnic areas, vista corridors, nature information and other recreation facilities as allowed under the TRPA code limitations.

Policy A: Open space land such as portions of the Van Sickle property represents an opportunity to encourage visitors and residents to experience the meadows. Access shall be carefully controlled to promote educated and appropriate use and discourage improper and unrestricted traffic.

Policy B: Interpretive information on natural processes and vegetation should be a key focus to the design of all facilities provided.

Policy C: Encourage the open space to “spill” into the adjacent roadways, parking lots and commercial area with substantial planting islands and meandering landscaped walking trails. This technique will merge with the open space and visually extend the magnitude of the plant material and vistas while reducing the linear harshness and improving the quality of the pavement edge. The open space should link to and enhance the linear pedestrian corridor.

Objective 2: Increase open space opportunities within the Community Plan area.

Policy A: Reduce the number of vehicle lanes along US 50 and beautify the space with landscaping, and pedestrian walkways.

Policy B: Include landscaped, small (less than 1 acre) passive picnic rest areas and neighborhood parks (2 to 5 acres) in and around the CP area.

Policy C: Review of major residential projects (5 or more dwelling units) shall provide children’s outdoor recreation play spaces appropriate to the size of the project.
Policy D: Promote Art in Public Places in pedestrian areas as well as within and surrounding tourist accommodations and commercial shopping centers in conformance with the Cultural Arts Master Plan.

Policy E: Allow for the possibility of an outdoor ice rink within or around the Stateline Area.

Policy F: Utilize remnants from redevelopment projects, such as the Loop Road, as a recreational resource.

Objective 3: Provide connections to recreation areas.

Policy A: Develop a bike trail system that links the Ski Run Marina to the Stateline casino core, the Lakeside Beach area, the mountain area (Van Sickle) and up Ski Run Blvd., to ultimately link with the future bike system within the Caltrans right-of-way, as well as providing a connection to the Douglas County bike trail system on Park Avenue, US 50 and the mountainside loop.

Policy B: Provide easy access from the Stateline core to the Lake and the mountains by establishing trail heads on the lake and mountain side of the Loop Road and acquiring public access easements.

Policy C: Develop a tram for fixed guideway system between the Stateline area and Heavenly Valley Ski area to improve recreational and vista-seeking access by core residents and visitors.

Policy D: Coordinate shuttle services with ski areas, beach operators, marinas, tour boat operators, stables, forest service visitor centers, regional parks, and other recreational service providers.

Objective 4: Increase public access to Lake Tahoe:

Policy A: Increase public beach access to Lake Tahoe. This access would include passive, developed, and active beach development. This includes, but is not limited to:

1. improve transit within and without the plan area and trail opportunities that access beach recreational facilities with and without the Plan area;

2. improved STAGE buses that will encourage family use. Improvements include external bike racks, room for beach accessories, like picnic baskets, umbrellas & chairs; and

3. encourage increased public use of the Ski Run Marina, within environmental design limitations through such means as public access, commercial expansion, and waterborne transit.

Objective 5: Encourage public and private recreational development within the framework of the Tahoe Regional Plan and the City Recreation Facilities Master Plan within and immediately surrounding the CP area.
Policy A: A plan should be developed for the Van Sickle property (4a). The plan should consider year-round camping facilities, an interpretive center, a mountain/open space trailhead and trail system, picnic facilities, enhanced viewing and vista opportunities, a snow play area, linkage to the stable, and a proposed bypass route parkway trail system. Consideration should also be directed to a feasibility study of an outdoor ice rink/special events area and an RV park.

Policy B: Link development of recreation facilities with those planned in the Douglas County/Kingsbury CP on the Nevada side. Emphasis must be placed on beach and mountain access with special effort directed to providing snow play, cross country skiing facilities, and a year-round RV park.

Objective 6: Encourage design and development of recreational services to promote logical and safe use of facilities within a targeted design capacity. This capacity shall be based upon the estimated average daily attendance this facility should accommodate during a normal operational day.

Policy A: Although nationally accepted Park Development Standards are not adequate for a 24-hour destination resort community like South Lake Tahoe, they can be used as a guide for the basic or minimum standard. Stateline/Ski Run CP design capacity guidelines are delineated as:

1. Minimum design standards documenting the need for parks are normally set at five (5) acres of “developed” park land per 1,000 population. (“Developed” means improved land vs. natural open space.)
2. 440 sq. ft. of “beach” will accommodate 10-12 swimmers and bathers.
3. Each parking space supports three facility user PAOT’s.
4. Each campground/RV site supports an average of four user PAOT’s.
5. A Neighborhood Park design average is five acres. A part at 20 acres or above would be considered a community park facility.

Policy B: The CP and the City will encourage use of bicycles for enjoyment and transportation to business and recreation facilities by a linked bike trail system and by encouraging auxiliary facilities that support bicycle use. Bicycle facilities should be considered during the design review process including trail links, convenient bike racks, and locker/security facilities, bike racks on buses and rest stops.

Policy C: Restrooms will only be required at park sites greater than five acres, but will be considered on smaller sites on a case-by-case basis.

Policy D: Landscaped vistas and meandering bike and pedestrian trails are recommended along the Loop Road, but parks are not recommended immediately adjacent to or along the edge of the Loop Road. Parks and/or rest stop areas on the Loop Road are seen as disruptive to the vehicle traffic flow.

Policy E: A range of lakefront experiences should be provided, including those listed below:
1. **Active Recreation/Beach Park**: Active water-oriented recreation open to the general public. Possible facilities: swimming beach, natural areas and open space, pedestrian and auto access with parking, restrooms, picnicking and perhaps camping. Nevada Beach operated by the USFS provides this type of experience.

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

3. **Passive Beach Front**: Passive enjoyment of views of the Lake and lakeshore. Possible facilities: viewing decks, food and beverage service, pedestrian and/or auto access, boat mooring facilities.

**Policy F**: Provide Passive Parks and, if an opportunity arises, then provide Active Parks.

1. Passive parks are designed for family use in a quiet or reserve manner. No organized league or sports programs will be held on the location. However, drop-in picnic games may occur in a reduced size area. These parks can be accommodated on less acreage. Special events could be held but limited to one or two days.

2. Active parks would provide all of the above plus accommodate official size sports facilities and seek extended day-use facilities (lighting). The South Shore community is severely lacking in night-lighted, large turfed athletic fields; and indoor multi-purpose active floor space (gymnasiums).

**Objective 7**: Encourage coordinated public recreation opportunities in the Stateline area.

**Policy A**: TRPA, both State(s), the City, other local government agencies, the casinos, and other private parties should work together to improve the accessibility, variety and quality of recreational opportunities available in the Stateline area. Improvement plans should focus on providing opportunities for visitors staying overnight in the Stateline area.

**Policy B**: Although the Stateline area is designed to cater to visitors, it must also be remembered and emphasized that a large number of permanent residences, affordable, and employee housing units exist in this densely populated area. In addition to the beautification and landscaping, active park and beach facilities are also needed.

**Objective 8**: The Stateline/Ski Run Community Plan target for outdoor recreation is an over increase of 400 Design Capacity for People (DCP). Included in the increase in capacity is 50 DCP increase in recreation trails, 100 DCP increases winter play, 50 DCP for local parks, and 200 DCP for public beach at Ski Run.
B. PROPOSED RECREATION IMPROVEMENTS

The following list of improvements would implement the preceding stated policies.

