

# BIJOU/AL TAHOE COMMUNITY PLAN



OCTOBER 1995





# **BIJOU/AL TAHOE COMMUNITY PLAN**

October 1995

## **PREPARED FOR:**

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

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# *LIST OF ABBREVIATIONS*

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

# BIJOU/AL TAHOE COMMUNITY PLAN

## *LIST OF AMENDMENTS*

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1. Ordinance 2000-02, Chapter II, Land Use Element  
February 23, 2000
2. Ordinance 2000 -04, Chapter II, Land Use Element  
March 22, 2000
3. Ordinance 2001-19, Chapter II, Land Use Element  
November 28, 2001
4. Ordinance 2002-02, Chapter II, Land Use Element  
January 23, 2002

# Chapter I

## INTRODUCTION

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### A. PURPOSE

The Bijou/Al Tahoe (PAS 98) Community Plan (CP) is designed to serve as the guiding doctrine for land use related decisions in the area until the year 2007. In addition to the CP for the Bijou/Al Tahoe area, CPs have been prepared for the Stateline/Ski Run (PAS 089B & 91) area, and will be prepared for the South Y (PAS 110) /Industrial Tract (PAS 113) area.

The Community Plan established 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 encourage rehabilitation of the area. 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 Bijou/Al Tahoe Community Plan supersedes certain plans and regulations established by the TRPA Plan Area Statements (PAS) and 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 plan for all regulatory authorities.

### B. BACKGROUND

The Community Plan was prepared as a joint effort between the Tahoe Regional Planning Agency (TRPA), the City of South Lake Tahoe, and the Bijou/Al Tahoe 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 and the TRPA Governing Board. The citizen volunteers of the Team included William Conlon (Chairperson), Mary Avila (Vice Chair), Frank Auten, Hal Cole, Joseph Hansen, Guy Lease, Steve Winters and John Wynn. Citizens who participated through the Preliminary Plan included Rich Fischer, Lon Hathway, Marv Lee, John Metz, and Mary Ann VanBuskirk. The Plan is also a 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 Fairway Avenue along US 50, just west of Al Tahoe Boulevard, as well as property between Johnson Boulevard and Hwy 50, including property on Al Tahoe Boulevard terminating at the west boundary of Bijou Park and at the east boundary of Lake Tahoe Community College. Land use patterns in this area are widely varied, although the predominant theme of businesses is retail oriented including restaurants and a sizable area devoted to public service uses.

An inventory of the Community Plan area identified a total of approximately 387,000 sq. ft. of commercial floor space. This CP has approximately 620 of the 7,100 CSLT tourist accommodation

Much of the area has 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 to allow coverage "bonuses" under certain circumstances. The Plan will present strategies for coverage reductions, where necessary and environmentally desirable.

### **C. BIJOU/AL TAHOE COMMUNITY PLAN GOALS AND OBJECTS**

A fundamental cornerstone of this Community Plan is the conviction that Bijou/Al Tahoe should serve as a family oriented and recreation center, as well as the Town Center for the local community. To accomplish this goal, policies must encourage diversification of recreational and commercial attractions to create the high quality development expected in a family oriented resort area. Public service oriented uses should be further concentrated in this area to enhance the Town Center Concept.

Destination tourists demand a full compliment 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 s 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 the Bijou/Al Tahoe 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 challenges 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. The Community Plan Team proposes to rectify these and related issues by encouraging the removal, reconfiguration or relocation of development within certain stream environment zones (SEZ), along with the rehabilitation of existing tourist accommodations, retail commercial facilities and public infrastructure.

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 Bijou/Al Tahoe area.

- ❑ **Urban Design and Development Goal**  
Create a village atmosphere within each of the four districts (Bijou, Harrison, Lucky/Payless, Town Center), and establish buffer areas between the districts.
- ❑ **Commercial Development Goal**  
Maintain a balance between economic health and the environment by correcting past deficiencies in land use and being responsive to the needs and opportunities of the Bijou/AI Tahoe area.
- ❑ **Traffic Circulation and Parking Goal**  
Reduce dependency on the automobile and improve the movement of people, goods, and services within the Bijou/ Tahoe 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 concentrated in specific area, upgraded to support existing and/or new facilities, and constructed ensure attainment of environmental targets.
- ❑ **Recreation Goal**  
Preserve and enhance the high quality family oriented recreational experience of the Bijou/AI Tahoe 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**

The Community Plan serves as a guide for the enhancement of the Bijou/AI Tahoe 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 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 Bijou/AI Tahoe CP Elements.

The text and map in this section are provided to indicate the overall planning direction of the Community Plan. They are intended for planning purposes and not as a specific set of enforceable standards. The actual standards of the Community Plan are found in the following Community Plan Elements and the Appendices.

## VISION FOR LAND USE:

The key aspect of this CP is the upgrade of the area through the enhancement of the physical infrastructure. The Plan calls for the reinforcement of high quality, family oriented recreation with retail activities and restaurants, and a public service oriented area within the vicinity of Al Tahoe and Johnson Boulevards. The image projected for these districts is that of vital alpine villages with generous landscaping and other street amenities to create 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.

As is readily apparent from the Vision Map, the vast majority of the tourist accommodation units (TAUs) will be concentrated on US 50 in the Bijou District. The retail areas are located within the Bijou, Harrison and Lucky/Payless Districts. Public service uses including government offices, parks/recreation facilities and educational institutions are concentrated in the Town Center District.

The Community Plan area has been divided into four districts which include:

- a. **"Town Center"** - Create a centralized public service district by expanding the existing El Dorado County Government Center (Al Tahoe and Johnson Boulevards). Encourage the relocation of city, county, state and federal offices to the district that will provide a anchor for the community plan. Expand recreational activities within the district and the immediate surrounding areas.

This district has also been designated as a receiving area for the relocation of commercial-development from outside the community plan boundaries. The project to be relocated must be transferred from a stream environment zone or a scenic corridor area, and may be developed only in the area (high land capability) of the Lake Tahoe Community College site which is adjacent to the Lucky/Payless District.

- b. **Harrison Avenue District** - Create a pedestrian oriented atmosphere, within the existing commercial district, to serve both the local citizen and tourist. There is excellent opportunity to draw and serve pedestrians from nearby recreation sites at El Dorado Beach and Campground by the Lake. This district will be designed to reflect the "Vintage Tahoe" design theme, with the emphasis on accessibility of business activity to the pedestrian.
- c. **Lucky Payless District** - Intensify, and expand the existing commercial development which will provide support services to the Government Center. This area has also been designated as a transfer receiving area for projects to be relocated from SEZ zones or scenic corridors.
- d. **Bijou District** - Increase the commercial and tourist accommodation development to offer a variety of services to the tourist and local citizen. The lake and beach access in this area should also be expanded to provide additional recreational opportunities within the district.

## **VISION FOR TRANSPORTATION:**

The CP proposes the reconfiguration of Harrison Avenue to incorporate bicycle and pedestrian facilities as well as landscaping. Adequate sidewalks are to be developed and maintained including a promenade connecting El Dorado Beach to the intersection of Johnson & Al Tahoe Boulevards, and Bijou Community Park.

Transit improvements are also proposed including additional bus shelters, extension of private shuttle systems to the area and the possibility of a water taxi, which will enhance the usefulness and convenience of alternative transportation modes and thereby reduce automobile usage.

## **VISION FOR CONSERVATION:**

Drainage Improvements: Area-wide drainage improvement systems are conceptually proposed in the Bijou District (Fairway Avenue, Bijou Golf Course, and Smart & Final Center). Retention of runoff on site will also be required as conditions of individual project approvals.

Stream Zone Improvements: Restoration of stream zone is encouraged to provide a buffer between the Ski Run CP and the Bijou area (Bijou Creek), and a gateway to the Al Tahoe (Lucky/Payless District) area near the Upper Truckee River.

## **VISION FOR RECREATION:**

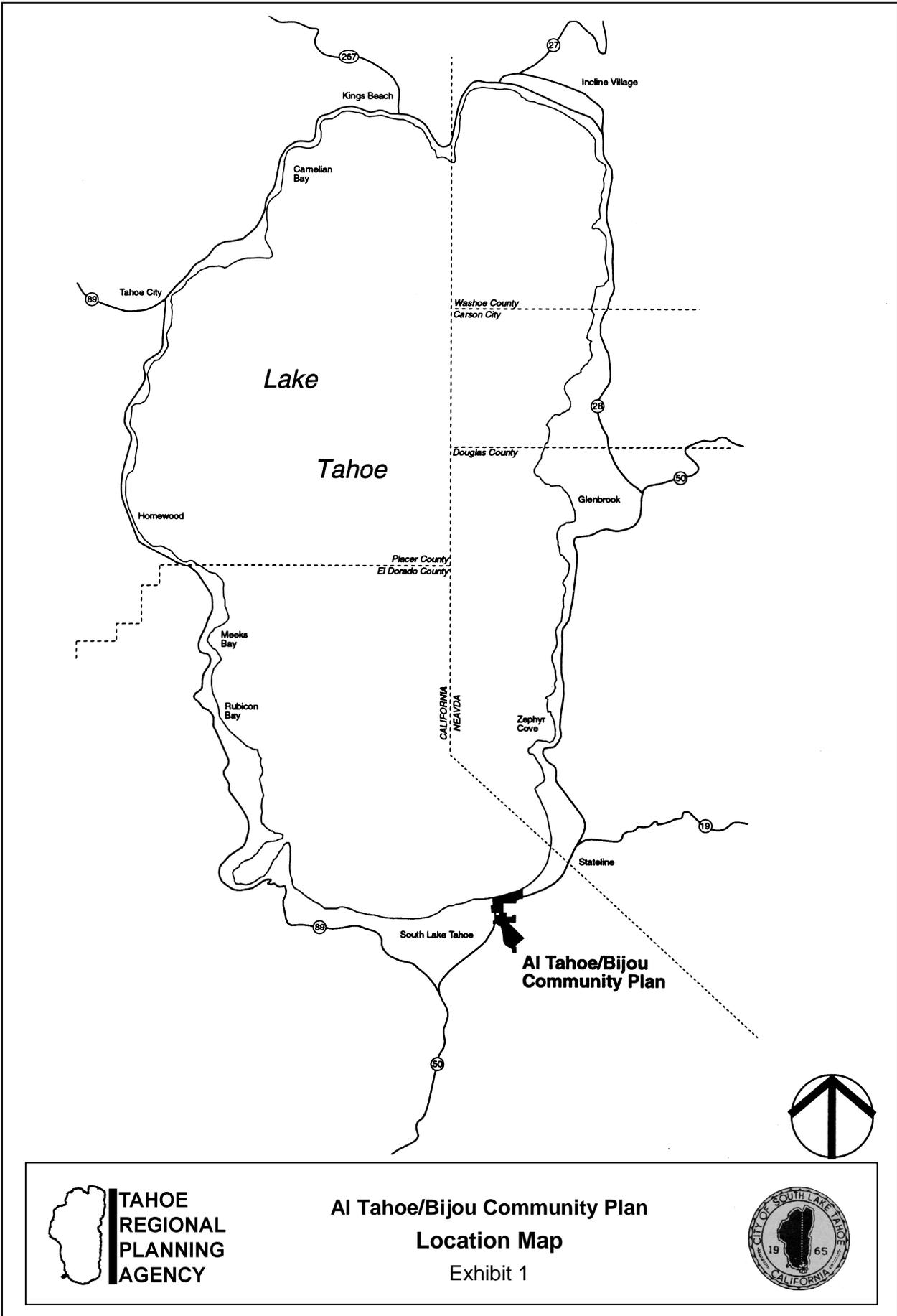
Improved Lake Access: The plan encourages greater public beach access within the community plan boundaries through improvements to the transit system and pedestrian access.

Recreational Trail System: The plan calls for the implementation of a recreational/bike trail system to extend the existing bicycle trails from Lucky/Payless District to the Bijou District.

Campground/RV Expansion: The Community Plan promotes the idea of providing additional overnight camping facilities by expanding the existing number of sites at Campground by the Lake.

## **VISION FOR PUBLIC SERVICE:**

Government Center: The plan calls for the concentration of public service uses (government offices) within close proximity to the existing El Dorado County government center (Johnson/Al Tahoe area).



**AI Tahoe/Bijou Community Plan**  
**Location Map**  
 Exhibit 1



# Chapter II

## LAND USE ELEMENT

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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 Statement (98).

### A. BIJOU/AL TAHOE 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 Bijou/Al Tahoe 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 City Wide Sign Standards (Appendix B),
4. the City Wide Parking, Driveway, & Loading Standards (Appendix B); and
5. the City Wide Design Manual (Appendix B).

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 Bijou/Al Tahoe Community Plan area. The checklist also indicates which regulations are special to the Community Plan.

### B. BIJOU/AL TAHOE COMMUNITY PLAN AREA STATEMENT

This Community Plan Area Statement supersedes TRPA Plan Area Statements and City of South Lake Tahoe Zoning within the Community Plan boundaries.

#### PLAN DESIGNATION:

Land Use Classification	COMMERCIAL/PUBLIC SERVICE
Management Strategy	REDIRECTION
Special Designation	PRELIMINARY COMMUNITY PLAN AREA TDR RECEIVING AREA FOR: 1. Existing Development 2. Residential Bonus Units SCENIC RESTORATION AREA MULTI-RESIDENTIAL INCENTIVE PROGRAM

**DESCRIPTION:**

**Location:** This area is located along Highway 50 from Bijou Creek to Trout Creek, including the adjoining areas along Al Tahoe Boulevard. (See maps G-17 and G-18.)

**Existing Uses:** The uses in the area are diverse. The major uses include large motels, two schools, a sewer plant, a college campus, government offices, a recreation center and campground, a marina and boat ramp, public beach and several small shopping centers. The area is 65 percent built out.

**Existing Environment:** The area is 10 percent SEZ and 90 percent low hazard. The land coverage is 35 percent with an additional 15 percent disturbed. The shorezone tolerance districts are 1 and 4.

**PLANNING STATEMENT:** The area should be developed to provide regional commercial, recreational and public services for the South Shore.

**PLANNING CONSIDERATIONS:**

- a. Development encroaches on Bijou Creek and Trout Creek. Restoration measures should be introduced into the affected areas.
- b. This area has some traffic congestion problems during peak periods, particularly at the intersections of US 50 and Al Tahoe as well as US 50 and Johnson Boulevard (LOS D). Intersection improvements should be addressed at the time a major project is proposed which generates significant impacts.
- c. This area needs unproved access to the beach areas, which should be considered in the Bijou District.
- d. Scenic Roadway Units 34 and 35 and Scenic Shoreline Unit 31 are in this area and the roadway units are targeted for restoration as required by the scenic threshold. There have been significant scenic improvements in the 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 20 units.

**TOURIST ACCOMMODATION BONUS UNITS:** Pursuant to Chapter 35 (TRP A Code), the maximum number of tourist accommodation bonus units which may be permitted for this Community Plan Area is 0.

**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":

SUMMER DAY USES 0 PAOTs  
OVERNIGHT USES 0 PAOTs

WINTER DAY USE 0 PAOTs  
MARINA 0 PAOTs

**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 until December 31, 2006<sup>§</sup>, is 14,900 sq. ft.

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

Land Use Districts	CNEL
1-3 (Bijou, Harrison, Lucky, Payless)	60
4 (Town Center)	60
Shorezone	55
US 50 Corridor	65

The following performance standards for the stationary noise sources or projects will be used to evaluate specific project impacts.

Noise Level Descriptor	Daytime (7am-7pm)	Evening (7pm-10pm)	Nighttime (10pm-7am)
Hourly Leq dB	DST 1-4 SHRZIN 60dB 55dB	DST 1-4 SHRZIN 55dB 50dB	DST 1-4 SHRZIN 55dB 45dB

Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

### 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 Bijou/Al Tahoe Community Plan. The objectives are also implemented in the Community Plan elements by specific and enforceable policies.

- 0 **(1) Urban Design and Development:** To ensure that the design elements of new, remodeled, and rehabilitated developments are compatible with the scenic objectives and policies of the Bijou/Al Tahoe Community Plan.

Objective 1: Create districts within the community plan boundaries to concentrate specific uses and development.

*Policy A: Establish four unique, separate districts.*

- a. **Town Center District:** Areas currently described as Campground by the Lake, South Tahoe Middle School, Johnson Boulevard areas (El Dorado County Offices) and Lake Tahoe Community College shall be combined to accommodate the following uses: Commercial (public service support orientation, or receiving area for transfer from SEZ/Scenic Corridor), Public Service, Recreation, and designation as a "Special Events Area."
- b. **Harrison Avenue District:** This area is currently described as those properties fronting Harrison Avenue, north of Los Angeles Avenue and south of San Jose

<sup>§</sup> Amended 3/22/2000

Avenue. Lake Tahoe Boulevard borders the district to the east and Riverside Avenue to the west.

The vision for the Harrison district is to create a pedestrian oriented atmosphere, within the existing commercial district, and connecting with the adjacent tourist/recreation areas (El Dorado Beach and Campground by the Lake), to serve both the local citizen and tourist. This district will be designed to reflect the "Vintage Tahoe" design theme, with the emphasis on accessibility of business activity to the pedestrian.

- c. **Lucky Payless District:** Situated between Lake Tahoe Boulevard, Al Tahoe Boulevard and the Community College, the vision for this district is to intensify the retail and other commercial uses within the existing major shopping center.
- d. **Bijou District:** Is the area within the community plan boundaries, stretching east of Rufus Allen Boulevard to Fairway Avenue along Lake Tahoe Boulevard, and between the edge of Lake Tahoe to Mono Lane & Treehaven Drive. The vision for this district is to increase the commercial and tourist accommodation development (outside SEZ areas) to offer a variety of services to the tourist and local citizen. The lake and beach access in this area should also be expanded to provide additional recreational opportunities within the district.

*Policy B: Create a pedestrian friendly, village atmosphere within each of the four distinct districts. Retain existing transitional areas between the distinct districts.*

- a. Encourage cohesiveness within the designated districts (structural design, signs, screening mechanisms, defined uses, setback requirements, etc.)
- b. Encourage the rehabilitation of the stream environment zones outside of, and adjacent to the community plan boundaries, specifically within the Trout Creek area (Meeks Building Supply, Ski Run Liquor, etc.) to provide a gateway to the Community Plan and open the views to the meadows, Lake Tahoe, and surrounding mountains. Encourage the removal of structures which are presently located in these areas and assist those property owners willing to relocate to properties of high land capability.

*Policy C: Encourage neighborhood improvement programs in each distinct district.*

- a. Provide public improvements, including street furniture, bicycle trails, enclosed bus shelters, curb/gutter/sidewalks, street lights, trash receptacles and underground utilities.
- b. Incorporate considerations for Art in Public Places, provided the scenic corridor quality standards as set by TRPA are maintained.