1. Improve Access to Existing Recreation
   a. Improve Lake Access (200 DCP): The plan relies on the following basic approaches to improve access to Lake Tahoe.
      (1) Due to the nature of development in the immediate area of the Stateline core, the primary method of access shall rely on increased use of trails and transit to reach new and existing beach and marina facilities. This will allow increased use beyond the capabilities of the parcels to support parking.
      (2) The USFS should increase the length of season its public beaches are open and ensure accessibility from the trail system. They should also keep the beaches and trails open to the public useable for cross country skiing during the winter.
      (3) Implement the Redevelopment Project #1 requirement for the 200’ x 50’ beach at Ski Run Marina.
   b. Bike and Recreation Trail system (50 DCP on approximately 5.5 miles of bike trails): In addition to the bike trail system noted in Chapter VII, the plan proposes the initial implementation phase of a Recreational Trail system which will ultimately connect the Kingsbury area (NV) to Meyers (CA) along the Caltrans right-of-way. This trail system will accommodate riding trails, cross country skiing, picnic and rest areas, link recreational, educational, and special interest group facilities along its linear route. The initial phase is the construction of a bike trail along the future Montreal Road extension.
   c. Pedestrian Facilities: See the Transportation Element for specific pedestrian improvements needed in the CP area.

2. Development of new or expansion of existing facilities
   a. Passive Use of Undeveloped Land: Plan objectives and policies encourage passive use of the redevelopment open space and natural open space; e.g. Blackwood Meadow. This use must conform to SEZ restriction, yet could include trails, and interpretive information. Design of this use must discourage unrestricted access. Paths through parking lots should direct users to specific well designed entrances, readily identifiable, and easily understood, with visually acceptable trails to reduce the need for signage. Rustic fences could surround the natural areas to minimize unrestricted foot traffic.
   b. Van Sickle Property (100 DCP): The CP encourages completion of a master plan for the California and Nevada side of the Van Sickle property. The master plan should coordinate design of year-round activities that emphasize visitor access to the back country, interpretive information, overnight facilities, appropriate active recreational facilities
such as an ice rink/special events area and linkage to the proposed Recreation Parkway Trail System.

c. **Neighborhood Parks (50 DCP):** Stated objectives and policies dictate the need to develop “small rest area parks” and neighborhood parks that would range from two to ten acres. These parks are recommended at a national design capacity to support a minimum of five acres per 1,000 of population. Targeted areas suggested for development are:

(1) Wildwood in the Osgood & Paradise area between Ski Run and Pine Grove. (2 acres);

(2) Herbert and Pioneer (10 acres);

(3) Moss Area (2 acres); and

(4) Ski Run and David (5 acres).

Emphasis will be placed on locating these parks near dense residential or commercial areas, near major traffic routes, or linked to the Pedestrian Corridor or Recreation Parkway Trail System.

d. **RV Site:** The CP promotes the idea of providing overnight camping facilities in the Stateline area. It seems most feasible on the Van Sickle property. By developing accommodations in this location, it would be easily linked to the trail system and the proposed tram or gondola lift facility to Heavenly Valley.

e. **Art in Public Places:** The plan encourages the implementation of art along the pedestrian corridors, in landscape areas, commercial alcoves, and public beach access points. It also promotes Art in Public Places as a necessary step in the design review process.
This Element is a supplement to the Public Service and Facilities Element of the TRPA Goals and Policies Plan. This Element sets forth Objectives and Policies and identifies recommended public service facilities.

A. PUBLIC SERVICE FACILITIES, GOALS, OBJECTIVES AND POLICIES:
The following goal, objectives and policies are adopted for the Stateline/Ski Run Community Plan. In order to meet the objectives, the following specific policies are adopted as standards.

1. PUBLIC SERVICE FACILITIES GOAL: Public service and facilities should be upgraded to support existing and new development and to ensure attainment of environmental targets.

   Objective 1: Provide necessary infrastructure improvements within the area (e.g. undergrounding of utilities, curb and gutter, sufficient water supply and sewer capacity, adequate school facilities that will meet current and future needs (i.e. plan buildout projected for twenty years.)

   Policy A: Public and private infrastructure should be planned for twenty year commercial growth at 1 percent a year plus projected residential, tourist accommodation and recreation growth permissible under the Community and Regional Plans.

B. PROPOSED NEW FACILITIES:
The CP calls for the following new, relocated or modified public service facilities.

(1) Fire Station Relocation: The existing fire station #1 will be demolished as part of Redevelopment Project #1. A new station is under construction at the northwest corner of Ski Run Boulevard and Pioneer Trail.
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 (CIP); mitigation fee programs; incentive programs and monitoring programs to implement the Community Plan to achieve the environmental targets.

A. CAPITAL IMPROVEMENT PROGRAM (CIP)
The following is a list of CIP projects that, when implemented; achieve the Goals and Objectives of this Plan. Funding for these projects comes from a variety of sources including but not limited to the City of South Lake Tahoe (CSLT), South Tahoe Redevelopment Agency (Agency), California Tahoe Conservancy (CTC), California Regional Water Quality Control Board (Lahontan), Caltrans, Tahoe Regional Planning Agency (TRPA) mitigation fees, assessment district, and state and federal grants.

The project schedules, design concepts, and estimated costs are preliminary and subject to change. As the projects come on line for implementation, they will formally be placed within the City’s CIP program as well as referenced in the TRPA CIP list. At that time, refinements to the project schedules design and estimated costs may be made.
1. **TRAFFIC AND AIR QUALITY**

To improve the traffic and air quality in the area, the following improvements are planned as a part of the Community Plan.

a. **Road Improvements:**

   **Purpose:** The purpose is to achieve the level-of-service targets and the VMT target, (Chapter IV). To do this, the following road improvements need to be implemented.