*Policy D: Encourage the use of native, drought resistant landscaping within the Community Plan area, with the concept design to be similar to that implemented by the Chamber of Commerce on the east side of Highway 50 or to the demonstration garden at the Lake Tahoe Community College. Utilize landscaping as an introduction or gateway to the Community Plan.*

*Policy E: Prepare an urban design plan as a property owners participation project for Harrison Avenue 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 as well as providing for the rehabilitation and/or rebuilding of the commercial area which fronts Highway 50.*

*Policy F: Review projects for conformance with the City Wide Design, Sign, and Parking Manuals (see appendices B & C).*

*Policy G: Create a parkway effect as required by Chapter I of the City Design Manual (see Appendix B) along US 50 west from Al Tahoe to Rufus Allen.*

*Policy H: Provide for a non commercial pedestrian promenade from El Dorado Beach through the Middle School site to Al Tahoe Boulevard.*

0 **(2) Land Use Strategy and Economic Feasibility Goals:** Maintain a balance between economic health and the environment, correcting past deficiencies in land use and being responsive to the needs and opportunities within the Bijou/Al Tahoe area.

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

*Policy A: Generate an anchor within the community plan, i.e., "Town Center District," allowing mixed uses, including public service, commercial support businesses, and recreational uses. Designate within the 55 acre area identified as the CSLT Recreation complex and Campground by the Lake a "Special Events Area", provided the events are conducted out of view from Highway 50 scenic corridor. Develop a design plan through the Parks and Recreation Commission.*

*Policy B: Pursue greater utilization of the portion of the college property adjacent to the post office. Encourage public, (community theater, performing arts center, government offices, etc.) recreational and commercial activities (relocation of existing development from SEZ areas, as defined in Objective 2, policy D) on the high land capability areas.*

*Policy C: Rehabilitate/expand existing public service facilities in the Johnson Blvd. area, and pursue the possibility of permitting commercial activities on Al Tahoe Boulevard on the Middle School District site, (LTUSD Main Office & bus garage area) which are public service support oriented. Relocate the bus garage to an appropriately zoned area.*

*Policy D: Open vistas and public access to Lake Tahoe by encouraging the removal, relocation or reconfiguration of existing development within the Bijou District.*

*Policy E: Open vistas of Freel Peak by encouraging the removal and relocation of existing development from the Bijou Creek area, stream environment zone to other areas within the Community Plan.*

**Objective 2:** Define receiving areas within the community plan boundaries and institute a system for distribution of commercial allocation. Incentive programs should assign priority to commercial development projects which emphasize area-wide improvements,

rehabilitation of substandard development, restoration of stream environment zones or creation of scenic view corridors. The distribution of allocation may be reconsidered two years after the adoption of this plan.

*Policy A: Consistent with the findings of the "Economic Analysis", distribute the 10,800 sq. ft. available as bonus allocation and the 4100 sq. ft. available outside community plan boundaries to eligible projects within the Bijou/Al Tahoe Plan area. Commercial floor area shall be issued by TRPA upon project approval pursuant to Chapter 33, however, TRPA shall only consider for approval, projects recommended by the CSLT.*

*Policy B: CSLT shall distribute to eligible projects on a "first come first serve basis" in accordance with Objective 2. The CSLT's recommendation shall expire two years after its action. To be eligible for receiving a commercial allocation, a project and mitigation must contribute to improvements that provide benefits to the entire community plan area, including:*

- (1) The project makes substantial progress toward meeting the desired area wide improvements noted for allocation in the Chapter IV Requirement Matrix. Substantial progress shall be calculated based on one square foot of allocation equals \$5 worth of listed improvements or contributions to an improvement district implementing any of the listed projects.
- (2) In accordance with Land Use Objective 2, Policy E, projects meeting the transfer requirements from a scenic corridor or SEZ area shall not be required to pay the \$5 area wide improvement contribution.

*Policy C: Tie the distribution of the 14,900 sq. ft. available to projects which implement the scenic and water quality improvements that are identified in Chapter VII.*

*Policy D: Limit the allocation of new commercial floor area to 1,180 sq. ft. per project area, except where the commercial floor area is transferred from a scenic corridor and/or stream environment area, which is restored to a natural setting and permanently retired. Distribute the allocation on a first come, first serve basis, provided the projects conform to the community plan and city wide design/sign/parking standards.*

*Policy E: Allocate the transfer of 3000 sq. ft. of commercial allocation provided a match of commercial square footage is removed and relocated from a stream environment zone or scenic corridor property. Allocate an additional 1,500 sq. ft. of new commercial floor area if the originating commercial square footage is removed and relocated from both a scenic corridor and stream environment zone.*

**Objective 3:** Recognize that economic feasibility is critical in order to implement community plan objectives.

*Policy A: Define receiving areas for transfer of existing development within the Community Plan boundaries.*

*Policy B: Determine the needs of a joint marketing strategy within each district to promote economic diversity and vitality.*

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

**Objective 4:** Support and encourage adequate housing in close proximity to employment generators.

*Policy A: Encourage the rehabilitation of existing housing stock within and adjacent to the Community Plan to provide additional median/moderately priced homes. Pursue funding sources for the rehabilitation and potential for the first time home buyer.*

*Policy B: Encourage the removal of non-conforming housing stock located within the major commercial districts of the Community Plan, relocate to appropriately zoned districts within the Community Plan or areas immediately adjacent to the Community Plan boundaries.*

*Policy C: Encourage the development of multi family housing through the use of the 20 available bonus units.*

## **D. LAND USE PROVISIONS**

**PERMISSIBLE USES MATRIX:** Pursuant to the TRPA Code, Chapter 4 and 7 - Temporary Activities, 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. 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 (not reflected in the matrix) PERMITTED USES:** 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 use, allowed use located on the same or adjoining littoral parcel:

### **Shorezone Uses:**

#### **Primary Uses**

Water oriented outdoor recreation concessions (A); beach recreation (A), water borne transit (S), (boat launching facilities (S), tour boat operations (S), safety and navigation devices (A) and marinas (S).

**Accessory Structures**

Buoys (A), piers (S), fences (S), boat ramps (S), floating docks and platforms (S), shoreline protective devices (S) and water intake lines (A).

**LAND USE DISTRICTS:** The following land use districts are within the Bijou/Al Tahoe Community Plan boundaries (see Exhibit 2).

1. **Bijou District** - Commercial & Tourist Accommodation
2. **Harrison District**- Commercial
3. **Lucky/Payless District** - Commercial
4. **Town Center District**- Public Service, Recreation

**THE MATRIX:** The following matrix identifies which uses are allowed, or require a special use permit, in each land use district within the community plan area.

**BIJOU / AL TAHOE COMMUNITY PLAN PERMISSIBLE USES MATRIX**

**KEY:**

- 1 - Bijou District**
- 2 - Harrison District**
- 3 - Lucky/Payless District**
- 4 - Town Center**

LAND USE CATEGORIES	Districts				Maximum Units/Acre
	1	2	3	4	
<b>I. RESIDENTIAL</b>					
Domestic animal raising					
Employee housing	S1	S1		S1	15
Mobile home dwelling					
Multiple family dwelling	S	S		A1/5	15
Multi-person dwelling	S				25 Pers/Acre
Nursing & personal care					
Residential care				A1/5	25 Pers/Acre
Single family dwelling	S	S			
Summer home					
<b>II. TOURIST ACCOMMODATION</b>					
Bed & breakfast facilities	A1	S			10
Hotel, motel, other transient dwellings	A1	S			40/10%-Kitchen 15/10%+Kitchen
Time Share (hotel/motel design)					
Time Sharing Residential Design <sup>§</sup>	S8				15 Units/Acre
<b>III. COMMERCIAL</b>					
<b>A. Retail</b>					
Auto, mobile home and vehicle dealers					
Bldg materials & hardware	S4	S4	S6		
General merchandise	A1	A1	A1		
Mail order and vending	A1	A1			
Nursery	S		S6		
Outdoor retail sales	S	S	S		
Eating & drinking places	A1	A1	A1	A1/5	
Food & bvrq, retail sales	A1	A2	A1	A1/5	
Furniture, home furnishings & equipment	A1	A1	A1		
Service stations	S2	S2	S2		
<b>B. Entertainment</b>					
Amusement & recreation services	A1	A1	A1		
Privately owned assembly	S	S	S	S/5	
Special event area				A1/5	
Outdoor amusements	S	S	S		

<sup>§</sup> Amended 1/23/02

**BIJOU / AL TAHOE COMMUNITY PLAN PERMISSIBLE USES MATRIX**

LAND USE CATEGORIES	Districts				Maximum Units/Acre
	1	2	3	4	
<b>C. Services</b>					
Animal husbandry services	A1	A1	A1		
Auto repair and service					
Broadcasting studios	A1	A1	A1		
Business support services	A1	A1	A1	A1/5	
Contract Construction Svcs					
Health care services	A1	A1	A1		
Laundries & dry clng plant					
Personal services	AI	AI	AI		
Professional offices	A1	A1	A1	A1 /5	
Repair services	S4	S4	S4		
Sales Lots					
Schls - Business/Vocation	A1	A1	A1	A1/5	
Secondary Storage					
<b>D. Light Industrial</b>					
Batch plants					
Food and kindred products					
Fuel and ice dealers					
Industrial services					
Printing and publishing	S	S	S		
Recycling and scrap					
Small scale manufacturing					
<b>E. Wholesale/Storage</b>					
Storage yards					
Vehicle & freight terminals					
Vehicle storage & parking	S	S	S		
Warehousing					
Wholesale and distribution					
<b>IV. PUBLIC SERVICE</b>					
<b>A. General</b>					
Airfields, landing strips & heliports (new non-emergency sites prhbtd)					
Cemeteries				S	
Churches	A1	A1	A1	A1	
Collection stations	S	S	S	S	
Cultural facilities	A1	A1	A1	A1	
Daycare centers	A1	A1	A1	A1	
Government offices	S3	S3	S3	AI/5	
Hospitals					
Local assembly and entertainment	S	A1	S	S5	
Local post office	S	S	A1	S5	
Local public health and	S	S	S6	A1/5	

**BIJOU / AL TAHOE COMMUNITY PLAN PERMISSIBLE USES MATRIX**

LAND USE CATEGORIES	Districts				Maximum Units/Acre
	1	2	3	4	
safety facilities					
Power generating					
Public owned assembly & entertainment			A1/5	A1/5	
Public utility centers				S	
Regional public health and safety facilities				S5	
Schools - college			A1	A1	
Schools - kindergarten through secondary			A1	A1	
Schools - Preschool	A1	A1	A1	A1	
Social Service Organ.	S3	S3	S3	A1	
<b>B. Linear Public Facilities</b>					
Pipelines & power transmission	S	S	S	S	
Transit stations & terminals	S	S	S	S	
Transportation routes	S	S	S	S	
Transmission & receiving	S	S	S	S	
Threshold-related research facilities <sup>§</sup>	S	S	S	S	
<b>V. RECREATION</b>					
Beach recreation	A1	A1		A1	
Boat launching facilities		A1		A1	
Cross country ski courses				A1	
Day use areas	A1	A1	A1	A1	
Developed campgrounds				A1	8
Downhill ski facilities					
Golf courses				S5	
Group facilities				S5	25Pers/Acre
Marinas	S				
Off-road vehicle courses					
Outdoor Recreation	S	A3	S	S	
Concessions					
Participant sports facilities				S7 <sup>§§</sup>	
Recreation centers				A1	
Recreational vehicle parks					
Riding and hiking trails					
Rural sports					
Snowmobile courses					
Sport assembly					
Undeveloped campgrounds					
Visitor information centers	A1	A1	A1	A1	

<sup>§</sup> Amended 2/23/2000

<sup>§§</sup> Amended 11/28/01

**BIJOU / AL TAHOE COMMUNITY PLAN PERMISSIBLE USES MATRIX**

LAND USE CATEGORIES	Districts				Maximum Units/Acre
	1	2	3	4	

<b>VI. RESOURCE MANAGEMENT</b>					
<b>A. Timber Management</b>					
Reforestation	A	A	A	A	
Regeneration harvest					
Sanitation salvage cut	A	A	A	A	
Selection cut	A	A	A	A	
Special cut	A	A	A	A	
Thinning	A	A	A	A	
Timber stand improvement	A	A	A	A	
Tree farms					
<b>B. Wildlife and Fishes</b>					
Early successional vegetation management	A	A	A	A	
Nonstructural fish habitat management					
<b>C. Range</b>					
Farm/ranch structures					
Grazing					
Range Pasture Mgmt					
Range improvement					
<b>D. Open Space</b>					
Allowed in all areas of the region	A	A	A	A	
<b>E. Vegetation Protection</b>					
Fire Detection and suppression	A	A	A	A	
Fuels treatment/management					
Insect and disease suppression	S	S	S	S	
Prescribed fire/burning management					
Sensitive plant management	A1	A1	A1	A1	
Uncommon plant community management	A	A	A	A	
<b>F. Watershed Improvements</b>					
Erosion control	A1	A1	A1	A1	
Runoff control	A1	A1	A1	A1	
Stream environment zone restoration		A1	A1	A1	

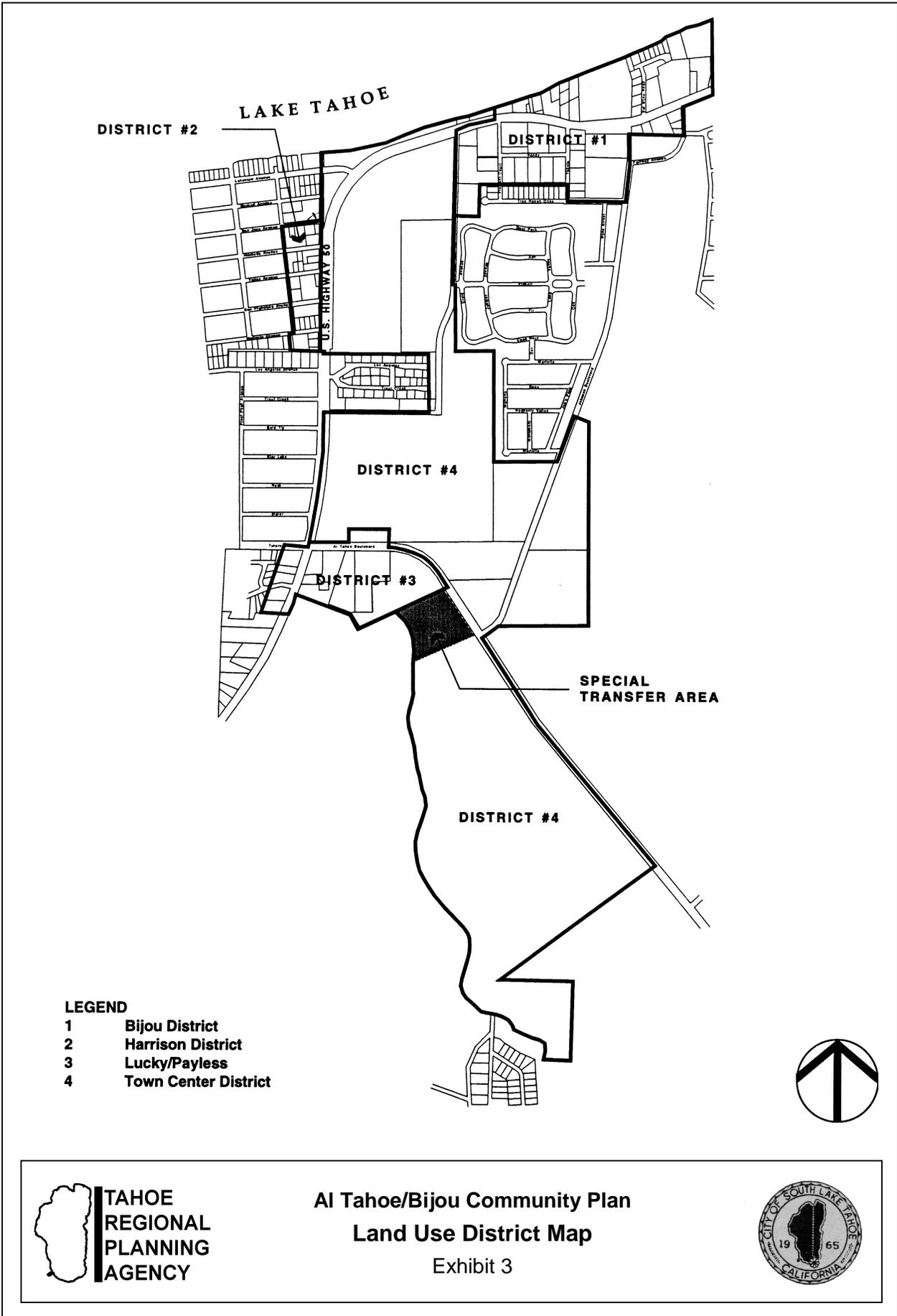
**BIJOU / AL TAHOE COMMUNITY PLAN PERMISSIBLE USES MATRIX**

LAND USE CATEGORIES	Districts				Maximum Units/Acre
	1	2	3	4	
Footnotes					
A = Allowed use					
S = Special Use Permit Required					
1. Requires Design Review					
2. Pumps/Use Permit		1000' FR LAKE			
3. CSLT		Use Permit			
4. No Outside Storage					
5. Specific Parcels Only		Staff Analysis			
6. College		Special Area			
7. Shall not be visible from the shorezone <sup>§§</sup>					
8. Timeshare-Residential Design is only permissible on the following parcels – APNs 27-0110-08, 10, 18, 20, and 21. <sup>§</sup>					
[Prior to approving any timeshare project, the developer must provide the CSLT an analysis of housing impacts and work with City staff regarding how the loss of housing would be mitigated. In addition, an analysis of financial impacts is required, including a proposal of how any loss to the City, if any would be offset.]					
[...]: Bracketed language not adopted by TRPA					

1/24/96

<sup>§§</sup> Amended 11/28/01

<sup>§</sup> Amended 1/23/02



**LEGEND**

- 1 Bijou District
- 2 Harrison District
- 3 Lucky/Payless
- 4 Town Center District



**Al Tahoe/Bijou Community Plan  
Land Use District Map  
Exhibit 3**



# Chapter III

## TRANSPORTATION ELEMENT

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### A. GOALS, OBJECTIVES AND POLICIES

The following goal, related specific objectives and special policies are adopted for the Bijou / Al Tahoe 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 Bijou / Al Tahoe Community Plan.