<table>
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<tr>
<th>Improvement</th>
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<tr>
<td>Loop Road</td>
<td>To construct the three lane alternative would reduce the core route (existing US 50 from Pioneer Trail &amp; US 50 intersection to Lake Parkway in Nevada) to three lanes, while establishing the Lakeside and Mountainside Loop Roads at three and five lanes respectively. All three roadways would allow two directional traffic. The South Loop Road would be designated as US 50. This is identified as the preferred alternative in the preliminary design report (Lumos &amp; Assoc. 1990) refer to the South Lake Tahoe Loop Road Project Draft EIR/EIS; December 1990. Schedule: This project has the following approximate timelines from the date of project approval from the TRPA, subject to the availability of grant funds: Acquisition: 2 years Construction: 3 building seasons Estimated cost: Estimated costs for the Preferred Alternative are as follows: Acquisition: $20,000,000 Construction $12,000,000 Funding: Grant Funds/CSLT–Tourist Occupancy Tax (TOT)/Agency–Tax Increment/Developer Fees</td>
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<tr>
<td>Ski Run</td>
<td>This overall project involves the improvement of Ski Run Boulevard to three lanes, including the recommendation that a traffic control device to be located at the Ski Run-Tamarack intersection, curb, gutter, Class II bike trails, sidewalks, landscaping, on-street parking and median within the Ski Run Village (3b) and the undergrounding of utilities. The extent of the project is from Paradise to Pioneer Trail (see exhibit 6). Phase I: Ski Run Village (3b) Schedule: 1995. Property owners are to provide, through an owner’s association, assessment district, or other implementing entity, a study/plan to establish a parking and street improvement plan for the 3b district substantially consistent with Exhibit 6. (See also, Chapter 2, Goal 1, Objective 1, Policy I). Estimated Costs: $250,000 Funding: Property Owners/City/CTC Phase II: Upper Ski Run North (5a) &amp; South (5b) Schedule: None Estimated Costs: $850,000 Funding: Property Owners/City/CTC</td>
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<td>Improvements</td>
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| Montreal Connector | **Phase III: Undergrounding**  
Schedule: 1994  
Estimated Costs: $1,400,000  
Funding: Sierra Pacific Power Company  
Conceptually, this 2-lane road would connect Pioneer Trail to the Loop Road within the Caltrans right-of-way which was acquired for a future highway bypass in the 1960’s. This project is envisioned as a vehicle road with bike trails. This project is not yet designed and will require an EIR/EIS to determine the alignment.  
Schedule: Depending on the adoption of the EIR/EIS and funding available, the commencement and time of construction is unknown.  
Estimated costs: Estimated costs are as follows:  
  - Acquisition: none (based on State dedication of ROW)  
  - Construction: $7,500,000  
  - Funding: Caltrans /CTC |
| US 50/Ski Run Intersection | To reconstruct and reconfigure the complete intersection to provide for new traffic signals, turn lanes and turn pockets as required in the “South Lake Tahoe Loop Road Project Final EIR/EIS” dated Aug. 1991. (Note:§ The environmental analysis for the Ski Run Project, the Heavenly Master Plan, and the Park Ave. Project may substitute a transit-oriented mitigation package, which supersedes these improvements as well as the scheduled described below.)  
Schedule: The required improvements are to be phased as follows:  
  - **Phase I**: Approximately 1995/96 construct improvements required by the Redevelopment Project #1 EIR/EIS (LSA Assoc 1989) to be constructed as a part of the Ski Run Marina Hotel/Retail Project. These levels of improvements include – free right turn lanes onto north and south Ski Run Blvd. from US 50.  
  - **Phase II**: 2005 – revise intersection to provide dual left turn lanes onto north Ski Run from US 50 and dual left turn lanes on south Ski Run from US 50.  
  - **Phase III**: 2015 – revise intersection to provide a dual left turn lane onto north Ski Run from US 50 and a dual left turn lane on south Ski Run from US 50.  
  (Note: This CIP time frame is only up to 1997, therefore the required improvement for the plan is Phase I. Phases II & III will be evaluated in the update of this CP in 1997.)  
  Estimated costs:  
  - Acquisition: None required until additional ROW is necessary to accommodate the “dual lefts” in the years 2005 & 2015  
  - Construction: $150,000 not including additional ROW noted above  
  - Funding: Developers/Redevelopment Agency/grant funds (Loop Road) |

§ Amended 2/28/1996
<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
</table>
| Ski Run/Tamarack Intersection | If the Ski Run Design Plan (Exhibit 6) does not reduce the speed and create a pedestrian friendly environment noted in the Ski Run capital improvement project (2), Phase I, then it is recommended that a traffic control device be placed at the intersection (initially a 4-way stop and later a signalized intersection) should traffic warrants justify such a device. Schedule: Stop signs to be installed after the Ski Run Village (3b) improvements are constructed. Estimated costs: Stop sign Minimal  $100,000  
Funding: City 
Signal |
| Park Avenue Realignment     | To straighten the 90° turns on the upper portion of Park Avenue (south of US 50) into a “lazy S” curve maintaining the intersection at US 50 & Park Avenue. This realignment will require new signals. Schedule: To be constructed as a part of the Park Avenue Redevelopment Project scheduled to begin construction in 1995/96 Estimated Cost: Unknown; to be determined as a part of the Park Avenue project. Funding: Developer Cost  
Redevelopment Agency |
| Park Avenue                 | This project involves the phased improvement of Park Avenue from Montreal Road to Pine Blvd. with three lanes, curb, gutter, multi-use trails, sidewalks, landscaping, street lights and the undergrounding of utilities (this will be installed when underground funds are available). Schedule: Unknown, depending on the Park Avenue project and funding Estimated Cost: Acquisition  None  
Construction north:  $665,000  
Construction south:  $420,000  
Funding: North–Assessment District  
Park Avenue Developer Costs  
CTC  
South–Redevelopment Bonds (developer) |
b. Parking Improvements

The purpose is to provide joint parking facilities in close proximity to the concentrated retail activities.

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ski Run Village (3b)</td>
<td>To construct a parking lot behind the Ski Run Village (3b) on primarily vacant property (see Exhibit 6). The parking lot is to meet the minimum requirements for each use, if needed. Schedule: The parking lot is to be constructed prior to any new construction occurring within the district, or any use that requires additional parking to meet new demand. Estimated cost: Acquisition Unknown Construction $81,000 (does not include lighting or landscaping) Funding: Assessment district/private developers</td>
</tr>
<tr>
<td>Stateline – Parking Garage</td>
<td>To construct a multi-story parking garage as a part of the proposed “Park Avenue” project within the Stateline Pedestrian Area (2a). Schedule: Unknown, implementation will depend on the financing and phased improvement schedule for the project. Initial ground breaking for the project is tentatively scheduled in 1995/96. Estimated cost: Unknown, final location, size/height and design will determine costs. Funding: Park Avenue developers Redevelopment Agency Estimated cost: Unknown, final location, size/height and design will determine costs.</td>
</tr>
<tr>
<td>Ski Run - Parking Garage</td>
<td>To construct a two story, 150 space parking garage on the SW corner of US 50 and Ski Run Blvd., as a part of the Ski Run project if necessary. (See final EIR/EIS for South Lake Tahoe Redevelopment Project #1, dated 1989) Schedule: To be constructed as a part of the Ski Run project anticipated to be under construction in 1995/96. Estimated cost: Unknown, it is a part of the entire Ski Run project. Funding: Ski Run Improvement District</td>
</tr>
<tr>
<td>Ski Run - Surface Parking Lot</td>
<td>To construct 150 space surface parking lot on the NW corner of US 50 and Ski Run Blvd. (see Final EIR/EIS for South Lake Tahoe Redevelopment Project #1, dated 1989). Schedule: To be constructed as a part of the Ski Run project which is anticipated to be under construction in 1994/5. Estimated cost: Unknown, it is a part of the entire Ski Run project Funding: Ski Run developer cost.</td>
</tr>
</tbody>
</table>

§ Amended 10/28/98   Deleted Laurel
**c. Transit Improvements:**

The purpose is to meet the targets for reduction in vehicle trip ends and level of service targets; transit service shall be improved.