Objective 1: 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 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: Harrison Avenue will be converted to a one way street to provide space for bicycles, pedestrians, transit and landscaping.*

*Policy D: Encourage the use of waterborne transit at Timber Cove Marinas.*

Objective 2: 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 and the Community Plan Sign Ordinance.*

Objective 3: 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: Projects 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 4: 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 Community Plan area and to recreation areas.*

*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.*

Objective 5: 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 south shore transportation management association (TMA).*

*Policy B: 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 C: Explore reduced or shared parking in the pedestrian district.*

*Policy D: Explore the feasibility of requiring paid parking in the commercial districts as an incentive to reduce the VMT's within the new community plan area.*

Objective 6: Provide adequate parking facilities.

*Policy A: Develop a parking program throughout the CP area. The program shall consider office employee parking, shared parking.*

*Policy B: Convert the Harrison Ave. public right-of-way for parking, landscaping, and sidewalks. Insure new design will retain public access. Construct a community parking lot within the Harrison District to replace a minimum of 27 parking spaces removed for landscaping.*

*Policy C: The Harrison Commercial District, or portions thereof, may reduce the parking requirement of the Citywide Parking Ordinance and waive the on site parking requirement if a parking study and plan is completed and approved.*

*Policy D: The Bijou Commercial District may reduce the parking requirement of the Citywide Parking Ordinance and waive the on site parking requirement if a parking study and plan is completed and approved.*

Objective 7: 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 8: Provide a safe and efficient highway transportation system for the users of the Bijou/Al Tahoe 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 US 50 should be reduced by combining and realigning driveways to improve traffic flow and eliminating pedestrian conflicts (see Parking Ordinance)*

## **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.

### **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.

1. Stage - As described in the TRPA Short Range Transit Plan, provide neighborhood circulator service, provide a "theme trolley", provide subsidized transit passes to occupants of eligible affordable housing projects, and provide STAGE service at 10 minute headways on US 50.

2. Coordinated Shuttles - On site demand bus service will be provided through the Coordinated Transportation System. The providers will individually or preferably as a group provide a system equivalent to the 10 minute headway service described for the Kingsbury to Bijou area in the TRPA RTP Action Element.
3. Ski/Boat Tour Shuttles - 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. This will be part of the coordinated shuttle system.
4. Water Transit Facilities - Provide facilities for water transit and tour boats to connect with base transit.
5. Airporter Service - 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.
6. Transit Facilities and Right-of-Way - The US Highway 50 improvements shall include transit stops for bus service on each side of US 50 at appropriate locations. Included with these stops will be transit shelters. Additional ROW shall be reserved on the US 50 for future transit use (see Exhibit 4).
7. Long Distance Bus - To provide a bus system that would circumnavigate Lake Tahoe on a schedule.

### **Pedestrian Improvements**

The purpose is to implement a sidewalk system along US 50 and other arterials, in the Community Plan to promote pedestrian traffic. This will be done on a project condition basis or preferably by area-wide capital improvement projects.

1. Harrison District Improvements - This project will be designed in cooperation with the business owners, CTC and CSLT and shall include a one way vehicle travel lane, pedestrian improvements, landscaping, sidewalks, street lights, benches, transit facilities, and off highway parking. The following alternatives shall apply to the Harrison Avenue District:
  - #1: Maintain the existing proposal for improvements in the Harrison Avenue District as indicated on Exhibit 10 of the plan, with a revision to Chapter VII to include a specific timeline (2 years from the date of adoption of the plan) for the property owners to implement the plan, or the improvements as described in Exhibit 12 shall be implemented. During the first year of the window period preliminary engineered plans would be completed with the cooperation of the CSLT Engineering Department and during the second year the assessment district would be approved by the property owners and City Council action. An extension would be given to implement the plan shown in Exhibit 10 should unforeseeable governmental delays occur, beyond the control of the property owners.
  - #2: Initiate the implementation of the proposed improvements for the Harrison Avenue District as indicated on Exhibit 12 of the plan, after the two year window period as described in option #1 above has expired.

2. US 50 Improvements (excluding Harrison area) - Based on the five lane/two bike lane cross section, construct new curb, gutter, 5 foot sidewalks (except on the lake side of US 50 which shall have an 8 foot bike trail) and pedestrian street lights from Trout Creek Bridge to Fairway Avenue. Properties fronting Hwy 50 shall remove the existing curb and gutter and construct new improvements which include increasing the sidewalk width to 8' to create a bike trail and additional landscaping.
3. Local Streets - To construct a 4' sidewalk on both sides of the street ROW within Harrison and Bijou Districts.
4. Al Tahoe Boulevard - To construct a 5' sidewalk on the north side and an 8' sidewalk/bike trail on the Payless side of Al Tahoe Boulevard (from US Highway 50 to Johnson Boulevard).
5. Johnson Boulevard, Rufus Allen Boulevard and Lyon Avenue - To construct a 5' sidewalk on the west side of the ROW for Johnson and Lyon Avenues. Rufus Allen shall use 8' sidewalk which will double as the bike trail noted in (4) below.

### **Bicycle Facilities**

**Bicycle Trail System** - To improve circulation, reduce vehicle trips, and improve public access to recreational areas (see Exhibit 4).

Class I - Separated

Class II - Striped on road with signs

Class III - Unstriped use of roads with signs.

1. US Highway 50 Bike Trails - To complete construction of a Class I bike trail on the lake side of the highway from Trout Creek Bridge to Fairway Avenue. To construct a Class II bike trail on both sides of the US Highway 50 travel way.
2. Harrison District Bike Trail - In the Harrison District construct a Class II bike trail on San Jose Avenue, Riverside Avenue and Modesto in lieu of a Class I bike trail required in (1) above.
3. Treehaven Connector Trail - To construct a Class I bike trail from Treehaven Drive to Rufus Allen Boulevard.
4. Bijou Park to Lake Recreation Trail - To construct a Class I bike trail from El Dorado Beach to Bijou Park (see Exhibit 4).
5. Johnson Boulevard/Al Tahoe Bike Trail - To complete construction of a Class II bike trail along the Johnson Boulevard and Al Tahoe Boulevard. Also as a part of the sidewalk system a Class I trail on the Lucky/Payless side of Al Tahoe Boulevard.

### **Other Transportation Mitigation Measures**

1. Information and Contingency Plan - TMA shall develop a faster and more accurate traffic information system for the traveling public, and develop contingency plans for road closure and gridlock conditions.

2. Truck Access - Provisions will be provided off the State Highway for the loading/unloading of trucks. Off peak delivery of goods reduces vehicles, awkward turning movements, and parking associated with trucks.
3. Traffic Control Officer - In lieu of traffic signals at critical intersections, a traffic control officer (TCO) may be utilized during peak periods. The TCO is more responsive to pedestrian, bikes, and short term fluctuations in traffic.
4. Alternate Mail Delivery - Develop an alternate method to deliver mail, such as a cluster box system, which would eliminate the need for postal customers to travel to the post office so often.
5. Access Points Onto Roads and Highways - Combine, eliminate, relocate, or improve driveways onto the road and highway system. Congestion improvement and traffic safety benefits can be realized by improving access points along critical routes.
6. Transportation Management
  - a. The TRPA RTP/AQP includes a section on Trip reduction Ordinances (TRO) which applies to this area. The goal of the TRO is to have employers educate, coordinate and encourage strategies to reduce congestion and improve air quality. Working with employees at the work place can be an effective method because of the common destination point and hours of employment. Employers could institute a program with provisions beyond those required by the TRO.
  - b. The South Shore Transportation Management Association (TNT/TMA) is a group of Public Agencies and private firms which have jointed together to develop and implement programs and projects to reduce congestion and provide for the transportation needs of the residents, visitors, and employees in the Lake Tahoe area. The TMA is an active and important coalition that is successfully addressing regional transportation problems. Membership and participation in the TMA can be a positive step for businesses, agencies, and individuals to take.
  - c. Incentives to ride transit can be implemented by employers and commercial/recreational related businesses. The incentives could be financial or convenience related. A disincentive would be to discontinue parking subsidies to employees and customers.

## **Road Improvements**

The purpose is to achieve the level-of-service targets and the VMT target. The following road improvements need to be implemented.

1. US 50/AI Tahoe Intersection Improvements - Add more turn lanes. Signal change. Pedestrian control. Improvements to Johnson/AI Tahoe Boulevards intersection.
2. US 50/Fairway/Johnson/Takela Intersections Improvements - A combination of intersection improvements is needed that provide LOS D without adding new signals. These improvements are needed to mitigate the new projects in the Government Center which require access via Johnson Boulevard. Intersection improvements shall provide adequate site distance for vehicles and pedestrians.
3. US 50/AI Tahoe/Johnson Traffic Flow Improvements - A combination of

traffic improvements that provide LOS D or better to these arterials. This will include implementing the recommended cross section designs in Chapter 4 of the Design Manual which also include limiting access to the arterials, limiting the minimum number of driveways to the roadway, prohibiting parking or backing into the R/W, and adding turn lanes where needed.

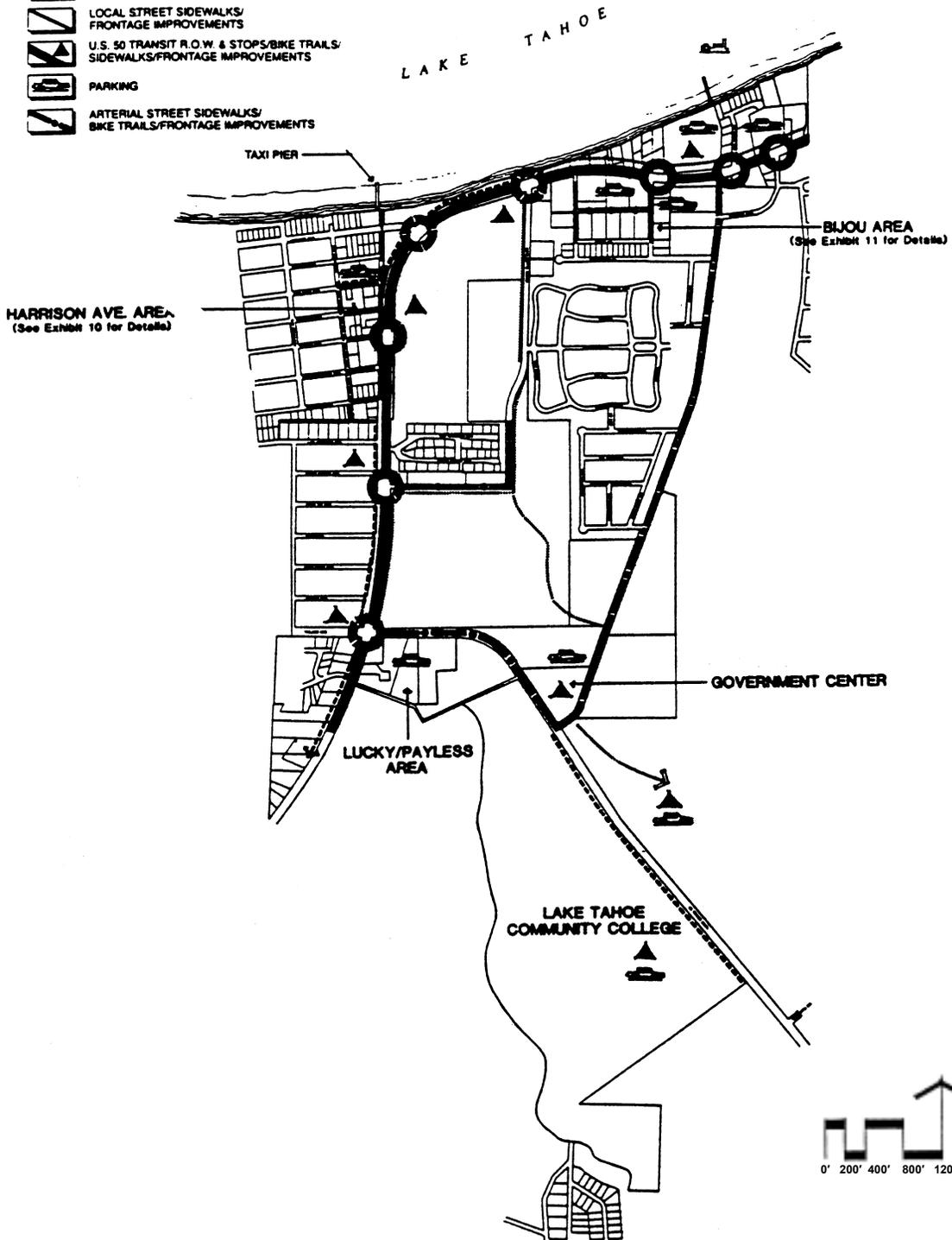
4. Harrison District Road Improvements - The road improvements are described in Exhibit 10 or 12, Chapter 4 of the Design Manual. This includes making Harrison a one way street with parking, sidewalks, and landscaping. Additional requirements for the road improvements are noted in the Pedestrian Improvements Section, pages 5 & 6, Chapter III.
5. Bijou District Road Improvements - The improvements are described in Chapter 4 of the Design Manual for Fremont, Takela and Sandy Way. This includes making Sandy Way a one way street with parking, sidewalks, and landscaping.

### **Parking Improvements**

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

1. Harrison District Improvements - To construct on-street parking within the existing Harrison Avenue right-of-way and side streets, between Los Angeles and San Jose Avenues. The design of the Harrison Avenue will resemble that of a downtown street with parking, sidewalks, landscaping, and curb/gutter (see Exhibit 10). Construct a community parking lot within the district which will compensate for the removal of the 27 spaces for landscape improvements. The design of Harrison Avenue shall revert to those described in Exhibit 12 after a two year window period based on the verbiage noted in the Pedestrian Improvements, page 5 & 6, Chapter II.
2. Bijou District Improvements - To construct parking on Sandy Way and use the existing lots as joint parking (see Exhibit 11).

-  INTERSECTION IMPROVEMENTS
-  COORDINATED INTERSECTION IMPROVEMENTS
-  EXISTING BIKE TRAIL (CLASS I)
-  PROPOSED BIKE TRAIL
-  LOCAL STREET SIDEWALKS/  
FRONTAGE IMPROVEMENTS
-  U.S. 50 TRANSIT R.O.W. & STOPS/BIKE TRAILS/  
SIDEWALKS/FRONTAGE IMPROVEMENTS
-  PARKING
-  ARTERIAL STREET SIDEWALKS/  
BIKE TRAILS/FRONTAGE IMPROVEMENTS



**Al Tahoe/Bijou Community Plan  
Transportation Improvements**

Exhibit 4



## Chapter IV

# CONSERVATION ELEMENT

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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 Bijou/Al Tahoe 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 Bijou/Al Tahoe Community Plan. To meet the goals and objectives, the following specific policies are adopted as standards.

1. CONSERVATION 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 listed in Chapter VII, C. once an entity (City of South Lake Tahoe, property owners, or a business improvement district) has all the required funding and project approvals to implement the improvements described as necessary in the attached table to start the incentives.*

*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 CP 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.*

*Policy D: All projects shall be required to retain runoff on site wherever physically possible or, if not possible, participate in the construction of the off site water quality measures called for in Section B of this Chapter.*

## **B. ENVIRONMENTAL TARGETS:**

The following environmental targets identify opportunities for environmental improvement associated with the Bijou/Al Tahoe 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 Bijou/Al Tahoe area and throughout the region present numerous opportunities for air, water and traffic improvements.

Bijou/Al Tahoe Target: The CP targets for vehicle trip reductions and air quality improvements are as follows:

- a. Attain Bijou/Al Tahoe's fairshare of the 1986 Regional Transportation Plan target (no longer a requirement in the 1992 RTP) CP vehicle miles traveled target. Bijou/Al Tahoe's estimated fairshare is 3.7 percent (based on 1981 Bijou/Al Tahoe VMT/Total 1981CP VMT). The actual reduction should be 1,002 VMT for 1997; or a total of 2,003 VMT reduction for 2007.
- b. Implementation of improvements which will attain the TRPA level of service requirement by 2007 at the selected monitoring points:
  - (1) US 50 signalized intersections within the CP
- c. Attain and maintain the air quality thresholds.

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

- a. For VMT reductions, the key strategies are:
  - (1) Land Use Changes - promote concentration of land uses into patterns that reduce vehicle usage.
  - (2) Parking Program/Facilities - implement a parking ordinance and the improvements described in Chapter III that encourage non-auto trips.
  - (3) Transit Improvements - implement improvements described in Chapter III under Transit Improvements. Mover system described in the Transportation element.
  - (4) Sidewalk Improvements - implement the sidewalk systems described in Chapter III under Pedestrian Improvements.
  - (5) Bike Trail Improvements - implement the Class I and II bike trail facilities described in Chapter III under Bike Trail Improvements.
  - (6) Other - where applicable implement the measures described in Chapter III under Other Transportation Mitigation Measures.

- b. For LOS targets, the key strategy is: the improvements listed in the Transportation Element including the following:
  - (1) VMT Improvements - implement the VMT measures listed in a. above.
  - (2) Road Improvements - implement the road and intersection improvements described in Chapter III under road improvements.
- c. For maintaining the carbon monoxide levels above the CO air quality target of 6 pm for eight hours and the US 50 seven percent traffic reduction target, the strategies are:
  - (1) The VMT improvements in a. above.
  - (2) The LOS improvements in b. above.

**2. STREAM ENVIRONMENT ZONES:** There has been extensive disturbance of stream environment zones (SEZ) throughout the Region and Bijou Al Tahoe. The identification and mapping of SEZs (see Land Capability Map, Exhibit 5) in the Bijou Al Tahoe area indicates there are restoration opportunities.

Bijou/Al Tahoe Target: The CP Stream Zone Restoration Program targets approximately 25 percent or 4.7 acres for restoration in the next 20 years. The 1997 target is 2.35 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 updated as new information becomes available.

Site	Restoration
1. Trout Creek	3 acres
2. Fairway*	1 acre
3. Golf Course	1 acre
4. Bijou Area	0.5 acre

\*This project is also located & listed in the Stateline/Ski Run CP.

**3. SCENIC:** TRPA Scenic Thresholds identify opportunities for scenic restoration throughout the Region. The TRPA Scenic Implementation Program (SQIP) targets US 50 Units for specific scenic improvements to meet the thresholds.

Bijou/Al Tahoe Target: For 1997 the SQIP requires a 27 percent improvement in non-attainment roadway unit scores and a 33 percent increase in non-attainment shoreline unit scores. The CP shall attain SQIP threshold targets by 1997 through implementation of the CP Scenic Quality Improvement Program. The basis of this share is

Roadway Unit	1991 <u>Score</u>	1997 Target	2007 Target
a. Unit 33 Strip	7	10	16
b. Unit 34 El Dorado Beach	16	16	16
c. Unit 35 Al Tahoe	7.5	10	16

Key Implementation Strategies: The Bijou/Al Tahoe 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.