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>STAGE</td>
<td>Provide subsidized transit passes to occupants of eligible affordable housing projects. Provide STAGE service at 60 minute headway’s on US 50 and an increase of hours of operation from about 6:30 AM to 11:30 PM. Schedule: 1995 ongoing Estimated cost: $150,000 Funding: Mitigation fees, Transit funds, Ski Run Bond Fin.</td>
</tr>
<tr>
<td>Stateline Mini Shuttle</td>
<td>The mini shuttle is to be developed as a part of the parking/sidewalk/transit program implementation. Approximately five small shuttles will operate for approximately 12 months of the year. The shuttle will make stops at each of the major hotels, parking facilities, commercial areas and other points of interest. The vehicles will operate on roads, sidewalks and trails. The shuttles will run from approximately 6:00 AM to 2:00 AM on 10-15 minute headway. Estimated Cost: Operation $500,000 Capital $200,000 Schedule: 1995 Funding: Air Quality Mitigation Fees, STAGE, Ski areas, Douglas County, Casinos.</td>
</tr>
<tr>
<td>Ski/ Boat Tour Shuttles</td>
<td>Heavenly Valley, other ski areas, and the Tahoe Queen and other tour boats shall continue to provide service between their facilities and the major hotels. Schedule: Ongoing Estimated Cost: Private costs Funding: Ski Areas, Tour Boat, providers</td>
</tr>
<tr>
<td>Airporter Service</td>
<td>The City shall maintain contractual commitments for gratuitous transport and for-hire transit, to provide one seat for each arriving non basin resident passenger. The arrival goal is to capture 50% of all non-resident/non-housing owner passengers. The first year will assume 18% of the arriving passengers are property owners and/or residents. In subsequent years, the 50% goal will be determined by the visitor monitoring program. Schedule: In accordance with the adoption of the Airport Master Plan Estimated cost: a. to airport administrative cost b. to users rate schedule (fees) Funding: a. to airport Operation &amp; Maintenance &amp; user/provider b. to users user</td>
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<tr>
<td>Improvement</td>
<td>Description</td>
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</table>
| **Transit Facilities & Right-of-Way** | The US 50 improvements shall include transit stops for bus service on each side of US 50 at the plaza location. Included with these stops will be transit shelters. A 12’ wide ROW shall be reserved on the mountainside of US 50 for future transit use (see Exhibit 4).  
Schedule: 1996  
Estimated cost: $200,000  
Funding: CSLT TOT, mitigation fees, transit funds |
| **Long Distance Bus** | The continuation of the bus systems serving the South Shore, including Greyhound, gamblers specials and charters.  
Schedule: Currently in operation.  
Estimated Cost None, current funding in place.  
Funding: Private companies. |
| **Transit Terminal** | Construct an intra city and inter city transit facility within the Stateline Pedestrian District (2a).  
Schedule: The construction of the improvement is conceptually tied to the construction of the Park Avenue Project which is tentatively scheduled to be underway in 1995/96. Should the Park Avenue Project not be developed, then the terminal facility would proceed on its own construction schedule, which could be in 1995.  
Estimated cost: Acquisition $1,700,000.  
Construction $5,300,000.  
Costs are based on the terminal being constructed as a part of the Park Avenue Project. Should this not occur, the acquisition costs would be higher, as additional property would have to be acquired.  
Funding: Park Ave. developers, Transit Bond Act, Federal Tram Grant |
| **Heavenly Valley Gondola** | To construct an overhead gondola from the Stateline Pedestrian District (2a) to Heavenly Valley. The location on the mountain has yet to be determined.  
Schedule: The gondola is a part of the Park Avenue project and is scheduled to be constructed with it. Should the Park Avenue project not go for ward, the gondola could still be built. Tentative date for the Park Avenue project is to be underway in 1995/96.  
Estimated costs: $20,000,000.  
Funding: Federal Tram Grant |
| **Lake Lapper Bus** | To provide a bus system that would circumnavigate Lake Tahoe on a schedule.  
Schedule: 1996 approx.  
Estimated cost: Unknown, depends on frequency and number of buses  
Funding: Unknown |
d. **Pedestrian Improvements:**

The purpose is to implement a sidewalk system along US 50, Ski Run Blvd, the motel district and Park Avenue to promote pedestrian traffic.

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<tr>
<th>Improvement</th>
<th>Description</th>
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<tbody>
<tr>
<td>US 50 Improvements (Pedestrian)</td>
<td>This project will provide for the reduction of the ROW along the US 50 corridor, between the Loop Road diversion to the California/Nevada Stateline from five lanes to three. The remainder of the ROW will be used for pedestrian improvements including landscaping, heated sidewalks, street lights, benches, transit and transit facilities, etc. (See Stateline pedestrian concept plan, Exhibits 3, 4 &amp; 5.) These improvements shall be built after the completion of the Loop Road improvements and a one year monitoring of air quality. Schedule: One year after the Loop Road is completed. Estimated cost: Construction $2,000,000. Funding: Assessment district, Redevelopment Bonds, Grant funds</td>
</tr>
<tr>
<td>US 50 Improvements (non pedestrian area)</td>
<td>To construct new curb, gutter, 5 foot sidewalk (except on the Lakeside of US 50 which shall have an 8' bike trail) and street lights from the proposed Loop Road diversion to Fairway Avenue. Those properties which front on the old CTRPA bus lane, (e.g. Beach &amp; Ski Club &amp; Lakeland Village) shall have a new curb and gutter realigned with the redeveloped curb and gutter line to provide a constant edge along US 50. The area between the new curb and gutter and the existing curb and gutter (which will be removed) shall be improved by adding 3' to the 5' sidewalk to create an 8' bike trail and landscaping. Schedule: Begin construction is 1995. Estimated cost: Acquisition none Construction $967,150. Note: This cost excludes approved projects which have as a part of their approval, the required improvements, i.e. Tahoe Marina Hotel, 28,000 sq. ft. retail project on the SW corner of US 50 and Ski Run, Drainage Basin E, Linear Park. If new projects come in before work is begun, as conditions of approval, they will be required to construct improvements. Funding: Agency and CTC</td>
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### Improvement Description

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<tr>
<th>Improvement</th>
<th>Description</th>
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<tbody>
<tr>
<td>Motel District SW</td>
<td>To construct a 4’ sidewalk on one side of the street ROW with the Motel District (1a) excepting Pine &amp; Park Avenues, which have their own set of pedestrian improvements. In addition all non-conforming signs should be brought into conformance with the sign ordinance and be included as a part of the assessment district. Schedule: The sidewalk would be constructed at the same time or after the construction of the Stateline Erosion control project (Drainage Basin B) which will provide curb and gutter for the area. The schedule to begin construction of the curb and gutter is 1995/96. Estimated cost: 70,000 Funding: Assessment District/individual property owners.</td>
</tr>
<tr>
<td>Ski Run Blvd., SW</td>
<td>To construct a 5’ sidewalk on both sides of Ski Run Blvd. from Paradise Ave. to Pioneer Trail Schedule: Refer to &quot;Road Improvements, Ski Run Blvd.&quot; Estimated cost: Refer to &quot;Road Improvements, Ski Run Blvd.&quot; Funding: Refer to &quot;Road Improvements, Ski Run Blvd.&quot;</td>
</tr>
<tr>
<td>Park Ave SW</td>
<td>To construct a 5’ sidewalk on both sides of Park Avenue from Pine Blvd. to Montreal Rd. Schedule: Refer to &quot;Road Improvements, Park Ave.&quot; Estimated cost: Refer to &quot;Road Improvements, Park Ave.&quot; Funding: Refer to &quot;Road Improvements, Park Ave.&quot;</td>
</tr>
</tbody>
</table>

**e. Bike Trail Improvements:**

The purpose is to improve bicycle circulation, reduce vehicle trips, and improve public access to recreational areas. (See Exhibit 1.)

- **Class I** = Separated
- **Class II** = Striped on road with signs
- **Class III** = Unstriped use of roads with signs
<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
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</thead>
</table>
| US 50 - Bike Trail       | To construct a class I bike trail from the Loop Road diversion to the west end of the CP boundary (approximately Fairway Avenue) on the lakeside of US 50.  
This improvement's schedule and cost estimate and funding are a part of the following improvements:  
a. Tahoe Marina Hotel Project,  
b. Drainage Basin "E"  
d. Linear Park,  
e. US 50, (non-pedestrian area)  
f. US 50 (pedestrian area)  |
| Pedestrian Area          | To construct a Class II bike trail from the Loop Road diversion to the California /Nevada Stateline, along US 50 on both sides of the road.  
This improvement's schedule, cost estimate and funding are a part of the US 50 (pedestrian area). |
| Park Avenue              | To construct a Class II bike trail along both sides of Park Avenue, from Pine Blvd. To Montreal Road.  
This improvement’s schedule, cost estimate and funding are part of the Park Avenue Road Improvement. |
| Ski Run                  | To construct a Class II bike trail along both sides of Ski Run Blvd. from US 50 to Pioneer Trail.  
This improvement's schedule, cost estimate and funding are part of the Ski Run Blvd. Road Improvement. |
| Loop Road (Lakeside Loop)| To construct a Class I bike trail along the lake side of the Lakeside Loop, (Pine Blvd.) from the eastern end of the Linear Park to the California/Nevada State line.  
**Note:** This improvement is different from the Loop Road EIR/EIS. The bike trail proposal within the Community Plan integrates best into the overall bike trail plan for the City.  
This improvement's schedule, cost estimate & funding are a part of the Loop Road Improvement, |
| Lower Lakeside           | Construct a class I bike trail along lower Park Ave. (North of Pine Blvd.) along the lakeside of Lakeshore Avenue and on the East side of Stateline Avenue up to approx. Manzanita Ave. Add a class II bike trail along the east side of Stateline Ave. from US 50 to the proposed class I trail.  
Schedule: 1995  
Estimated cost: $50,000  
Funding: CTC |
<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Van Sickle</td>
<td>Construct a class I bike trail on the mountainside of the Loop Road utilizing the Caltrans ROW and/or the Van Sickle property to connect the Moss Road class II facility to the Douglas County class I facility. Ultimately this Class I facility will connect to the Montreal extension. Schedule: To be constructed as a part of the development of the Van Sickle affordable housing (6a) and/or the Van Sickle Recreation/Drainage Basin A-1 (4a) Cost estimate: $150,000 Funding: Developer costs, CTC</td>
</tr>
<tr>
<td>Loop Road (Mountainside)</td>
<td>Create class III bike trail route on the mountainside of the loop road to connect with Douglas County, as well as creating a class II facility on Moss to connect Pioneer Trail’s Class II to the Van Sickle, class I. This improvement's schedule, cost estimate and funding are a part of the Loop Road improvements.</td>
</tr>
<tr>
<td>Montreal Road</td>
<td>Create a class I bicycle trial within the Cal Trans ROW parallel to the future Montreal Road extension Schedule: Unknown. Although the roadway alignment and bicycle trail should be conceptually designed together, the trail he road construction. Cost: est. $200,000 Funding: CTC</td>
</tr>
</tbody>
</table>
2. SEZ RESTORATION PROGRAM

The purpose is to restore as much SEZ as possible to meet the targets. There has been extensive disturbance of stream environment zones (SEZ) throughout the Region and the Stateline / Ski Run CP Area.

a. SEZ Target

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stateline (Basin B) *</td>
<td>To restore 1 acre of SEZ, (see Stateline Erosion Control Project)</td>
</tr>
<tr>
<td>Ski Run (Basin E)</td>
<td>To restore 3.3 acres of SEZ, (see Ski Run Erosion Control Project)</td>
</tr>
<tr>
<td>Fairway</td>
<td>To restore 1 acre of SEZ near Fairway Drive and Highway 50, in conjunction with the Bijou/Al Tahoe Community Plan. The acquisition, design, improvement schedule and cost estimate are unknown and are dependent on funding.</td>
</tr>
<tr>
<td>Basin A-1 (Van Sickle)</td>
<td>To restore 3 acres of SEZ (see South Tahoe Redevelopment Demonstration Plan)</td>
</tr>
<tr>
<td>Basin A-2</td>
<td>To restore .5 acre of SEZ (see South Tahoe Redevelopment Demonstration Plan)</td>
</tr>
<tr>
<td>Charlesworth</td>
<td>To restore .25 acre of SEZ (see the TRPA SEZ restoration program). The design, improvement schedule and cost estimate are unknown and are dependent on funding (the City owns the land). Funding: CTC and CSLT</td>
</tr>
<tr>
<td>Herbert</td>
<td>To restore .50 acres of SEZ behind the Sands Motel. The acquisition, design, improvement schedule and cost estimate are unknown and dependent on funding. The improvement schedule, cost estimate and funding are a part of each individual CIP project.</td>
</tr>
</tbody>
</table>
3. **SCENIC IMPROVEMENTS PROGRAM**

**Purpose:** To restore the scenic quality of US 50 and Pioneer Trail roadway units within the CP area consistent with the SQIP.

**a. Road Improvements:**

<table>
<thead>
<tr>
<th>Improvements</th>
<th>Description</th>
</tr>
</thead>
</table>
| **US 50**                           | The projects of US 50 will include new curb, gutter, bike trail, street lights, and landscaping to provide a "clean edge" along the roadway. The following projects will meet this target:  
- Loop Road,  
- US 50 improvements (pedestrian area)  
- US 50 improvements (non pedestrian area)  
For schedule/cost estimate & funding see individual CIP projects. |
| **Linear Park (outside CP boundaries)** | As noted within the TRPA SQIP, the Tahoe Meadows frontage is one of the scenic problems within and adjacent to the CP Area. This project will create a linear park, along the frontage with a depth varying from 35 to 50 feet (adjustments will be made to accommodate the needs of adjoining property owners). The linear park will include an 8 foot multi-use trail, landscaping, and a new fence.  
Schedule: Is to begin construction in 1994/5.  
Estimated cost: Acquisition $350,000  
Construction $350,000  
(note: curb, gutter, street lights west of the Tahoe Meadows entrance are a part of US 50 infrastructure improvements, non-pedestrian area. The curb, gutter and street lights east of the entrance to the Loop Road diversion are included in the construction cost above.  
Funding: Agency & CTC |
| **Ski Run & Pioneer Trail at Ski Run Intersection** | The Ski Run improvements will include new curb, gutter, bike trail, 5’ sidewalk on Pioneer Trail, street lights, undergrounding of utilities, and landscaping to provide a "clean edge" along the roadway.  
This improvement's schedule, cost estimate and funding are a part of the Ski Run CIP project. |
| **Drainage Area F (Osgood Basin)** | This improvement's schedule, cost estimate and funding are within the Drainage Area F improvements. |
### b. Sign Program

<table>
<thead>
<tr>
<th>Improvements</th>
<th>Description</th>
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<tbody>
<tr>
<td></td>
<td>To implement the Sign Ordinance, the program will include the establishment of a low interest revolving loan fund within the Redevelopment Plan Area (which is within the Stateline/Ski Run CP) to bring existing signs into compliance. Schedule: The sign ordinance will become effective in 1994, however the revolving loan program will take effect one year after funding becomes available. Cost Estimate: $300,000.00 Funding: Agency</td>
</tr>
</tbody>
</table>