- a. For regulations, the key strategies are:
  - (1) City-wide design review manual including special regulations for Bijou/Al Tahoe.
  - (2) Sign Ordinance including special standards for Bijou/Al Tahoe.
  - (3) Sign Program to bring signs into conformance.
  - (4) SQIP recommendations noted below.
  - (5) A special policy for view protection found in Chapter II
  - (6) Undergrounding Program.

The urban character is established by upgrading the overall architectural quality, by providing variety, by improving character and by providing other environmental improvements.

- a. For scenic improvements, the key strategies are:
  - (1) US 50 Improvements
  - (2) El Dorado Beach Improvements
  - (3) Harrison District Improvements
  - (4) Fairway and Trout Creek Entry Features.

SQIP Recommendations: The following recommendations are made with the intent to simplify and upgrade the character and quality of the area:

- a. Architectural Style: Scenic and visual quality is not a question of style and no specific architectural style or design theme is being recommended. The goal should be for 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.
- b. Building Materials: Building materials should be predominantly natural or natural appearing. Aluminum, steel and plastic siding should be discouraged. (See Design Manual)
- c. Building Colors: Exterior building colors should be compatible with the surrounding natural and man-made environment, and not compete with surrounding elements for attention (i.e. the building color should not in any way become "signing" for the site). Generally, building colors should be subdued with natural colors being preferable. Primary or other bright colors, should be used only as accents and then sparingly such as on trim (see Design Manual)
- d. Building Height: From the standpoint of scenic quality, it is important

that building heights not exceed the height of existing forest cover. Even when taller buildings are not a visual problem from within the commercial district, when they rise above the natural screening provided by the forest they become visible from viewpoints at great distances around the Lake and thus detract from the natural character of the environment. When considering visual effects of building heights from within the commercial district two criteria should be applied. The building height should not interfere with views of significant scenic features and building heights should be compatible with the scale of surrounding buildings (see Design Manual).

- e. Access Drives: Commercial developments should provide limited and clearly defined access drives rather than permitting unrestricted vehicle access along the entire property frontage. The continuous left turn lane should be modified to allow only limited left turns and a landscaped center median should be created in the areas not needed for snow storage or left turns (see Design Manual).
- f. Parking: Parking areas should be placed in the rear or side yards of commercial properties whenever possible rather than in frontyard 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 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 done 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 City Wide Sign Ordinance. 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).

- k. Satellite Dish Antennae: Satellite dish antennae are visible in a couple of locations in this unit. The siting of these antennae, their light coloration and their technological/industrial character are all in conflict with the preservation of the natural scenic character of the area. Satellite dish antennae should be sited so they are not visible from public rights-of-way and other significant viewpoints or they should be screened as required by the Design Manual.

**4. LAND COVERAGE:** Numerous opportunities to mitigate excess land coverage exist throughout the Bijou/Al Tahoe area.

Bijou/Al Tahoe Target: The twenty year CP target is 1.4 acres. The ten year target is one half of the 20 year target. The 1997 target for the excess coverage is 0.7 acres of hard coverage.

Key Implementation Strategies: The following 2.1 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
a.US 50 Improvements	0.2 acre
b.Harrison Ave.	0.2 acre
c.Trout Creek	1.0 acre
d.Fairway Ave.	0.2 acre
e.Landscape Policy	0.5 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 Bijou/Al Tahoe Community Plan, TRPA hydrologists evaluated area land capability and remapped SEZ boundaries.

Bijou/Al Tahoe Target: To meet water quality standards the CP shall implement the required drainage systems and improvements listed below. To meet the 80% restoration target, the CP shall restore 2.35 acres by 1997 and four acres by 2007.

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

- a. Area-wide 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 is the preferred method for final treatment of storm runoff. Artificial wetlands, storage ponds,

and engineered solutions may be considered a alternatives. Stormwater must be pretreated prior to discharge to natural wetland systems.

- (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 on site 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 included in the Harrison Area Improvements and the Bijou area Improvements described in Exhibits 10, 11, and 12. The specific projects are further described in the Chapter VII CIP. The areawide drainage system concept is described as follows:

Bijou Drainage Area: This project collects and treats storm water in the area of the Bijou Shopping Center. Because of high ground water and excess land coverage, an areawide solution using the design principles above would be appropriate. The system will be implemented as part of the mandated BMP requirements and/or with other improvement projects. Design criteria for the Bijou system must include direction of storm flow away from the creek for pre treatment prior to discharge. Infiltration in high ground water areas is not permissible.

Harrison Drainage Area: This project collects and treats storm water in the Harrison Ave. area. Because of the excess land coverage in the area and the linear nature of US Highway 50 and Harrison Avenue and area-wide system will be implemented as a part of the mandated BMP requirements and/or with Harrison District Improvement Project.

- 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: The following 28.7 acres are listed as possible areas for restoration (Exhibit 8). Restoration or paving of these areas may occur in conjunction with implementation of the CIP and with project approvals.

- (1) Golf Course 1 acre
- (2) Fairway Ave. Area 1 acre

(3)	Harrison Ave. Area	0.2 acre
(4)	Trout Creek Area	3 acre
(5)	Beach Stabilization	1 acre
(6)	South Tahoe Middle School	10.9 acres
(7)	CTC Harrison Avenue Site	.9 acres
(8)	El Dorado Beach/Campground	8 acres
(9)	Local Streets	2.7 acre

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.

Bijou/Al Tahoe Target: The CP shall stay within the designated noise limits set in the CP Statement which are as follows:

Special Areas 1, 2, & 3	65 CNEL
Special Area 4	55 CNEL

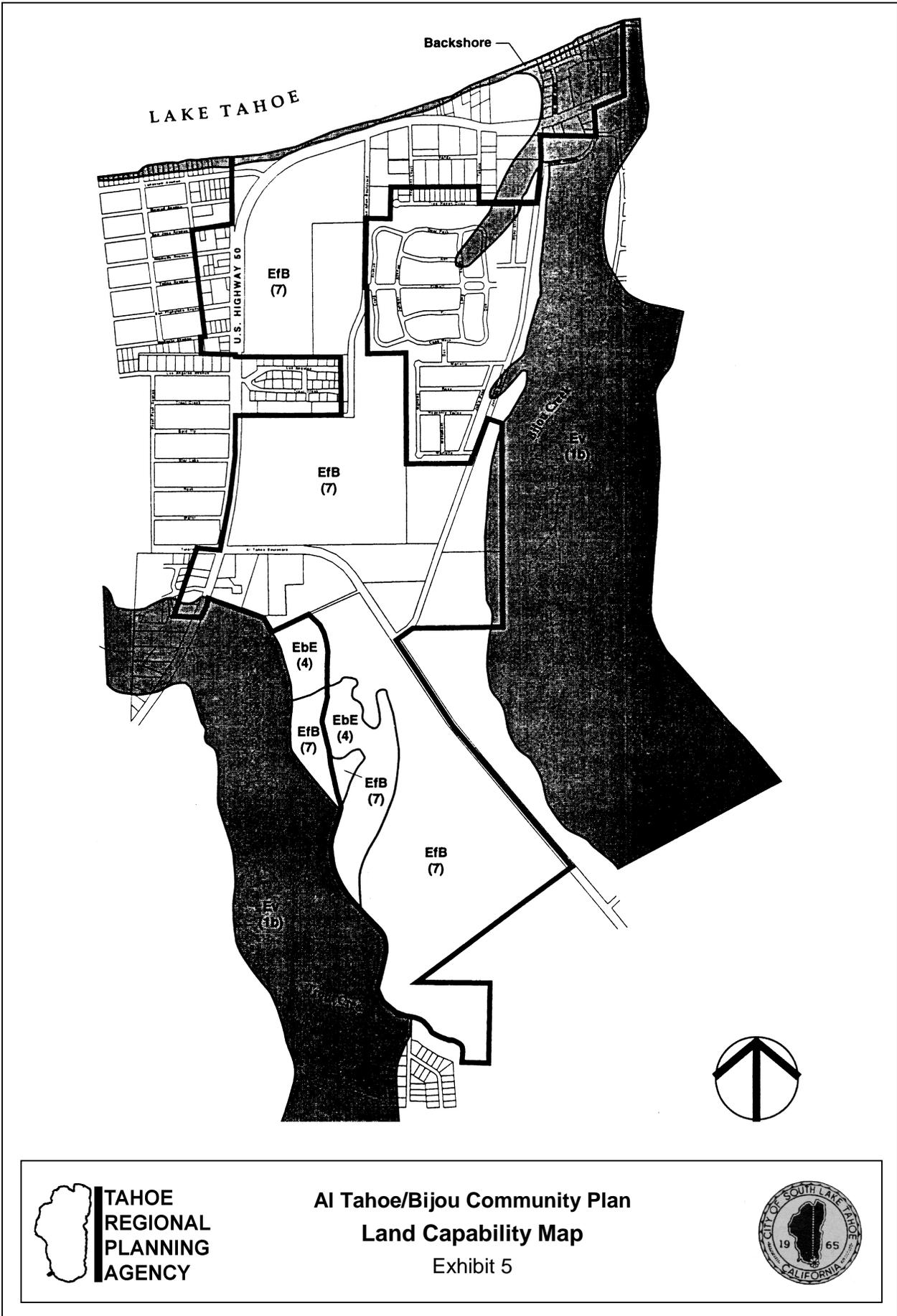
Key Implementation Strategies: The following programs and improvements are key strategies to achieving or maintaining the above targets:

- 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. BIJOU/AL TAHOE ENVIRONMENTAL REQUIREMENTS

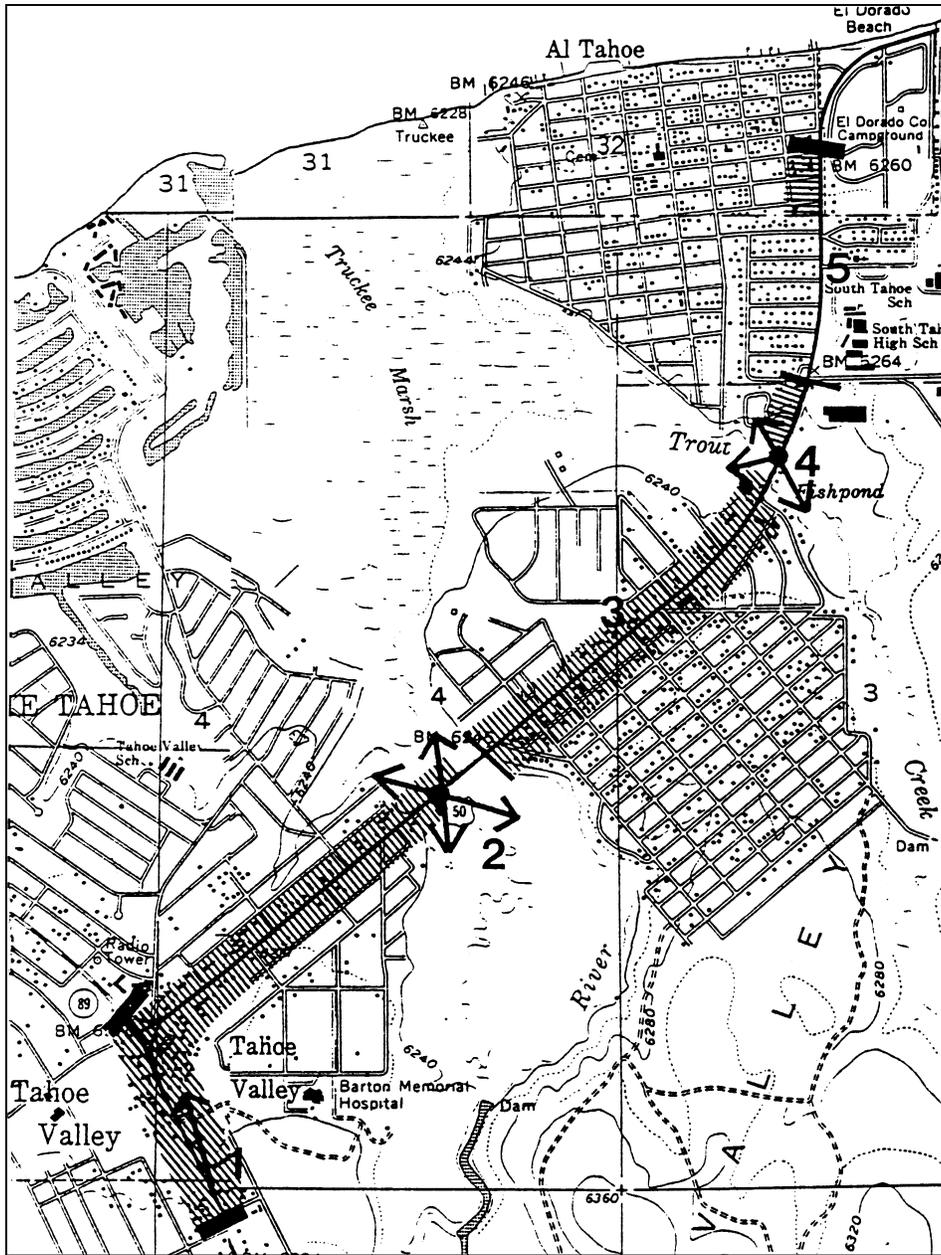
The CP Requirement List for Achievement of Targets Matrix, Table 1, indicates the projects and regulations needed for the achievement of environmental and recreational targets.

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).



Al Tahoe/Bijou Community Plan  
 Land Capability Map  
 Exhibit 5





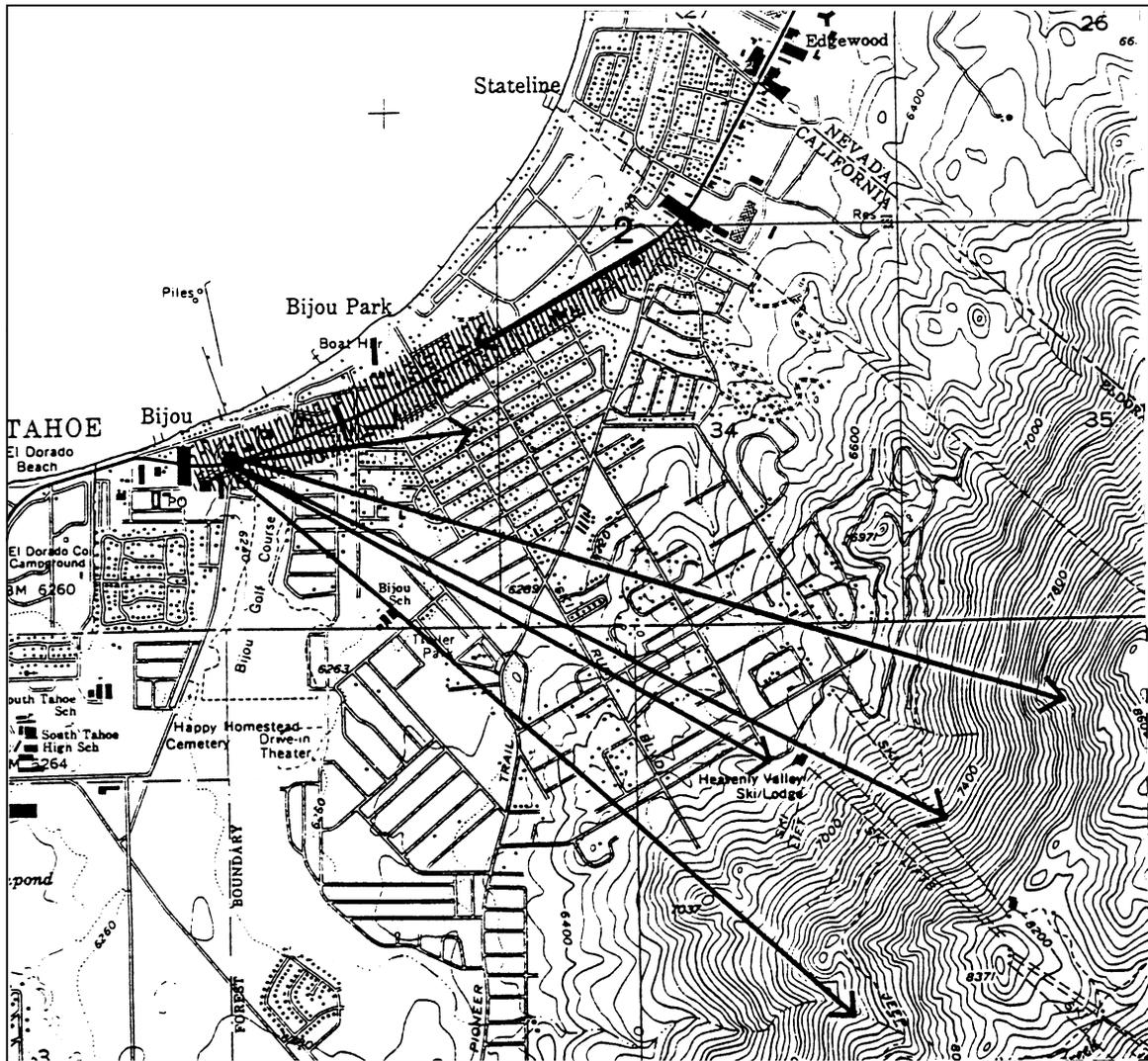
ROADWAY MAPS LEGEND

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



Al Tahoe/Bijou Community Plan  
 Roadway Unit 35 Al Tahoe  
 Exhibit 6





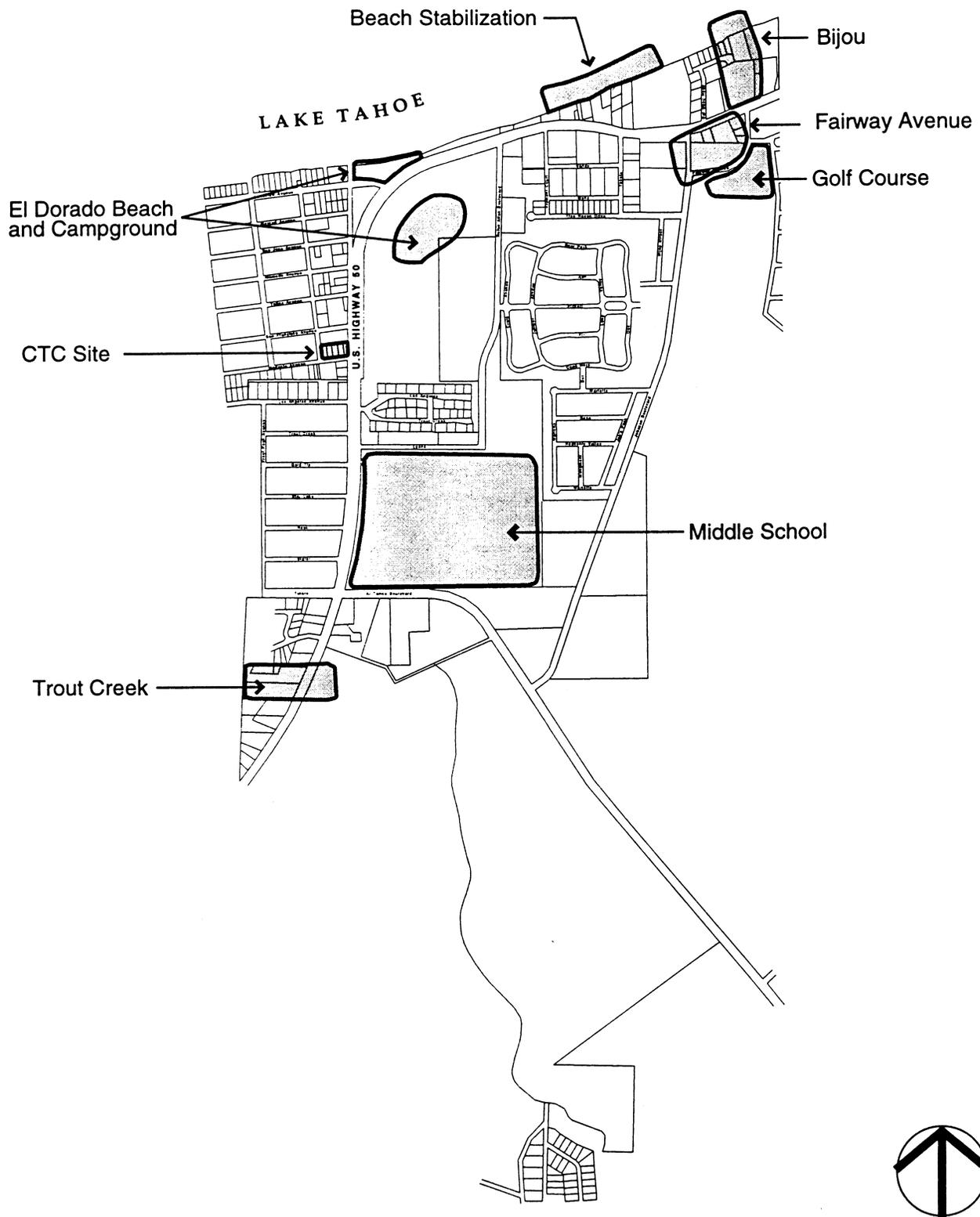
**ROADWAY MAPS LEGEND**

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



**AI Tahoe/Bijou Community Plan  
Roadway Unit 33 The Strip  
Exhibit 7**





**AI Tahoe/Bijou Community Plan  
BMP & Restoration Projects**  
Exhibit 8



# Chapter V

## RECREATION ELEMENT

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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 Bijou/Al Tahoe Community Plan area. This Element sets forth the CP 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 Bijou/Al Tahoe Community Plan.