### c. Underground Program

<table>
<thead>
<tr>
<th>Improvements</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>The utilities on US 50 have been relocated to the secondary streets. The undergrounding on Ski Run Blvd. (which includes some lines on Pioneer Trail) is programmed as a part of the Ski Run Improvements. This improvement's schedule, cost estimate and funding are a part of the Ski Run Improvement.</td>
</tr>
</tbody>
</table>

### d. Design Manual

<table>
<thead>
<tr>
<th>Improvements</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Establish design standards and guidelines for the City including all of the community plan areas. Schedule: To be implemented as a part of the CP when adopted. Estimated Cost: As a part of individual project review Funding: Individual projects</td>
</tr>
</tbody>
</table>

### e. Parking Ordinance:

<table>
<thead>
<tr>
<th>Improvements</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>To establish parking standards for the City Schedule: To be implemented as a part of the CP when adopted. Estimated Cost: As a part of individual project review Funding: individual projects</td>
</tr>
</tbody>
</table>
4. LAND COVERAGE REDUCTION

Purpose: The purpose is to mitigate excess land coverage within the Bijou / Al Tahoe CP Area.

a. Land Coverage Target

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 50 Lane Reduction and</td>
<td>Will generate 1.5 acres of land coverage reduction. This improvement's schedule, cost estimate and funding are a part of the US 50 lane reduction and pedestrian improvement.</td>
</tr>
<tr>
<td>Pedestrian Improvements</td>
<td></td>
</tr>
<tr>
<td>Redevelopment Project #1</td>
<td>Presently under construction, project #1 will have reduction of 7.3 acres. This improvement's schedule, cost estimate and funding are a part of the US 50 lane reduction and pedestrian improvement.</td>
</tr>
<tr>
<td>Ski Run Blvd.</td>
<td>Will have a net reduction of 1 acre (hard coverage) This improvement's schedule, cost estimate and funding are a part of the US 50 lane reduction and pedestrian improvement.</td>
</tr>
<tr>
<td>Park Avenue Project</td>
<td>This project is in the preliminary design stage. At this level of design, this project will generate 2.5 acres of coverage reduction. (See Landuse Plan &quot;Park Avenue Redevelopment Project&quot; August 1, 1991.)</td>
</tr>
<tr>
<td></td>
<td>Schedule: Initiation of construction 1995/96 Estimated Cost: Acquisition: $9,700,000 Construction: $49,000,000</td>
</tr>
<tr>
<td></td>
<td>Funding: Agency, Developer, Assessment District</td>
</tr>
<tr>
<td>Motel Area</td>
<td>This project will have a net reduction of .50 acre. This improvement's schedule, cost estimate and funding are a part of the CIP motel area.</td>
</tr>
</tbody>
</table>
5. Water Quality

a. Area Wide Drainage System

The purpose is to implement an area-wide drainage system to help achieve the water quality targets. These systems are designed to meet the need of the current land use development. As each new project is built, remodeled, or rehabilitated, they will be required to contain their storm water onsite. Should this not be feasible for environmental reasons, or conflicts with Community Plan Goals and Objectives, then financial contributions to the area-wide system would be required.

<table>
<thead>
<tr>
<th>Improvements</th>
<th>Description</th>
<th>Schedule: Initiation of construction</th>
<th>Estimated Cost: Acquisition</th>
<th>Construction:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ski Run (Basin E)</td>
<td>Stormwater is collected at various points within the 175 acre watershed by curb and gutter improvements with drop inlets. Once water is collected, it will be transported to one of two detention basins on US 50 in the vicinity of Wildwood Avenue. Water will then be transported by pipe, across US 50 to an artificial wetland. Once final “cleansing” has occurred, the water will be piped into the Ski Run Marina.</td>
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<td></td>
<td></td>
<td>1995</td>
<td>Completed</td>
<td>$1,400,000</td>
</tr>
<tr>
<td>Drainage Area B</td>
<td>Funding: City – TOT, Agency: Tax Increment</td>
<td></td>
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<tr>
<td>(Stateline)</td>
<td>The project will consist of improving roadside drainage with the curb and gutter within the 45 acre watershed. Drainage inlets will intercept street flows and the water will be routed by cobble ditches or underground pipes. The pipe system will terminate into a tiered detention basin of approximately 1 acre located on Pine Blvd at Park Avenue. Water from this detention basin will flow into a linear depressed landscaped swale, approx. 1 acre, along the entire length of Pine Blvd. This swale with its meandering stream-like channel and localized depressions will allow for additional infiltration. Water from this linear facility will discharge into an existing Lake outfall pipe on Stateline Avenue.</td>
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<tr>
<td></td>
<td></td>
<td>Phase I-1995</td>
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<td></td>
<td></td>
<td>Phase II 1995/1996</td>
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<td></td>
<td>Estimated Cost: Acquision: $300,000</td>
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<td></td>
<td>Underground: $400,000</td>
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<td>Construction: $2,500,000</td>
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<td>Funding: Agency: $2,050,000</td>
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<tr>
<td></td>
<td>Burton-Santini: $300,000</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>CRWQCB: $400,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CTC: $50,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SPPCo: $400,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improvements</td>
<td>Description</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drainage Area A-1</td>
<td>This project consists of approximately 350 acres of primarily non-urbanized watershed above the Crescent V Shopping Center. Conceptually, the plan is to improve the water quality functioning of the meadow south of Montreal Road, by slowing and spreading the runoff through the meadow with check dams and other filtering devices. Discharge from the enhanced meadow would continue through the existing storm drainage system within the Park Avenue right-of-way.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No implementation schedule for this project has been identified. Should the Recreation-Van Sickle District (4b) develop, then the upgrade of the meadow would occur at that time.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Estimated Cost: Acquisition: none</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Construction: $2,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Funding: Property Owner, USFS, CTC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drainage Area A-2</td>
<td>This project has not been designed. Conceptually, it will treat water south of the proposed Loop Road by either passing it through the Loop Road project area or around it. For more detail on this concept, see South Lake Tahoe Road Project EIR/EIS; Draft, dated December 1990.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>This improvement is integral with the Loop Road Project, and is proposed to be constructed at the same time. See Loop Road Schedule.</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Estimated Cost: Acquisition: unknown</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Construction: $2,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Funding: Agency, CTC, TRPA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drainage Area F</td>
<td>This project is completed. This drainage area is divided into 2 distinct sub drainages; the drainage east of Ski Run which flows into the Osgood Basin and ultimately into the Ski Run marina and the drainage west of Ski Run which flows into the Blackwood meadow and ultimately into the Ski Run marina. Both of these drainages have been improved to the applicable standard. In order to improve the scenic quality however, the City is proposing to landscape the Osgood Basin.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Osgood Basin-Upper Ski Run)</td>
<td>To landscape the basin consistent with the Ski Run improvements</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scheduled to be installed as part of the Ski Run improvements 1995</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Estimated Cost: Acquisition: none</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Construction: $50,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Funding: City CIP</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 6. RECREATION TARGET

**Purpose:** The purpose is to improve the access to public recreation.

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beach Access (200 DCP)</td>
<td>To improve public beach access in the vicinity of the Ski Run Marina. The size of the beach is to have a frontage of 200 feet long and a depth of 50 feet. To be improved in conjunction with the Ski Run Hotel Project, 1994/95. Estimated costs: None. Funding: Developer of the Ski Run Hotel.</td>
</tr>
<tr>
<td>Bike/Multi Use Trails (50 DCP)</td>
<td>This improvement’s schedule, cost estimate and funding are part of the Multi-Use/Bike Trail CIP.</td>
</tr>
<tr>
<td>Day/Winter Play Area Van Sickle (100 DCP). Parks (50 DCP)</td>
<td>Wildwood in the Osgood/Paradise area between Ski Run and Pine Grove (2 acres). To acquire and remove the structures and restore the SEZ and if feasible construct a passive and active park for the neighborhood. Schedule and estimated cost are unknown and dependent on funding. Funding: CTC.</td>
</tr>
<tr>
<td>Herbert and Pioneer (10 acres)</td>
<td>To acquire and construct an active park that has access to the future Caltrans ROW. Schedule and estimated cost are unknown and dependent on funding. Funding: CTC/City/Caltrans.</td>
</tr>
<tr>
<td>Moss Area (2 acres)</td>
<td>To acquire and construct a passive park within Moss Road area, outside of the Loop Road acquisition. Schedule and estimated cost are unknown and dependent on funding. Funding: City.</td>
</tr>
<tr>
<td>Ski Run and David (2 acres)</td>
<td>To acquire and construct a passive park outside of, but adjoining, the Caltrans ROW (future Montreal Extension). Schedule and estimated cost are unknown and dependent on funding.</td>
</tr>
</tbody>
</table>
B. MITIGATION FEE PROGRAM

Purpose of this program is to provide an incentive to property owners and local
governments to implement the CIP and achieve the environmental targets through
organized programs such as assessment districts.

The basic concept is to use the money paid for mitigation projects, i.e., assessment
districts, by property owners or local government as a credit in meeting the excess land
coverage program (TRPA, Sec. 20.5); water quality fee (TRPA Sec. 82.2); and traffic
and air quality fee (TRPA Sec. 93.3).

1. Alternative Excess Land Coverage Program:

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 system
is in lieu of the TRPA excess coverage program set forth in Section 20.5.

Program: Excess coverage reductions, which occur when implementing CIP’
projects, shall be banked for use by participants in the assessment district or
other such program. Pursuant to Sec. 20.5.A (2) (e), a land bank accounting
system is established to bank and credit coverage not necessary for the CIP to
the CP. The TRPA, with City concurrence, will allow individual property owners to
access this land bank to meet their obligations under the “excess land coverage
program” Sec. 25.5. The maximum amount of draw from the bank shall be limited
to the amount of financial participation the individual property owner has made to
the improvement.

Eligibility: Private entities which contribute financially to the assessment district
projects may utilize the excess coverage credits if they are credited to the district.

2. Alternate Water Quality Fee Program

The purpose of this program is to provide a substitute to the TRPA Code
program (Sec.82.2.A) for implementing water quality improvements in the
Stateline/Ski Run Community Plan area.

Program: The Community Plan Drainage Sub Element describes an areawide
drainage system that is to be implemented through public works projects. All
properties served by the system will be considered as meeting the requirements
of Chapter 25 for drainage storage and treatment. Any financial contributions for
these drainage systems, when onsite drainage is also provided, shall be credited
to the Chapter 82 offsite mitigation fee requirements. Onsite BMP improvements
such as paving and revegetation are still required where feasible as part of this
program.

Eligibility: Public and private entities which contribute financially.
3. Alternate Traffic and Air Quality Fee Program

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

**Program:** The Transportation Element lists improvements needed to meet the CP targets. Implementation of the CIP for transportation will provide the necessary mitigation. Fees or assessments paid equivalent to the requirements of Section 93.3 to implement the improvements listed in the CIP, will be considered in lieu of the requirements of Section 93.3.

**Eligibility:** Public and private entities demonstrating equivalent contributions to the construction of the listed improvements may credit such contributions to the Section 93.3 requirements.

C. INCENTIVE PROGRAM

The incentive program is created to link some required improvements with new certain 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 (see Policy A of the Conservation Element, Chapter IV). Upon meeting the requirements of Policy A, projects are eligible for the following incentives:

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

2. **Commercial floor area allocation:**
   
   CP projects are eligible for commercial floor area allocations pursuant to Commercial Development Policies of the Land Use Element (Chapter II).

3. **Tourist accommodation bonus units:**
   
   Projects are eligible to receive 25 bonus units based on the criteria in the Commercial Development Policies of the Land Use Element (Chapter II) and Chapter 35 of the TRPA Code.
4. Residential bonus units:

Projects are eligible to receive bonus units based on the criteria in Chapter 35 of the TRPA Code.

5. PAOTs:

Projects are eligible for the PAOT allocations based on the criteria in the Commercial Development Policy.

6. Program Substitutions/Mitigations Fee Credits:

Projects in the CP shall be subject to the following regulations:

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

**Water quality fee** – Money contributed to Community Plan water quality projects through assessment districts or other such programs may be credited to the TRPA water quality mitigation fee.

**Air quality fee** – Money contributed to the Community Plan transportation projects through assessment districts or other such programs may be credited to the TRPA air quality mitigation fee.

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; and

f. the change in use does not require BMP changes.

8. Offsite parking:

Use of offsite parking is permissible pursuant to the Parking Ordinance in Appendix B of this Plan.
9. **TDR retirement 4-7 lands:**

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

10. **Height bonus:**

Additional height pursuant to Subsection 22.4.B for tourist accommodation buildings.

11. **Environmental documentation:**

Projects consistent with the Plan description may tier off the CP EIR/EIS.

12. **Sign replacement:**

CSLT Redevelopment Agency shall develop a program for financial assistance for amortizing sign replacement in the Redevelopment Plan Area.

**D. 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>CP area US 50</td>
<td>1 day/month</td>
<td>Caltrans</td>
</tr>
<tr>
<td>SEZ Restoration</td>
<td>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/shoreline</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>Ski Run Marina and Areawide systems</td>
<td>Per discharge requirements</td>
<td>Permittee</td>
</tr>
</tbody>
</table>

It is the responsibility of the city to monitor water quality mitigation measures under CEQA, as well as the NPDES permit.

2. **CIP Schedule Monitoring**

The projects listed in the CIP programs will be reviewed annually by the City to see if they are being implemented on schedule. The Community Plan will have a full evaluation with the TRPA Regional Plan, evaluation in 1997, 2002 and 2007.
STATELINE/SKI RUN COMMUNITY PLAN

Stateline Pedestrian Concept Plan

EXHIBIT 3
STATELINE/SKI RUN COMMUNITY PLAN

Stateline Pedestrian Concept Plan

EXHIBIT 3
STATELINE/SKI RUN COMMUNITY PLAN

Concept Street Section/Stateline Area

EXHIBIT 4
STATELINE/SKI RUN COMMUNITY PLAN

Stateline Pedestrian Sketches

EXHIBIT 5
STATELINE/SKI RUN COMMUNITY PLAN

Stateline Pedestrian Sketches

EXHIBIT 5
STATELINE/SKI RUN COMMUNITY PLAN

Concept Street/Ski Run Village

EXHIBIT 6
STATELINE/SKI RUN COMMUNITY PLAN

Roadway Unit 33 – The Strip

EXHIBIT 8
STATELINE/SKI RUN COMMUNITY PLAN

ROADWAY Unit 32 – Casino Core

EXHIBIT 9
ROADWAY MAPS LEGEND

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

STATELINE/SKI RUN COMMUNITY PLAN

Roadway Unit 45 – Pioneer Trail, North

EXHIBIT 10
STATELINE/SKI RUN COMMUNITY PLAN

Drainage

EXHIBIT 11
Appendix A
APPLICABLE STANDARDS CHECKLIST

The following is a summary of TRPA Code standards applicable to the Stateline/Ski Run Community Plan. The checklist is provided to assist in the review of projects within the Community Plan and is not intended to be all inclusive. The list indicates which regulations are applicable to review projects and activities within the Community Plan.