The special policies are needed to aid in implementation of each objective.

- (1) RECREATION GOAL: It is the goal of the Bijou/Al Tahoe Community Plan to preserve and enhance the high quality recreational experience within the CP area.

Objective 1: Increase the family oriented active and passive recreational opportunities to serve local residents as well as visitors.

*Policy A: Maintain and improve the facilities at El Dorado Beach. Increase the existing parking areas for vehicles, including watercraft trailers and large recreational vehicles.*

*Policy B: Improve pedestrian and bicycle facilities so that the Harrison Avenue District better serves nearby recreation sites. Connect the bicycle trail with the El Dorado Beach trail and the trail beginning at the Los Angeles Street intersection.*

*Policy C: Provide a greater variety of sporting facilities in the "Government Center" District (CSLT Recreation Complex, Campground by the Lake, Lake Tahoe Community College, etc.), while maintaining those that are existing. Review the possibility of expanding the CSLT Parks and Recreation facilities located on Rufus Allen Boulevard. Additional outdoor uses (volleyball courts, horseshoe pits, picnic tables/eating areas, ice skate rink, etc.) would be an asset, when provided in conjunction with the existing uses at the complex.*

*Policy D: Encourage additional recreational development within the Bijou Community Park in conformance with the Master Plan adjacent to the Bijou/Al Tahoe CP.*

*Policy E: Establish a Special Events Area in the vicinity of Campground by the Lake/CSLT Parks & Recreation Complex (within the 55 acre site, excluding the areas designated as scenic corridor) to encourage large activities which provide entertainment appealing to both residents and visitors.*

Objective 2: Increase open space opportunities within the community plan area.

*Policy A: Reduce the number of vehicle lanes along Harrison Avenue to beautify the space with landscaping and pedestrian walkways.*

*Policy B: Include landscaped, small (less than 1 acre) passive picnic rest areas in and around the CP area.*

*Policy C: 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 D: Encourage the removal of existing development within stream environment zones and pursue funding for erosion control projects to be utilized for restoration of those areas.*

Objective 3: Provide connections to recreation areas.

*Policy A: Develop a bike trail system within the Bijou/Al Tahoe CP that links the area to trails outside the community plan boundaries, including; Ski Run/Stateline CP and Sierra Tract Plan Area.*

*Policy B: Provide a promenade between El Dorado Beach, through the Middle School Site to Al Tahoe Boulevard. The promenade should be accessible to pedestrians and bicyclists.*

*Policy C: Provide a sidewalk along Johnson Boulevard, between Al Tahoe Boulevard and Lake Tahoe Boulevard, to connect the Government Center and Bijou District.*

*Policy D: Encourage private and public shuttle services within and outside the Bijou/Al Tahoe CP to provide interconnecting transportation services between recreational facilities (ski resorts, beach areas, marinas, etc.).*

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 recreation. This includes, but is not limited to:*

1. Improve transit routes within and outside the plan area to access beach recreational facilities within and outside the Community Plan;
2. Improvements to transit vehicles that will encourage family use. Improvements include external bike racks, room for beach accessories (ie: picnic baskets, umbrellas & chairs);
3. Improve pedestrian access to the El Dorado Beach area through the use of improved stairways, as previously designed and approved by the CSLT;

4. Improve public awareness and encourage greater use of the public beaches at Timbercove Lodge.

*Policy B: 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. Expansion of existing facilities could possibly include: swimming beach, natural areas and open space, pedestrian and auto access with parking, restrooms, picnicking and camping, El Dorado/Timbercove Beaches/Campground by the Lake/Recreational facilities are operated by the CSLT.
2. Beach Front Developed Recreation: Active developed recreation in a beach front location. ("beach front" is not within the backshore designated areas). Expansion of and possible new facilities: swimming beach, restrooms, concessions (e.g., boat rentals) restaurants, 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. Expansion of existing and possible facilities: viewing decks, food and beverage service, pedestrian and/or auto access, boat mooring facilities.

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: Link development of recreation facilities with those planned in the areas immediately adjacent to the Bijou/Al Tahoe CP (Ski Run/Stateline CP Area, Bijou Community Park and Bijou Golf Course).*

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: Incorporate the nationally accepted Park Development Standards as a guide for the basic or minimum standard. In addition to the Park Development Standards, the Bijou/Al Tahoe CP design capacity guidelines are delineated as:*

1. Maintain the design standards, documenting the need for parks which are developed at a minimum of five (5) acres of park land per 1,000 population. ("Developed" means improved land vs natural open space).
2. Approve the standard that 440 sq. ft. of "beach" will accommodate 10-12 swimmers and bathers.

3. Maintain the standard that each parking space supports three facility user PAOT's.
4. Maintain the standard that each campground/RV site supports an average of four user PAOT's.
5. Maintain the standard that A Neighborhood Park design average is five acres. A park 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 pursuing the funding system of a linked bike trail system and by encouraging auxiliary facilities that support bicycle use which will be considered during the design review process. These support facilities would be incorporated as project conditions (when & where feasible) and shall include trail links, convenient bike racks, and locker/security facilities, bike racks on buses & at rest stops.*

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

Objective 7: Encourage coordinated public recreation opportunities in the "Government Center" District.

*Policy A: TRPA, the CSLT and other local government agencies, and other private parties should work together to improve the accessibility, variety and quality of recreational opportunities available in the "Government Center" District. Improvement plans should provide opportunities for visitors staying overnight in the Campground by the Lake and in the Ski Run/Stateline CP, immediately adjacent to the Bijou/Al Tahoe CP.*

*Policy B: In addition to providing recreation amenities to the vast number of visitors, it must also be remembered and emphasized that a large number of permanent residences, including low cost housing, exists in the densely populated surrounding areas of the Bijou/Al Tahoe Community Plan, and the recreation facilities should be maintained and expanded to address the needs of the local citizens.*

Objective 8: The Bijou/Al Tahoe Community Plan target for outdoor recreation is an overall increase of **264** Design Capacity for People (DCP). Included in the increase in capacity is **50** DCP increase in recreation trails, **100** DCP for the Recreation Center, and **50** DCP for public beaches at El Dorado and Timbercove.

## **B. PROPOSED RECREATION IMPROVEMENTS**

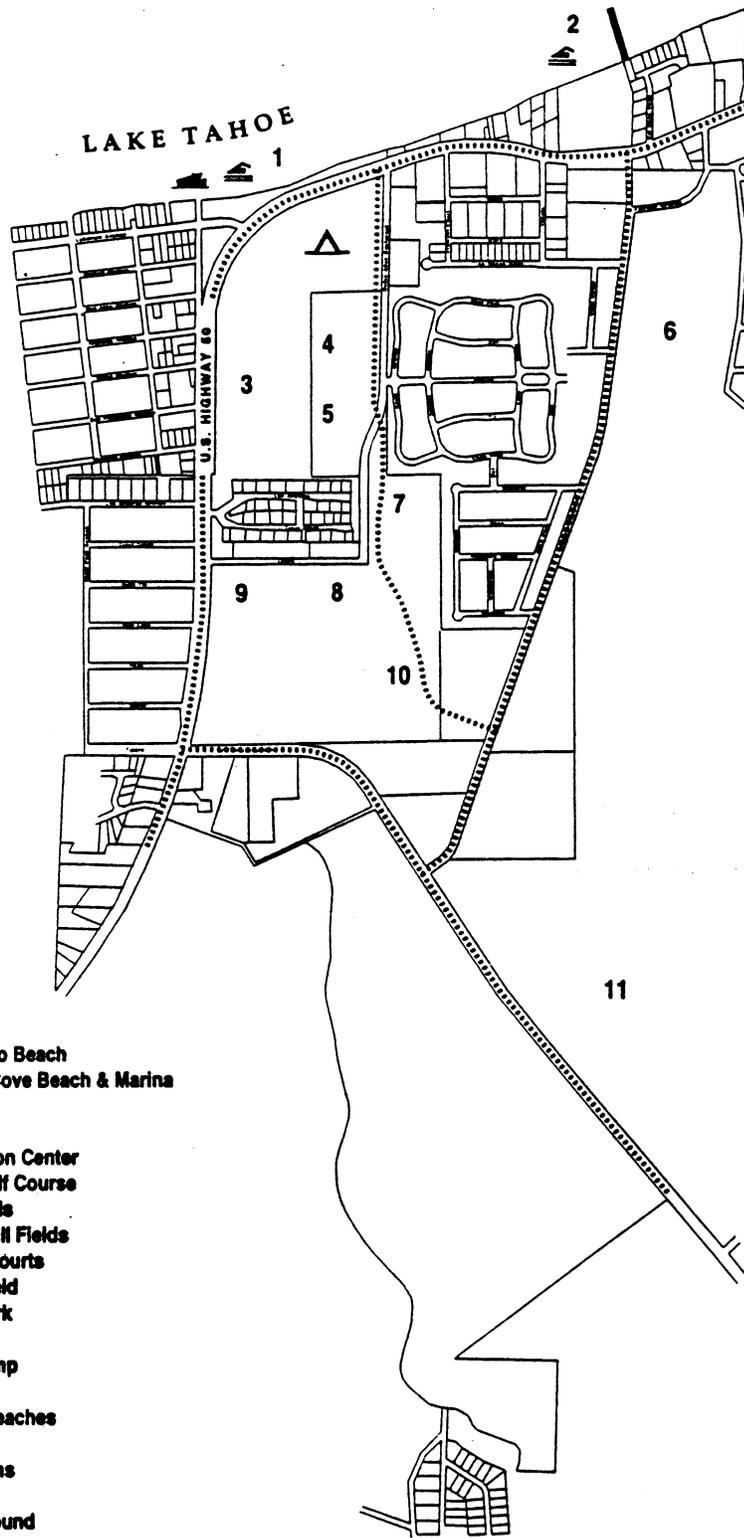
The following list of improvements would implement the preceding stated policies.

### **1. Improved Access to Existing Recreation:**

- a. Improve Lake Access (50 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 El Dorado and Timbercove Beaches, the primary method of access shall rely on increased use of trails and transit to reach 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.
- b. Bike and Recreational Trail system (50 DCP): In addition to the bike trail system noted in Chapter VII, the plan encourages the implementation phase of a recreational trail system which will interconnect the Bijou/Al Tahoe CP to the Ski Run/Stateline CP, and eventually to the Recreational Trail system as proposed within the Ski Run/Stateline Final Plan (Page V-7).
- 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. Art in Public Places: The plan encourages the implementation of art along the pedestrian corridors, in landscape areas and commercial alcoves, and public beach access points. It also promotes Art in Public Places as a necessary step in the design review process.
- b. Recreation Complex: (100 DCP) Implementation of the existing master plan adopted 1987, as well as review of the plan for potential expansion or revision to the master plan.



- 1. El Dorado Beach
- 2. Timber Cove Beach & Marina
- 3. Museum
- 4. Ice Rink
- 5. Recreation Center
- 6. Bijou Golf Course
- 7. Ball Fields
- 8. STMS Ball Fields
- 9. Tennis Courts
- 10. Track Field
- 11. Bijou Park

-  Boat Ramp
-  Public Beaches
-  Bike Paths
-  Campground





**Al Tahoe/Bijou Community Plan**  
**Recreation Map**  
 Exhibit 9



# Chapter VI

## ***PUBLIC SERVICE ELEMENT***

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

### **A. EXISTING PUBLIC SERVICES**

This section addresses the existing conditions with respect to public services in the Bijou/Al Tahoe Community Plan Area, and analyzes future needs. The public services addressed in this section include:

- (1) **3330 Lake Tahoe Boulevard: El Dorado County Offices** Located at the intersection of Lake Tahoe Boulevard and Takela, the El Dorado County owned and operated, three story structure, provides office space for a mixture of private and public services, including:

Traffic Court: Processes traffic violations for the City of South Lake Tahoe and El Dorado County Tahoe Basin area.

Veterans Services: Primary function for this office is to assist Veterans in obtaining benefits from the US Department of Veterans Affairs and the State of California. Claims assistance and counseling are also provided thru this agency. California and Nevada residents are serviced from this office.

Assessor: Assesses and tracks valuation of commercial and residential properties within El Dorado County.

Recorder Clerk: Records various documents (environmental, marriage license, etc.) for public reference.

Community Services WIC: Services include the following:

*Nutritional Supplemental Program*: Information and distribution of food for women who are pregnant, breast feeding, or have children under 5.

*Energy Crisis Program*: Administration of SPPCo. SAFE Program and WP Share. Monies contributed by private citizens to the utilities and are held for distribution to needy families.

*Weatherization Program*: Assist low income housing property owners with upgrading of housing units thru energy efficiency (double pane windows, insulation, etc.).

*Section 8 Housing*: Administers voucher system for persons qualifying for low income housing.

*Special Needs Transportation*: Administer program for senior citizens, low income residents and disabled persons who require transportation.

TEFAP: Coordinate program which offers government commodities distribution (food).

Clean Tahoe: Coordinate efforts with the CSLT Planning Department, El Dorado County Environmental Health and South Tahoe Refuse regarding the cleanliness of the community.

Building/Planning: Reviews plans for conformance with the Uniform Building Code, El Dorado County Zoning Code and TRPA Code of Ordinance. Issues building permits, completes building inspections for new/remodel residential and commercial development.

Environmental Management: Administers federal, state, and local codes regarding environmental health issues, including: toxic waste, underground storage tanks, pools, spas, restaurants.

- (2) **1051 Al Tahoe Boulevard: El Dorado County Government Center** The following agencies operate from three large structures which are located within one project area, at the intersection of Al Tahoe and Johnson Boulevards. None of the listed agencies have indicated any expansion of their facilities.

El Dorado County Jail: Facilities which confine persons who are awaiting trial or sentencing through the El Dorado County Court system, and/or those persons who have committed a crime and have been sentenced to serve time in jail.

CSLT Police Department: This agency enforces the local laws. Staffing at this office includes police officers, central dispatch for all agencies, crime laboratory, detectives, drug task force, public service officers, administration and support staff.

Municipal Court: Courts which hear and judicate over city or community cases, including; criminal jurisdiction (police court), civil jurisdiction in minor cases, small claims, and juvenile matters.

Superior Court: Courts which have extensive jurisdiction, vs. municipal courts, (city, county, state cases) and are designated trial courts.

Superior Court Clerk: Provides support services (phones, filing, recording of documents, etc.) to the superior court system.

Public Defender: This agency provides legal assistance to the public who has been accused of a criminal act, but cannot afford a private attorney.

Sheriff - Coroner: The El Dorado County Sheriff enforces local laws. Staffing includes officers, dispatch, crime laboratory, drug task force, administration, and support staff.

Probation: Responsible for direct communication and direction to criminal persons who have been required to maintain contact with the court system.

Health: This agency provides medical treatment to the public, excluding mental health.

District Attorney: Main prosecuting agency for the city and county.

- (3) **3050 Lake Tahoe Boulevard**: A cluster of several small buildings which front Hwy. 50 and are located on the same parcel as CSLT Campground By The Lake. None of the listed facilities are proposed for expansion at this time.

Senior Citizens Center: Facilities which offer a variety of services (counseling, recreational, entertainment, etc.) for the senior citizen. A major remodel and addition were completed during 1994.

Museum: Provides information pertinent to the history of the Lake Tahoe Basin.

Arts Center: Offers space to local artists for display of art work. Coordinates administrative functions from this location.

Chamber of Commerce: Network of businesses which operate as an entity, informing the public of available activities, special events, accommodations and the like.

Womens' Center: Community organization which provides counseling and other services to women in need.

El Dorado County Library: Public library facilities.

- (4) **1150 Rufus Allen Boulevard** The following services are located in the northern area of the 20 acre parcel fronting Hwy 50 and Rufus Allen Boulevard.

Campground By The Lake: Improved campground (170 sites) situated on the 20 acre parcel fronting Hwy. 50 and Rufus Allen Boulevard. This campground is operated on a seasonal basis by the CSLT Parks and Recreation Department. The name reflects the location, which is across Hwy 50 from Lake Tahoe. Expansion possibilities include additional spaces if Vector Control and the CSLT Corporation Yard are relocated.

Parks Shop: Maintenance, equipment and storage shop for the CSLT Parks Division.

- (5) **1170 Rufus Allen Boulevard** This parcel is bordered by the large 20 acre parcel commonly known as the Recreation Complex and Campground by the Lake. wo buildings house the following services:

El Dorado County Vector Control (Mosquito Control): Agency which uses pesticides for control of mosquitoes throughout the El Dorado County area in south shore of Lake Tahoe. This use has been recommended for relocation to an industrial area, and the land then designated for recreational purposes. The basis of the recommendation are: (a) non-conforming uses are encouraged to relocate from within the CP boundaries to appropriate zones, and (b) the visual impacts to the surrounding residential district would be mitigated if a recreational

use were to replace the equipment yard.

CSLT Public Works Corporation Yard: Centrally located fueling and storage yard for large equipment (snow removal, trucks, backhoes, etc.) used for street maintenance within the city limits. This is a non-conforming use which has been recommended for relocation to an industrial zone, and if removed, the campground could be expanded. The basis of the recommendation are: (a) non-conforming uses are encouraged to relocate from within the CP boundaries to appropriate zones, and (b) the visual impacts to the surrounding residential district would be mitigated if a recreational use were to replace the equipment yard.

(6) **1180 Rufus Allen Boulevard**

CSLT Parks & Recreation: Staffed by CSLT employees, this facility provides a multitude of recreational services to the public, including indoor and outdoor activities. No future expansion is anticipated at this time.

(7) **1046 Al Tahoe Boulevard** Located on Al Tahoe Boulevard between Hwy 50 and Johnson Boulevard, adjacent to the Community College and Lucky/Payless Center. The property is developed with one building.

U. S. Post Office - Main Branch: Established in the 1980's this facility is the main distribution plant for the satellite post offices in the South Shore area. All incoming and outgoing US mail is sorted and channeled through this station. No expansion is proposed at this time.

(8) **1 College Drive** This site is located off Johnson Boulevard, is the largest within the community plan and is the south east boundary of the community plan.

Lake Tahoe Community College: An accredited two year college operating within one main building on the campus and several satellite classrooms scattered throughout the community (STMS, STHS, etc.). Student counseling, educational courses and administrative functions are at this location. A 30,000 sq. ft. expansion of the college facilities began during 1994 and a 38,000 sq. ft. third expansion is estimated to begin during 1998.

Child Care/Development Facilities: Linked financially and administratively to the community college, this facility offers child care services to both students and the local community at a reasonable cost.

(9) **1020 Al Tahoe Boulevard** At the northeast intersection of Hwy 50 and Al Tahoe Boulevard is a large parcel which has been developed with the following educational services:

Lake Tahoe Unified School District: Main Office : The main office for the LTUSD operates on a year round basis, is used for administrative purposes and school district functions. The CP Team is encouraging the relocation of this office to the area designated as the Government Center as the existing site can be used for support commercial.

Bus Garage: Central bus garage location for LTUSD transportation fleet. The CP

Team has recommended this facility be relocated to an appropriately zoned industrial location, and the space be utilized as support commercial for the proposed expansion of public service uses in the general area. This recommendation is based on the visual impacts caused to Hwy 50 and Al Tahoe Boulevard, and the existing commercial/public service uses.

South Tahoe Middle School: Intermediate school campus which provides educational services to the youth of the community, grades 6-8. A new multi purpose room was built and the existing multi purpose room was renovated for classrooms during the summer of 1994. A new science wing and corridor has been proposed by the LTUSD project team (1995 budget forward).

Al Tahoe Elementary School: Primary school which provides educational services to the youth of the community, grades K-5. A possible expansion of classrooms has been discussed by the LTUSD project team.

(10) **1261 Johnson Boulevard**

Happy Homestead Cemetery: Public cemetery which is located north of Al Tahoe Boulevard and east of Johnson Boulevard. Future expansion is not anticipated at this time.

**B. PUBLIC SERVICE OBJECTIVES AND POLICIES**

Utilizing the community plan goals established under the preliminary plan, the following objectives and policies shall be implemented as part of the final plan. In order to meet the objectives, the following specific policies are adopted as standards.

1. A Government Center shall be established as a district within the community plan boundaries.
  - A. *Policy: The area established shall be described as and include: (1) the 5.78 acre parcel identified as the Main Post Office, (2) the 140 acre parcel identified as Lake Tahoe Community College, (3) the 9.8 acre project area (3 parcels) identified as the El Dorado County Government Center/Jail, (4) the 7.45 vacant parcel north of the El Dorado County Government Center, and (8) the 12 acre vacant parcel east of Johnson Boulevard and south of the cemetery.*
2. Designate the Government Center as an anchor within the community plan boundaries and encourage the relocation of public service uses to that district.
  - A. *Policy: Encourage city, county, state and federal agencies to relocate within the Government Center (including those uses currently within the CP boundaries but not within the Government Center) provided the intent of the relocating agency is to establish an administrative office, or a use which is similar to those currently established within the existing El Dorado County Government Center.*
  - B. *Policy: Encourage the removal of non-conforming uses within the community plan boundaries (CSLT Corporation Yard, El Dorado County Vector Control,*

*LTUSD Bus Garage) which would be replaced with recreational uses or those permitted within the Government Center.*

- C. *Policy: Encourage the construction of new office buildings within the Town Center to accommodate additional public service agencies.*
3. Require that all public service projects implement the CSLT City Wide Design/ Sign/Parking/Lighting Standards.
- A. *Policy: Public service projects (new construction or remodeled buildings) shall be designed consistent with all city wide standards.*
  - B. *Policy: Private projects constructed within the Government Center shall be designed consistent with all city wide standards.*
  - C. *Policy: Maintain cohesiveness within the Town Center (structural design, screening, mechanisms, etc.).*
  - D. *Policy: Incorporate additional amenities (bus shelters, outdoor benches, water fountains, street lights, etc.) into the design of new public or private projects.*
  - E. *Policy: Incorporate considerations for Art in Public Places within the Town Center District.*
4. Public or private infrastructure (roads, parking, drainage, sidewalks, curb/gutter) shall be designed for a planned build-out projected for twenty (20) years.
- A. *Policy: The supporting infrastructure for public service use expansion shall be designed for a minimum future growth equivalent of 100,000 sq. ft. of floor area.*
  - B. *Policy: Provide shared parking for large projects constructed in the vicinity of existing public service uses.*
  - C. *Policy: Construct a sidewalk on Johnson Boulevard between Al Tahoe Boulevard and Hwy. 50.*
  - D. *Policy: Implement recommended intersection improvements at US 50/Johnson Boulevard based on the environmental document.*

## *Chapter VII*

# **IMPLEMENTATION ELEMENT**

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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 and to achieve the environmental targets.

### **A. CAPITAL IMPROVEMENT PROGRAMS**

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 City of South Lake Tahoe (CSLT), California Tahoe Conservancy (CTC), California Regional Water Quality Control Board (Lahontan), Caltrans, Tahoe Regional Planning Agency (TRPA) Mitigation fees, business improvement district, and state and federal grants.

**The project schedules, design concepts and estimated cost, 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/AIR QUALITY

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

### a. Road Improvements

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

<b><u>Improvement</u></b>	<b><u>Description</u></b>
<b>US 50/AI Tahoe Intersection Improvements</b>	Add more turn lanes. Signal change. Pedestrian control. Need description of improvements by public works to get the intersection back to D when CP is built out. Schedule: 2000 or when major government offices go in. Funding: Developer cost
<b>US 50/Fairway/Johnson/ Takela Intersection Improvements</b>	A combination of intersection improvements that provide LOS D (without additional signals) for the new projects in the Government Center requiring access via Johnson Blvd.  Schedule: 2000 or when major government offices go in. Funding: Developer
<b>US 50/AI Tahoe/Johnson Traffic Flow Improvements</b>	A combination of traffic improvements that provide LOS D or better to these arterials. This will include limiting access to the arterials, limiting the minimum number of driveways necessary prohibiting parking or backing into the ROW and adding turn lanes where needed. Schedule: Next scheduled major overlay of US 50, AI Tahoe Blvd. and Johnson Blvd. or upon adjacent project approval Funding: Property owners/CTC
<b>Harrison District Road Improvements</b>	The road improvements are part of a package of improvements described for the Harrison area in Exhibit 10 or 12. This includes making Harrison and landscaping. Alternative 2, described in Exhibit 12 includes a Class I bike trail. Schedule: 1998/1999 Funding: Business improvement district, Conservancy Bike Trail or License Plate funds, allocation and mitigation fees.
<b>Bijou District Road Improvements</b>	The road improvements are part of a package of improvements described for the Bijou area in Exhibit 11. The local streets such as Fremont, Takela, Sandy Way will add curb and gutter, sidewalks, lighting and landscaping. This includes making Sandy Way a one-way street with diagonal parking. Schedule: 1997 Funding: Business improvement district, project requirements, allocation and mitigation fees through an owner's association, assessment district or other implementing entity, a study/plan to establish a parking and street improvement CIP.

**b. Parking Improvements**

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

<u>Improvement</u>	<u>Description</u>
<b>Harrison District Improvements</b>	<p>These parking improvements are part of a package of improvements for the Harrison area. The plan is to construct parking within the existing Harrison Avenue ROW and side streets, between Los Angeles Avenue and San Jose Avenue. The design of the Harrison area will resemble that of a downtown street with parking, sidewalks, landscaping, curb/gutter (see Exhibit 10 or 12).</p> <p>Schedule: The parking lot will be constructed with the construction of other improvements scheduled for the building seasons of 1998/1999. Funding: Business Improvement District, CTC</p>
<b>Bijou District Parking Improvements</b>	<p>These parking improvements are a part of a package of improvements for the Bijou area. To construct parking on Sandy Way and use the existing lots as joint use parking. (See Exhibit 11).</p> <p>Schedule: 2001 Funding: Business improvement district/private developers.</p>

**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.

<u>Improvement</u>	<u>Description</u>
<b>STAGE</b>	<p>As described in the TRPA Short Range Transit Plan, provide neighborhood circulator service, provide a "theme trolley", subsidized transit passes to occupants of eligible affordable housing projects. Provide STAGE service at 10 minute headways on US 50.</p> <p>Schedule: 1995 ongoing Funding: Mitigation fees, Transit funds</p>
<b>Coordinated Shuttles</b>	<p>CTS will provide on demand bus service for the users of its facility. The providers will individually or preferably as a group provide a system equivalent to the 10 minute headway service described for the Kingsbury to Bijou area in the TRPA RTP Action Element.</p> <p>Schedule: 1995 ongoing Funding: Mitigation fees, Transit funds</p>

<b><u>Improvement</u></b>	<b><u>Description</u></b>
<b>Ski/ Boat Tour Shuttles</b>	<p>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. This will be part of the coordinated transit system (CTS).</p> <p>Schedule: Ongoing  Estimated Cost: Private costs  Funding: Ski Areas, Tour Boat, providers</p>
<b>Water Transit Facilities</b>	<p>Timber Cove Marina may provide facilities (docking and bus stops) for water transit.</p>
<b>Airporter Service</b>	<p>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.</p> <p>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</p>
<b>Transit Facilities &amp; Right-of-Way</b>	<p>The US 50 improvements shall include transit stops for bus service on each side of US 50 at appropriate locations. Included with these stops will be transit shelters. A corridor of 120'+(ROW and setbacks) shall be reserved on US 50 for future transit use (see Exhibit 4).</p> <p>Schedule: 2001  Estimated cost: \$100,000  Funding: CSLT TOT, mitigation fees, transit funds</p>
<b>Long Distance Bus</b>	<p>The continuation of the bus systems serving the South Shore, including Greyhound, gamblers specials and charters.</p> <p>None; current funding is in place  Estimated cost: \$100,000  Funding: Private companies</p>
<b>Lake Lapper Bus</b>	<p>To provide a bus system that would circumnavigate Lake Tahoe on a schedule.</p> <p>Schedule: 1999  Estimated cost: Unknown, depends on frequency and number of buses  Funding: Unknown</p>

**d. Pedestrian Improvements:**

The purpose is to implement a sidewalk system along US 50, and other arterials, in the Harrison District and in the Bijou District to promote pedestrian traffic. This will be done on a project condition basis or preferable by area-wide capital improvement projects.

<u>Improvement</u>	<u>Description</u>
<b>Harrison District Pedestrian Improvements</b>	The pedestrian improvements are part of a package of improvement for the Harrison area. This project as shown on Exhibit 10 or 12 will provide for pedestrian improvements including landscaping, sidewalks, street lights, and benches. Schedule: 1999 Estimated Cost: Refer to street improvements Funding: Business improvement district
<b>US 50 Improvements (except for Harrison Ave. area)</b>	Based on the Chapter 4 typical cross section (five lane/two bike lanes) construct new curb, gutter, 5 foot sidewalk (except on the lake side of US 50 which shall have an 8' bike trail) and pedestrian street lights from Trout Creek bridge to Fairway Avenue. Those properties which front on the old CTRPA bus lane, (e.g. Timber Cove) 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. (See Chapter 4 of the Design Manual.) Schedule: 2001 Funding: City of South Lake Tahoe/CTC and TRPA Business improvement district/private developers
<b>Local Streets</b>	To construct a 4' sidewalk on both sides of the street ROW within Harrison and Bijou Districts as shown in Chapter 4 of the design manual. Schedule: 2001 Funding: Business improvement district/private developers
<b>Al Tahoe Blvd.</b>	To construct a 5' sidewalk on the north side and construct a Class II 4' sidewalk/bike trail on the Payless side of Al Tahoe Blvd. from US 50 to Johnson Blvd. Schedule: 2001 Estimated cost: \$250,000 Funding: City of South Lake Tahoe and CTC
<b>Johnson Blvd., Rufus Allen Blvd., and Lyon Avenue</b>	To construct a 5' sidewalk on the west side of the ROW for Johnson and Lyon.  Schedule: In conjunction with government center, golf course or other major improvements Estimated cost: \$360,000 Funding: City of South Lake Tahoe, Grants, CTC

**e. Bike Trail Improvements:**

The purpose is to improve bicycle circulation, reduce vehicle trips, and improve public access to recreational areas. (See Exhibit 4.)

Class I = Separated

Class II = Striped on road with signs

Class III= Unstriped use of roads with signs

<u>Improvement</u>	<u>Description</u>
<b>Harrison District - Bike Trail</b>	To construct a Class I or Class II bike trail in the Harrison District as indicated on Exhibits 10 or 12.  Schedule: In conjunction with Chapter III, Pedestrian Improvements, Alternatives #1 or #2. Estimated Cost: \$250,000
<b>Treehaven Connector Trail</b>	To construct a Class I bike trail from Treehaven Drive to Rufus Allen Blvd.  Schedule: In conjunction with Inn by the Lake Project. Estimated cost: \$200,000 Funding: CTC, Property owner, City of South Lake Tahoe
<b>Bijou Park to Lake Recreation Trail</b>	Construct a Class I bike trail from El Dorado Beach to Bijou Park. (See Exhibit 4)  Schedule: 2001 Cost estimate: \$500,000 Funding CTC, City of South Lake Tahoe & Grants

**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 Bijou/Al Tahoe CP Area.

**a. SEZ Target**

<b><u>Improvement</u></b>	<b><u>Description</u></b>
<b>Fairway Area</b>	<p>To restore 1 acre of SEZ in the Fairway Ave. area shown on Exhibit 8. Opportunities exist with future commercial projects, the Bijou/Al Tahoe CP Fairway SEZ project and other CIP projects listed in this Chapter.</p> <p>Schedule: 2001            Cost Estimate: \$200,000            Funding: CTC, EPA/SWRC, DWRUSR, CSLT</p>
<b>Trout Creek Area</b>	<p>To restore 3 acres of SEZ, around the US 50 Trout Creek Bridge area shown on Exhibit 8.</p> <p>Schedule: 2001            Cost Estimate: \$200,000            Funding: CTC, EPA/SWRC, DWRUSR, CSLT</p>
<b>Golf Course</b>	<p>To restore 1 acre of SEZ as part of the Bijou Golf Course improvements (See Bijou Park Master Plan).</p> <p>Schedule: 1998            Cost Estimate: \$75,000            Funding: CTC, EPA/SWRC, DWRUSR, CSLT</p>

### 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:

<u>Improvements</u>	<u>Description</u>
<b>US 50</b>	<p>The projects on US 50 will include new curb, gutter, connecting bike trail, pedestrian facilities, street lights, and landscaping to provide a "natural edge" along the roadway.</p> <p>For schedule/cost estimate &amp; funding see individual CIP projects.</p>
<b>El Dorado Beach Improvements</b>	<p>This completed project upgraded the El Dorado Beach area by adding landscaping, recreation trails, curbs and gutters, improving and screening parking areas, creating a greater vista of Lake Tahoe. This project created a linear park, along both US 50 frontages with a depth varying from 35 to 50 feet.</p> <p>Schedule: Complete Estimated cost: Maintenance Funding: CTC, CSLT</p>
<b>Harrison District Improvements</b>	<p>This project as shown on Exhibit 10 or 12 will provide for one travel lane with street parking, landscaping and sidewalks. Exhibit 12, Alternative 2, also provides for a Class I bike trail.</p> <p>Schedule: 1998 Funding: Business Improvement District, CTC Bike Trail and License Plate funds.</p> <p>Alternative #1: Maintain the existing proposal for improvements in the Harrison Avenue District as indicated on Exhibit 10 of the plan, with a revision to Chapter VII to include a specific timeline (2 years from the date of adoption of the plan) for the property owners to implement the plan, or the improvements as described in Exhibit 12 shall be implemented. During the first year of the window period preliminary engineered plans would be completed with the cooperation of the CSLT Engineering Department and during the second year the assessment district would be approved by the property owners and City Council action. An exception would be made for preservation of this proposed improvement plan that have experienced unforeseeable governmental delays, beyond the control of the project proponents.</p> <p>Alternative #2: Implement the proposed improvements for the Harrison Avenue District as indicated on Exhibit 12 of the plan, after the two year window period as described in option #1 above has expired.</p>
<b>Fairway Entry Feature and Trout Creek Entry Feature</b>	<p>At the east and west US 50 entries to the Bijou/Al Tahoe CP special improvements will be constructed. This will include additional roadway landscaping and landmark features denoting an entry</p> <p>For schedule/cost estimate &amp; funding see individual CIP projects.</p>

**b. Sign Program**

<u>Improvements</u>	<u>Description</u>
To implement the Sign Ordinance, with its special provisions for Bijou/Al Tahoe Community Plan.	Schedule: The sign ordinance was effective in 1994, however the special provisions will be effective upon adoption of the Community Plan. Funding: Property owner

**c. Underground Program**

<u>Improvements</u>	<u>Description</u>
The utilities on US 50 have been relocated underground. Undergrounding will be required of all future projects by City Ordinance.	Estimated Cost: Based on project evaluation/construction type Schedule: To be implemented when project is initiated Funding: Project proponent

**d. Design Manual**

<u>Improvements</u>	<u>Description</u>
Establish design standards and guidelines for the City including special regulations for the Bijou/ Al Tahoe community plan area.	Schedule: To be implemented as a part of the CP when adopted. Estimated Cost: As a part of individual project review Funding: Individual projects

**e. Parking Ordinance:**

<u>Improvements</u>	<u>Description</u>
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

**4. LAND COVERAGE REDUCTION**

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

**a. Land Coverage Target**

<u>Improvement</u>	<u>Description</u>
<b>US 50 Improvements</b>	The US 50 site specific improvements should generate 0.2 acres of land coverage reduction.  This improvement's schedule, cost estimate and funding are a part of the US 50 landscaping and pedestrian improvement.
<b>Harrison District Improvements</b>	The Harrison area improvements should have a net reduction of 0.2 acres. This improvement's schedule, cost estimate and funding are a part of the US 50 landscaping and pedestrian improvement.
<b>Trout Creek Restoration</b>	This project which considers the relocation of Meeks and restoration of the current site should have a net reduction of 1 acre of coverage  This improvement's schedule, cost estimate and funding are a part of the Trout Creek SEZ restoration and the entry improvement.
<b>Fairway Area Restoration</b>	This project is a part of the Stateline/Ski Run SEZ restoration project, the Fairway SEZ restoration project, the Fairway Entry Feature, and the Takela/Johnson/Fairway Intersection improvements should result in a reduction of 0.2 acres in coverage. In the preliminary design stage

**5. WATER QUALITY**

**a. Area Wide Drainage System**

Purpose: The purpose is to implement an area-wide drainage system to help achieve the water quality targets. These systems are designed to meet the needs of current landuse development. As each new project is built, remodeled, or rehabilitated, they will be required to contain their storm water on site. 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.