1. GENERAL PROVISIONS
Chapters 1 through 11 of the TRPA Code of Ordinances are applicable in the Community Plan area.

a. Reviewing Body
TRPA
(Exempt Activities) ____ Sec. 4.2, 4.3 and 4.4
(Staff/GB Review) ____ Sec. 4.10
CITY OF SOUTH LAKE TAHOE
(Requires Permit) ____ Article 3, Chapter 32
____ UBC
____ MOU-Signs/Parking/Design
____ MOU-Temp. Activities
____ MOU – S.F. Homes

b. Processing
(Zoning, building, engineering, design review) ____ Special Policy
____ TRPA Rules of Procedure
____ South Lake Tahoe Rules

c. Special Code Provisions
TRPA ____ Sec. 4.11.A
(Emergency) ____ Sec. 4.11.B
(Burn-Downs) ____ Sec. 4.11.C
CITY OF SOUTH LAKE TAHOE
(Nonconforming) ____ Article 9, Chapter 32

d. Environmental Documentation
TRPA Documents
____ IEC ____ EA
____ EIS ____ FONSI
CITY OF SOUTH LAKE TAHOE
____ Categorical Exemption ____ Negative Declaration
____ Initial Study ____ EIR

e. Required Findings
(TRPA Findings) ____ Sec. 6.3
____ V(g) Checklist
(CSLT Findings) ____ Article 11, Chapter 32
(Use Permits and Variances)
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.

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

   See Stateline/Ski Run Community Plan

b. **General Land Use Rules (see Chapter 18)**

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

   CITY OF SOUTH LAKE TAHOE
   - (Nonconforming) Article 9, Chapter 32

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 Community Plans are increased up to 50% for most uses and 70% for vacant commercial properties.

a. **Land Coverage**

   - (Land Capability System) 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
   - (Mitigation Exemptions) Sec. 20.5.B
   - (Coverage Relocation) Sec. 20.5.C
   - CP Mitigation Program

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 Community Plan 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 22 apply. There are some special provisions for increased height up to 48 feet for tourist accommodation units in Community Plans.

   a. **Height**
      
      TRPA
      (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 apply, however, the Community Plan Area Statement establishes equal or superior standards pursuant to the noise threshold.

   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**

   CITY OF SOUTH LAKE TAHOE
   (Driveway and Parking-CP) ______ City-Wide Parking Ordinance (Appendix B)

8. **BEST MANAGEMENT PRACTICES (BMPs)**

   The requirements of Chapter 25, which includes paving, drainage, and revegetation requirements, shall apply. The Community Plan does provide for areawide improvements in lieu of site-by-site application.

   a. **Best Management Practices**
      
      (Temporary BMPs) ______ Sec. 25.2.A
      (Permanent BMPs) ______ Sec. 25.2.B
      (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**

   a. **(Community Plan Sign Ordinance)** ______ City-Wide Sign Ordinance, (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
The City of South Lake Tahoe has created its own set of design standards for the City as well as the Community Plan area (see Appendix B).

a. Design Standards
   CITY OF SOUTH LAKE TAHOE
   (Site Determinants)  ____ City Design Manual
   (Design)  (See Appendix B)
   (Setbacks)
   (Parking and Circulation)
   (Snow Storage)
   (Landscaping)
   (Exterior Lighting)
   (Water Conservation)
   (Street Right-of-Way Improvements)
   (Scenic Corridor Roadway)
   (Shorezone)

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

a. Allocation of Development
   (Residential Allocation)  ____ Sec. 33.2
   (Commercial Floor Area Allocation)  ____ Sec. 33.3
   (CPS Com. Dev. Policy)
   (Tourist Allocation)  ____ Sec. 33.4
   (Public Service)  ____ Sec. 33.5
   (Recreation)  ____ Sec. 33.6
   (CPS Com. Dev. Policy)
   (Conversion of Use)  ____ Sec. 33.7
14. **TEMPORARY ACTIVITIES**

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

a. **Temporary Uses and Activities**

<table>
<thead>
<tr>
<th>TRPA</th>
<th>City of South Lake Tahoe</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Standards)</td>
<td>Sec. 7.2</td>
</tr>
<tr>
<td>(Temporary Uses)</td>
<td>Sec. 7.3</td>
</tr>
<tr>
<td>(Temporary Structures)</td>
<td>Sec. 7.4</td>
</tr>
<tr>
<td>(Designated Special Event Area)</td>
<td>CPS Com. Dev. Policy</td>
</tr>
<tr>
<td>(Temporary Activities)</td>
<td>Sec. 32-32.1</td>
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<td></td>
<td>Article 11, Chapter 32</td>
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<td></td>
<td>Article 3, Chapter 32</td>
</tr>
</tbody>
</table>

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 of Ordinances shall apply except as noted below.

a. **Transfer of Development**

<table>
<thead>
<tr>
<th>Transfer of Development</th>
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<tbody>
<tr>
<td>(Residential)</td>
</tr>
<tr>
<td>(Allocations)</td>
</tr>
<tr>
<td>(Relocation)</td>
</tr>
<tr>
<td>(Retirement)</td>
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<tr>
<td>(Basic Service)</td>
</tr>
</tbody>
</table>

b. **Bonus Unit Incentive Program**

<table>
<thead>
<tr>
<th>Bonus Unit Incentive Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Multi-Residential)</td>
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<tr>
<td>(Tourist)</td>
</tr>
</tbody>
</table>

c. **Tracking (Chapter 38)**

<table>
<thead>
<tr>
<th>Tracking (Chapter 38)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Banking)</td>
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</table>

d. **Construction Schedules**

<table>
<thead>
<tr>
<th>Construction Schedules</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Schedules)</td>
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</table>

e. **Grading Standards**

<table>
<thead>
<tr>
<th>Grading Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Seasonal Limits)</td>
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<tr>
<td>(Discharge)</td>
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<tr>
<td>(Dust)</td>
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<tr>
<td>(Disposal)</td>
</tr>
<tr>
<td>(Groundwater)</td>
</tr>
<tr>
<td>(Basements)</td>
</tr>
<tr>
<td>(Minimum Excavation)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>City of South Lake Tahoe</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Cuts and Fills)</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>
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 Protections/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
   (Fish Habitat) Sec. 79.2.A
   (Stream Habitat) Sec. 79.2.B

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

   CITY OF SOUTH LAKE TAHOE
   (Snow Storage) City Design Manual

   (See Appendix B)

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
   TRPA
   (Permissible Subdivisions)  ____ Chapter 41
   (Subdivision Standards)      ____ Chapter 43
   CITY OF SOUTH LAKE TAHOE
   (Ordinance)                  ____ Sec. 18, Chapter 27
                               (Refers to El Dorado
                               County Ordinance)
APPENDIX B – SEE STANDARDS & GUIDELINES