<u>Improvement</u>	<u>Description</u>
<b>Bijou Area System</b>	Improvement: Storm water is collected at various points within the Bijou Creek watershed by curb and gutter improvements with drop inlets. Once water is collected, it will be transported to detention basins in the vicinity of Bijou Creek, but outside of the streamzone area. Schedule: On project basis Funding: Developer
<b>Harrison Area System</b>	Storm water is collected at various points within Harrison area by curb and gutter improvements with drop inlets. Once water is collected, it will be percolated on site. Schedule: On project basis Funding: Developer

**6. RECREATION**

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

<u>Improvement</u>	<u>Description</u>
<b>Beach Access (200 DCP)</b>	To improve public beach access in the vicinity of the Timber Cove Marina and El Dorado Beach. Improve access points, signing and parking. Schedule: To be improved in conjunction with the El Dorado Beach Improvements and the enforcement of the Timber Cove approval. Funding: CTC, City of South Lake Tahoe, Developer
<b>Bike/Multi Use Trails (50 DCP)</b>	This improvement's schedule, cost estimate and funding are a part of the Multi Use/Bike Trail CIP.
<b>Parks (50 DCP)</b>	
<b>Special Events Area</b>	

## **B. MITIGATION FEE PROGRAMS**

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 obligation 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 Bijou/Al Tahoe Community Plan area.

Program: The Community Plan Drainage Sub Element describes an area wide 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 on site drainage is also provided, shall be credited to the Chapter 82 off site mitigation fee requirements. On site 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 to the assessment district projects may utilize the excess coverage credits if they are credited to the district.

### **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 off site 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 4). 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**: No tourist accommodation bonus units assigned to this community plan.
4. **Residential bonus units**: Projects are eligible to receive bonus units based on the criteria in Chapter 35 of the TRPA Code. 25 Bonus units are available.
5. **PAOTs**: Projects are eligible for the PAOT allocations based on the criteria in the Commercial Development Policy.
6. **Program Substitutions/Mitigation Fee Credits**: Projects in the CP shall be subject to the following special 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 is 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 located within 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. **Off site parking:** Use of off site 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.

#### **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**

Element Monitored	Location	Sample Period	Agency
Traffic Counts, VTE, LOS	CP area US 50	1 day/month	Cal Trans
SEZ Restoration	CP area	Yearly	TRPA
Noise (CNEL)	Noise sites	5 year review	TRPA
Scenic rating	Roadway/Shoreline	5 year	TRPA
Land Coverage	CP area	Yearly	TRPA
Water Quality	Area Wide Systems	per discharge requirements	Permittee

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.



Boat Ramp



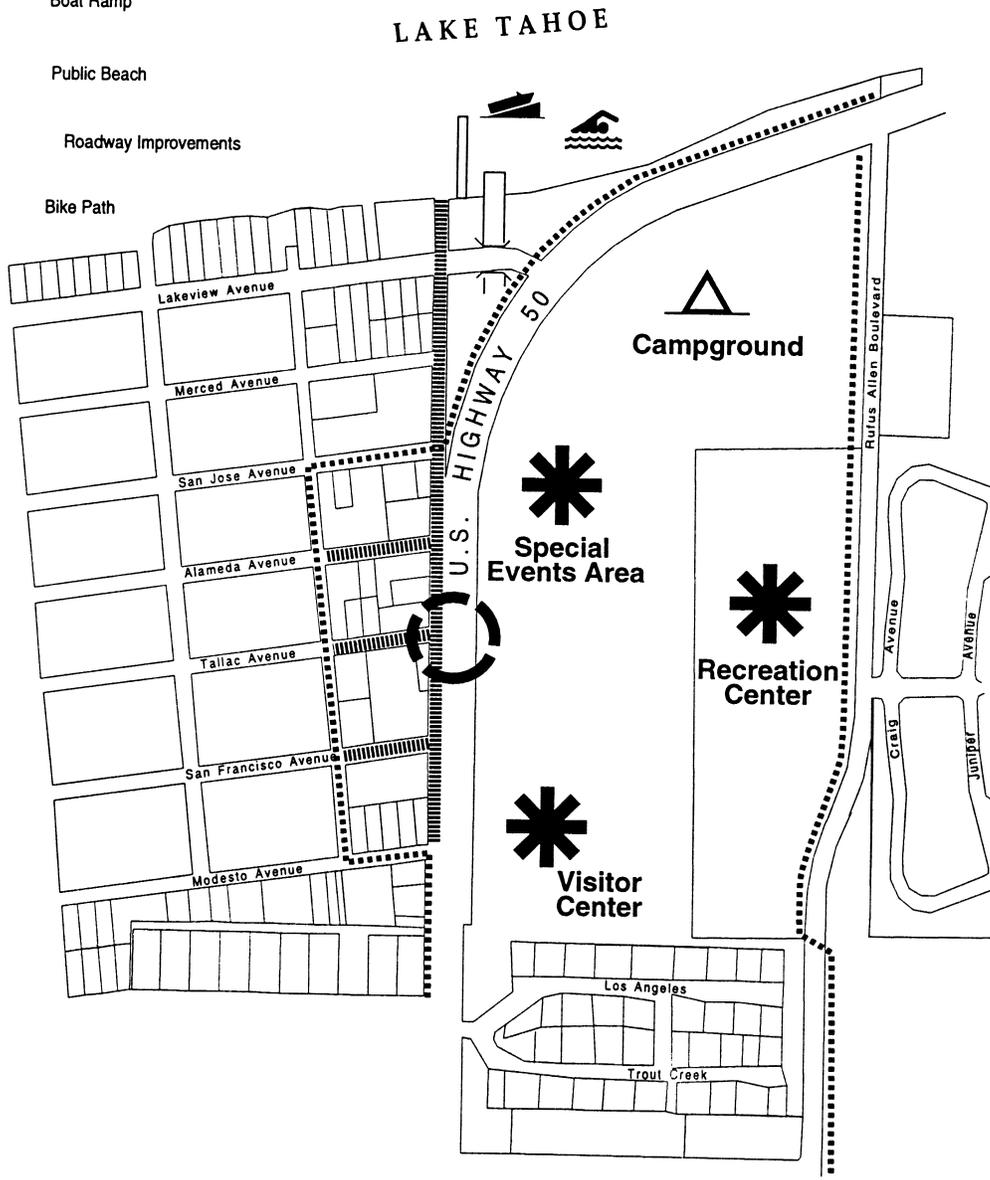
Public Beach



Roadway Improvements



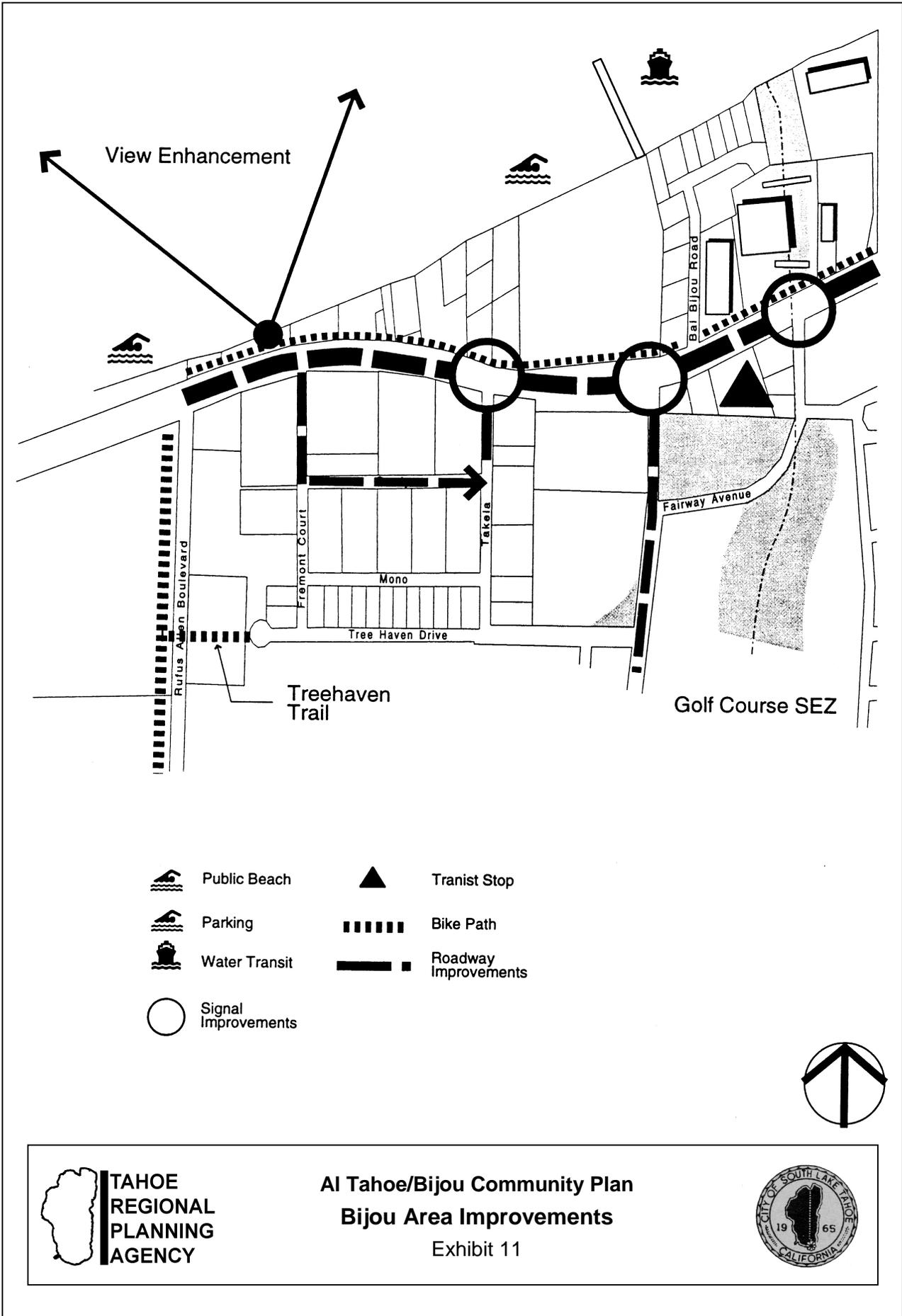
Bike Path



**AI Tahoe/Bijou Community Plan  
Harrison Avenue Area Improvements**

Exhibit 10





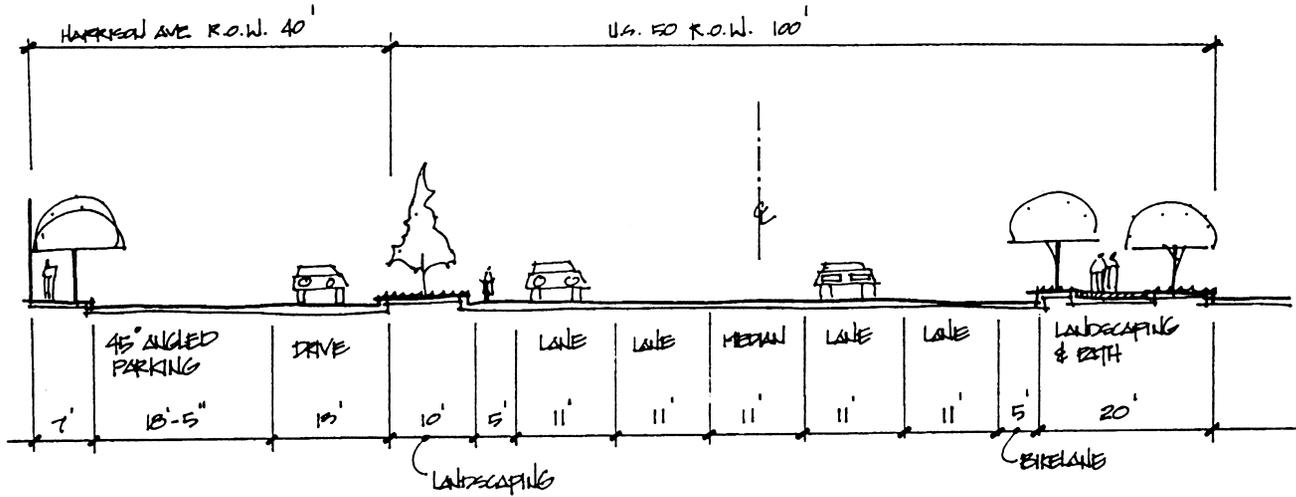
-  Public Beach
-  Parking
-  Water Transit
-  Signal Improvements
-  Tranist Stop
-  Bike Path
-  Roadway Improvements



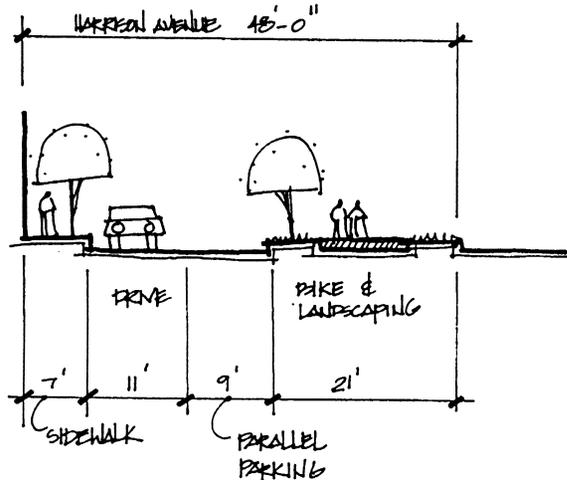
**AI Tahoe/Bijou Community Plan**  
**Bijou Area Improvements**  
 Exhibit 11



OPTION A - ANGLED PARKING



OPTION B - PARALLEL PARKING AND BIKE TRAIL



AI Tahoe/Bijou Community Plan  
 Harrison Avenue Area Improvements  
 Exhibit 12



# Appendix A

## BIJOU/AL TAHOE COMMUNITY PLAN STANDARDS AND GUIDELINES

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### 1. SITE DESIGN

#### INTRODUCTION

The purpose of the Bijou/Al Tahoe Community Plan Design Standards is to establish special design standards that will enable this community plan area to achieve the desired urban form. Design standards are based on area themes rather than use as identified by the following matrix.

#### LAND USE MATRIX/THEME/SECTION

<b>District</b>	<b>Land Use Theme</b>	<b>Section</b>
1. Bijou	Commercial	1
2. Harrison	Commercial	1
3. Lucky/Payless	Commercial	1
4. Government Center	Public Service/Recreation	2

#### APPLICABILITY

All projects within the Bijou/Al Tahoe Community Plan Area shall meet the standards contained within this Chapter. In addition, all projects within this Community Plan are required to meet the City-Wide Design Standards as well. Should a conflict occur between the City-Wide standard and the Community Plan standard, the Community Plan standard shall apply.

## SECTION ONE – COMMERCIAL AREA THEME

DISTRICTS	MAP AND USE MATRIX IDENTIFICATION
Bijou	1
Harrison	2
Lucky/Payless	3
A. PERMITTED USE	Refer to use matrix for each district.
B. HEIGHT	
Standard	For all districts refer to TRPA Code of Ordinances Chapter 22 and 15.
C. BULK	
Standard	For all districts refer to Redevelopment Design Element, Sections 1.12
Special Std.	The following special bulk standards apply to:  <b>Harrison District:</b> 1. It is encouraged that the building height vary at the back of the sidewalk from one to two floors.
D. COVERAGE	
Standard	For all districts refer to TRPA Code of Ordinances Chapters 15 & 20.
E. SETBACKS	
Standard	For all districts refer to City Zoning Ordinance and City Wide Design Manual, Section 3 of Chapter 1 & 2.
Special Std.	The following special setback standards apply to:  <b>Harrison District (2):</b> 1. Those properties fronting Harrison Avenue, north of Los Angeles to Merced Avenue, buildings shall have a 10' setback from the right-of-way which may be reduced if the area is not required to implement the required public and scenic improvements. (refer to Exhibit 10). 2. Setbacks to accommodate sidewalk cafe size outdoor dining shall be a minimum of depth of 15'.
F. SITE DESIGN	
Standard	For all districts refer to City Design Manual, Section 1 of Chapters 1 2.
Special Std.	The following special site design standards apply to:  <b>Harrison District (2)</b> The urban design concept for this area is to create a retail streetscape permitting the pedestrian to window shop and enter the shops from the sidewalk. To accomplish this, the following site design standards are required:

1. Those properties fronting Harrison Avenue, north of San Francisco Avenue to San Jose Avenue, buildings shall be designed as indicated on Exhibit 10, to maintain a unified appearance in the district.
  - a. Sidewalks, parking areas, and landscaping shall be designed as indicated on Exhibit 10 to maintain a uniform appearance in the district.
  - b. Outdoor dining areas shall be shall be visually attractive and visible from the pedestrian streetscape, by incorporating landscaping, street furniture and pedestrian oriented amenities.

**G. ARCHITECTURAL TREATMENT**

**Standard**

For all districts refer to City-Wide Design Standards and South Tahoe Redevelopment Design Element, Section 1.60.

**Special Std.**

The following special site design standards apply to:

**Bijou District (1):**

1. Natural wood shall be used on all elevations of the exterior of all buildings (remodel or new construction). Stucco or stone materials may be blended with the wood to provide interest and variety.
2. A landscape boulevard theme (5' wide meandering sidewalk, 10' turf strip between back of curb and sidewalk, conifer trees spaced 20' apart) shall be incorporated into every project (remodel or new construction), to provide a uniform setting.
3. Art in Public Places shall be reviewed by both the CSLT and TRPA prior to placement to avoid view blockage and ensure placement is within landscaped/pedestrian areas only. Public art should be reflective of the natural heritage and work to further develop a sense of identity for the area.

**Harrison District (2):**

1. Buildings shall be well articulated and shall incorporate architectural features which reflect "Vintage Tahoe". Major changes in the facade (e.g., walls and roof lines) shall occur on a minimum 50' module to maintain the pedestrian character of the street.
2. To achieve "Vintage Tahoe" building designs shall include, at a minimum, all of the following:
  - Roof slopes of not less than 7:12 pitch, or more than 12:12
  - Covered entrances

Rock, brick, or real wood materials (klinker or used brick)

Frame windows (real wood, gridded glass)

3. The ground floor elevation of a building facing the sidewalk shall be visually and physically "penetrable" with transparent window surfaces, and entry points at frequent intervals (usually one per 50 feet)
4. Incorporate architectural elements to provide visual interest and relief from flat surfaces, such as textured materials, offset planes, differentiated piers and columns, recessed entries and windows and awnings.
5. Particular attention shall be given to the craftsmanship within the pedestrian's range of touch and view, such as the use of special storefront detailing, facade ornamentation, and flower boxes to reinforce the pedestrian character of the street.
6. Ground floor activities shall be limited to those which contribute to a pedestrian environment, such as retail and restaurant uses.
7. To unify and create a pedestrian oriented atmosphere, the following Vintage Tahoe amenities shall be incorporated into all projects:
  - Trash receptacles
  - Street furniture
  - Bicycle racks
8. Art in Public Places shall be reviewed by both the CSLT and TRPA prior to placement to avoid view blockage and ensure placement is within landscaped/ pedestrian areas only. Public art should be reflective of the natural heritage and work to further develop a sense of identity for the area.

H. SIGNAGE

Standard

For all districts refer to City Wide Sign Ordinance, (Part II) in n Appendix B of the Bijou/Al Tahoe Community Plan.

Special Std.

The following special standards shall apply to:

**Harrison District:**

1. For properties between San Francisco and San Jose Avenues, free-standing signs shall be prohibited due to the pedestrian oriented development standards (setbacks).
2. Building signs shall be limited to 40 square feet based on the pedestrian atmosphere.

Special Std.

The following special standards shall apply to:

**Bijou and Lucky/Payless Districts:**

- 1. Free standing signs shall be limited to those as permitted by the city wide sign ordinance. Conformance to the sign ordinance shall be required at the time a sign permit is issued or 15 years from the date of the adoption of the sign ordinance (amortization schedule).
- 2. Building signs shall be limited to those as permitted by the city wide sign ordinance.

I. PARKING

Standard

For **all districts** refer to City Wide Driveway, Parking, and Loading Space (Part III) in Appendix B, of the Bijou/Al Tahoe Community Plan.

Special Std.

The following standards shall apply to:

**Harrison District (2):**

- 1. Parking shall be located only at the rear of all new development, or those properties which are "redeveloped" (building removed and rebuilt, excluding rebuild of foundation).
- 2. For properties between Los Angeles and San Jose Avenues, which front Harrison Avenue, parking may be permitted as indicated on Exhibit 10, to be consistent with the plan for the area. This on street parking shall not be calculated as project area or project specific parking, unless Harrison Avenue is abandoned by the CSLT to the adjoining properties.

Special Std.

**All Districts**

- 1. Existing and new parking areas shall be upgraded through the use of permanent landscaping (including at a minimum: irrigation system, mounding and trees/shrubs which include conifer plantings) to ensure screening of the vehicles. Interior parking lot landscaping shall be set as a high priority within all districts to screen vehicles.

J. Public Improvements

Standard

For all districts refer to Redevelopment Design Element Section 1.69, City Wide Design Manual, and City Lighting Standards.

Special Std.

The following standards apply to:

**Bijou District (1)**

**Lucky/Payless (2)**

- 1. Projects subject to the requirements of the City Wide Design Manual shall be conditioned to provide the following improvements here applicable.

- a. Five to ten feet wide sidewalks.
- b. Six inch vertical concrete curbs unless otherwise required by Caltrans or the City of South Lake Tahoe.
- c. Conifer trees planted 30 feet on center and pockets of shrubs planted 20 feet on center.
- d. Pedestrian street lights 12' high, 50 feet on center or low level lights 25' on center.
- e. Transit shelters design shall be reviewed jointly by the CST, and STAGE, to insure uniformity and screening it landscaping.

The improvements should be consistent with the typical sections provided as guidelines below or approved area wide improvement plans. The detailed specifications of the improvements shall be established at the time of project approval by TRPA, the City of South Lake Tahoe, and Caltrans.

U. S. Highway 50 Cross Section Guideline - Four travel lanes, median divider or center turn lane, 4' bike lanes, 3' building setbacks from property line, limited access, no parking, 6' sidewalk, lighting and landscaping. Option 1 is for pedestrian districts or developments with limited space in pedestrian areas. Option 2 is for strip commercial districts and noncommercial/tourist areas.

Arterials Cross Section Guideline (Johnson Blvd., Al Tahoe Blvd., Rufus Allen Blvd.) - Two travel lanes with 4' bike lanes, 40 to 80' right-of-way with 10' building setbacks from the property line, 5' sidewalks, limited access, no parking, lighting and landscaping.

Local Commercial Streets Guideline - Two 12' travel lanes (with parking option), 40' right-of-way with 10' building setbacks from the property line, 6' sidewalks, lighting, and landscaping.

Street Improvements - The street amenities established by the City of South Lake shall be placed through out the district to provide unit. The City and Caltrans shall establish the curb line and flow lines for all frontages consistent with the cross sections.

Street Lighting - At intersections and when required by traffic safety street lighting shall meet the standards of Caltrans or City of South Lake Tahoe. In other areas the street lights 12' high shall be spaced 50' on center along the curb. The recommended style of the lights is provided in the appendix pertaining to the adopted CSLT Lighting Standards.

## SECTION TWO – PUBLIC SERVICE/RECREATION THEME

DISTRICTS	MAP AND USE MATRIX IDENTIFICATION
Town Center	4
A. PERMITTED USES	Refer to use matrix for district uses.
B. HEIGHT	
Standard	Refer to TRPA Code of Ordinances Chapter 22 and 15.
Special Std.	The following shall apply to:  <b>Lake Tahoe Community College property:</b> Height issues for this site shall be addressed by TRPA on an individual project basis, and may be in excess of Chapter 22 & 15 based on project setback, visibility, or other design criteria.
C. BULK	
Standard	Refer to Redevelopment Design Element, Sections 1 and 2
D. COVERAGE	
Standard	Refer to TRPA Code of Ordinances Chapters 15 & 20.
E. SETBACKS	
Standard	Refer to City Wide Design Manual, Section 3 of Chapter 1 & 2.
Special Std.	In addition to the City Wide Design Manual, the following shall apply to specific properties located within the Town Center District, including  The vacant 7.5 acre parcel north of Tahoe and west of Johnson Boulevard (adjacent to the existing El Dorado County Government Center) shall require a minimum of a 50' setback from Johnson Boulevard and an increased interior sideyard setback of 20' in that area of the property adjoining the residentially developed district.  The vacant 12 acre parcel, north of Tahoe and east of Johnson Boulevard (adjacent to Bijou Community Park) shall require a minimum of a 50' setback from Johnson Boulevard for development.  Development on the Lake Tahoe Community College property shall have a minimum setback of 50' from Al Tahoe Boulevard.

F.	<b>SITE DESIGN</b>	
	Standard	Refer to City Wide Design Manual, Section 2, Chapters 1 & 2.
	Special Std.	In addition to the City Wide Design Manual, the following standards shall apply to the entire <b>Town Center</b> : <ol style="list-style-type: none"> <li>1. A natural forest setting shall be preserved by designing projects that maintain the maximum number of trees, shrubs, boulders and other natural amenities at a project site. Landscaping shall be designed to blend with the native surroundings, including trees, shrubs, ground covers and flowers.</li> <li>2. Sidewalks shall connect all buildings within project areas.</li> </ol>
G.	<b>ARCHITECTURAL TREATMENT</b>	
	Standard	Refer to City Wide Design Standards, Section 2 of Chapters 1 & 2 and City Lighting Standards.
	Special Std.	In addition to the City Design Standards, the following standards shall apply: <ol style="list-style-type: none"> <li>1. Buildings shall be designed with interest (no box forms, variations in elevations, etc.) and shall incorporate architectural features which blend with the surrounding buildings.</li> <li>2. Wood siding shall be used on the exterior of all remodeled newly constructed buildings.</li> <li>3. Roofs shall have a minimum pitch of 7:12 and a maximum pitch of 12:12.</li> <li>4. Real stone shall be incorporated into the building design. Manufactured stone may be used on a project only if the applicant demonstrates the application of the stone will appear "real".</li> <li>5. All projects shall incorporated day use amenities, including; outdoor furniture, bicycle racks and trash receptacles.</li> </ol>
H.	<b><u>SIGNAGE</u></b>	
	Standard	Refer to City Wide Sign Ordinance, Appendix B of the Bijou/Al Tahoe Community Plan.
	Special Std.	The following special standard shall apply to: the Chamber of Commerce Office area, adjacent to the Campground by the Lake. <ol style="list-style-type: none"> <li>1. The existing "Community Banners" area may be maintained and used for the purpose of displaying a maximum of three banners at a time, and shall be displayed for community</li> </ol>

events only. Banner size requirement shall be restricted to the physical limits of the display area. Banner colors shall conform to the city wide ordinance standards, dark background and light letters. Banner permits are not required from the CSLT, however, the Chamber of Commerce is to maintain a record of banner activity (when displayed, length of time, and by whom). The existing structure which holds up the banner should be improved aesthetically.

Special Std.

The following special standard shall apply to:

The area within the Government Center identified as the "**Special Events Area**

1. When a special event is approved for the above noted site, by the CLT Parks and Recreation and Planning Departments, one banner (visible from a public right-of-way) may be placed at the site. Any banner placed at the site shall conform to size, color, and placement standards as set forth in the city wide sign ordinance. This banner may be placed in a location other than in the Community Banner Display area. Any banner placed within the interior boundaries of the special events area, which is not visible from a street shall not be considered the allowed banner.

I. PARKING

Standard

Refer to City Wide Driveway, Parking and Loading Space in Appendix B of the Bijou/AI Tahoe Community Plan.

Special Std.

The following special standard shall apply to:

the area within Campground by the Lake, which fronts Lake Tahoe Boulevard, bounded by the Senior Citizens Center and Chamber of Commerce.

1. To encourage the "special event center" improvements within the Campground by the Lake, the parking which is currently located in the above described area shall be relocated and combined with other existing on-site parking areas, **except** for the adequate number of spaces which are required by the City Parking Code for the Chamber of Commerce and Lake Tahoe Museum.

Special Std.

The following special standard shall apply to:

the area currently identified as the 1 Dorado County Government Center (Courthouse, Jail, etc.), bounded by AI Tahoe and Johnson Boulevards.

1. Parking facilities which front Johnson Boulevard shall be screened by landscaping improvements (mounding, shrubs, trees, including conifers, etc.). This standard shall apply to new construction or remodeled buildings upon the submittal and approval of a project application with TRPA. The landscape improvements shall be reviewed and approved by both TRPA and the CSLT.
2. Construction of new government offices on the 7.5 vacant parcel, north of the El Dorado County Government Offices shall require joint review by TRPA, CSLT, and the applicant, regarding the potential for combined/shared parking facilities and access to the project areas.

Special Std:

The following shall apply to all new projects or projects which increase the square footage of an existing structure.

1. Interior parking shall be improved through the placement of permanent landscaping to screen vehicles.

J. Public Improvements

Standard

Refer to Redevelopment Design Element Section 1.69 and City Wide Design Manual.

Special Std.

The following public improvement standard applies to:

**Government Center (4):**

1. Projects subject to the requirements of a City Wide Design anal shall. be conditioned to provide the following improvements where applicable.
  - a. Five to ten feet wide sidewalks.
  - b. Six inch vertical concrete curbs unless otherwise required by Caltrans or the City of South Lake Tahoe.
  - c. Street trees, including conifers, planted 30 feet on center and pockets of shrubs planted 20 feet on center or a combination of both subject to an approved landscape plan.
  - d. Pedestrian street lights 12' high, 50 feet on center or low level lights 25' on center. In the El Dorado Beach area only low level lights shall be permitted.
  - e. Transit shelter design shall be reviewed by CSLT and STAGE to insure uniformity and screening through the use of permanent landscaping.

The improvements should be consistent with the typical sections provided as guidelines below or approved area wide improvement plans. The detailed specifications of the improvements shall be established at the time of project approval by TRPA, the City of South Lake Tahoe, and Caltrans.

**U. S. Highway 50 Cross Section Guideline** - Four travel lanes, median divider or center turn lane, 4' bike lanes, 30' building setbacks from property line, limited access, no parking, 6' sidewalk, lighting and landscaping. Option 1 is for pedestrian districts or developments with limited space in pedestrian areas. Option 2 is for strip commercial districts and noncommercial/tourist areas.

**Arterials Cross Section Guideline** (Johnson Blvd., Al Tahoe Blvd., Rufus Allen Blvd.) - Two travel lanes with 4' bike lanes, 40 to 80' right-of-way with 10' building setbacks from the property line, 5' sidewalks, limited access, no parking, lighting and landscaping.

**Local Commercial Streets Guideline** - Two 12' travel lanes (with parking option), right-of-way with 10' building setbacks from the property line, 5' sidewalks, lighting, and landscaping.

## Section 32-62.7 Exterior Lighting

The functional objectives in providing exterior area lighting are to illuminate areas necessary for safe and comfortable use. In certain situations, area lighting can add to the aesthetic appeal of a site by highlighting architectural features of a building or illuminating pathways and landscape plantings. In these instances, only the special features of a building or landscape should be illuminated.

**(1) Standard: Outdoor lights** (including winter seasons display) shall not blink, flash, change intensity or give the illusion of movement.

**(2) Standard: Exterior lighting shall not be attached to trees** except for the winter seasonal display.

**(3) Standard: Winter season lighting displays** (also refer to Standard (1) (Nov. 26 through March 1) may be displayed in commercial or tourist plan areas only and shall not be used to create advertising messages or signs.

**(4) Standard: Outdoor landscaping, parking lots, street lights, walkways,** illumination or highlighting architectural or landscape features only, and shall not be designed for, or used as, an advertising display. Illumination utilizing exterior light fixtures is permitted provided the following criteria are met:

a. Lighting shall only be directed downward (not above the horizontal plane) to avoid sky-lighting;

b. The light source (bulbs), within a fixture as seen in elevation, shall not be visible.

Exception: In addition to the above, visible light sources (such as globe style decorative light fixtures) may be allowed subject to the following:

1. The lights are part of a City Redevelopment Plan area streetscape beautification program, and
2. The lights are located on public property (fee title easement or redevelopment project area), and
3. The foot-candle readings do not exceed five feet measured within one foot of the base at ground level.

c. No light (freestanding or building mounted) shall spray offsite. The use of cutoff shields, or other devices as approved by staff shall be required.

d. Outdoor lighting shall be used for purposes of illumination only, and not be designed for, or used as, an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures is authorized provided the illuminated area does not exceed 20 feet above grade on a vertical wall, and the light source is shielded from public view. If the TRPA considers allowing additional height for the lighting, Stateline / Ski Run Community Plan Districts 1 A and 2A should be considered for inclusion.

e. The use of string lights is not permitted, except as permitted for seasonal displays.

f. The lighting is subject to a visual analysis.

g. Roofs, in part or in total, shall not be illuminated. Such prohibition includes such methods as flood lighting, reflective material, or lighting strips, including neon/fluorescent tubing, and the like.

h. The entire lighting assembly (pole and fixture) shall be painted a dark earthtone color such as black, dark green, or dark brown, so as to blend into the forest character of the City.

i. Lighting levels shall not **exceed a maximum of 25 footcandles, measured within one foot of the base at ground level.**

j. The maximum height standard for any freestanding or building light shall not exceed 20 feet.

Exception: Light standards that are placed within the public right-of-way. Said light structures may require a visual analysis to assess the environmental impact associated with the height.

**(6) Standard: Searchlights**

The commercial operation of searchlights for advertising or any other purpose is prohibited.

**GUIDELINES:**

**(1) Guideline: Fixture Design**

Exterior lighting fixtures should be simple in design and should be well integrated with other architectural site features.

**(2) Guideline: Lighting Design**

Exterior lighting should be designed as an integral part of the architecture and landscape and located in a manner that minimizes the impact of lighting upon adjacent structures and properties.

**(3) Guideline: Lighting Levels**

Avoid consistent overall lighting and overly bright lighting. The location of lighting should respond to the anticipated use and should not exceed the amount of light actually required by users. Lighting for pedestrian movement should illuminate entrances, changes in grade, path intersections, and other areas along paths which, if left unlit, would cause the user to feel insecure. As a general rule of thumb, one foot candle per square foot over the entire project area is adequate. Lighting suppliers and manufacturers have lighting design handbooks which can be consulted to determine fixture types, illumination needs and light standard heights.

Generally, urban lighting levels should be the highest of any areas in the Region. Lighting needs are usually greater in urban areas for safety, visibility, convenience and other needs. Walkways and building entrances should be the brightest areas. Overall bright lighting over entire parking areas is not appropriate.

**(4) Guideline: Structural Lighting**

Night lighting of building exteriors should be done in a selective fashion; highlight special recognizable features; keynote repeated features; or use the play of light and shadow to articulate the facade. The purpose of illuminating the building should be to add visual interest and support building identification. Harsh overall lighting of a facade tends to flatten features and diminish visual interest.

**(5) Guideline: Lighting Height**

As a rule, the light source should be kept as low to the ground as possible while ensuring safe and functional levels of illumination. Any light source over 10 feet high should incorporate a cut-off shield to prevent the light source from being directly visible from areas offsite. The height of luminaires should be in scale with the setting and generally should not exceed 10-12 feet.

