



Tourist Core Area Plan

Linking Neighborhoods ■ Building Community ■ Promoting Recreation

October 15, 2013



TOURIST CORE AREA PLAN

City of South Lake Tahoe

Adopted by South Lake City Council on October 15, 2013.

Adopted by Tahoe Regional Planning Agency on November 11, 2013.

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Table of Amendments

Ordinance 1060, October 14, 2013.
Ordinance 2013-08, November 20, 2012.
Ordinance 2014-2, January 14, 2014

City Council Adoption
TRPA Governing Board Adoption
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Section 1 INTRODUCTION

The Tourist Core Area Plan (Area Plan) defines a vision for the future of the area of the City that has previously been guided by the Stateline/Ski Run Community Plan. This is an area of special attention in the Tahoe Basin for a number of reasons. It is the center of tourist services and recreation access, spanning the Nevada and California Stateline and has traditionally been the area with the highest concentration of services and density. The Tourist Core is located within the City of South Lake Tahoe and is centered on US Highway 50 and Ski Run Boulevard from Fairway Avenue to the California and Nevada Stateline (Figure 1-1). In order to be responsive to the unique needs and opportunities of the Region and local communities, the Tahoe Regional Planning Agency (TRPA) 2012 Regional Plan encourages and authorizes local jurisdictions to develop and adopt individual Area Plans that provide more specific development objectives and standards that are adapted to the needs of the specified area.

This Area Plan provides more detailed direction than the City of South Lake Tahoe's General Plan and TRPA's 2012 Regional Plan. It addresses land use regulations, development and design standards, transportation, recreation, public services and environmental improvements for the area. It encourages general improvement and enhancement for the built environment. This Area Plan provides a framework that will change the existing conditions into opportunities for redevelopment with a focus on achieving on the ground environmental improvements consistent with the City's General Plan and environmental thresholds goals of the 2012 Regional Plan.

1.1 PLAN PREPARATION

This Area Plan was prepared by the City of South Lake Tahoe in collaboration with TRPA to implement the City's General Plan and TRPA's 2012 Regional Plan. The Tourist Core Area Plan is developed on the foundation of the existing adopted Stateline/Ski Run Community Plan and incorporates other planning efforts such as the South Shore Vision Plan.

The South Shore Vision Plan was initiated in September, 2011 with the formation of an advisory group to help guide development of a vision plan for the south shore's major tourist destination area. The advisory group included representatives of the South Tahoe Alliance of Resorts (STAR), regional planning agencies, local governments, and property owners along the US Highway 50 corridor. A joint public workshop between the City Council and the Douglas County Commissioners was held on November 4, 2011 to take public comments on the Vision Plan. Advisory group meetings were facilitated by the consulting firm Design Workshop which consolidated all the input provided by the representatives into the South Shore Vision Plan. The Vision Plan identifies a vision for the primary tourist destination area in the region and recommends key strategies to encourage redevelopment to achieve environmental, physical and economic improvements.

1.2 ORGANIZATION OF AREA PLAN

All of the land within the Lake Tahoe Basin falls under the jurisdiction of the Tahoe Regional Planning Agency. This includes all the land within the local jurisdiction of the City of South Lake Tahoe. Local jurisdictions are permitted to develop, adopt, and implement regulations so long as they are consistent with the TRPA’s 2012 Regional Plan. The 2030 South Lake Tahoe General Plan is the City’s primary policy document guiding land use, transportation, infrastructure, community design, environmental, and other decisions in a manner consistent with the planning statutes for the State of California. The Tourist Core Area Plan is designed to supplement the City’s General Plan by designating zoning districts and providing specific guidance for the area. Therefore, this plan supports the goals and policies outlined in the 2030 South Lake Tahoe General Plan as well as the TRPA 2012 Regional Plan.

Policies and regulations in the TRPA Code of Ordinances apply to all development within the Tahoe Region. In some cases, the regulations, such as parking, design, and lighting standards adopted in the Area Plan will supersede the regulations in the TRPA Code of Ordinances. If compliant with this Area Plan, proposed projects will be reviewed and approved by the City of South Lake Tahoe pursuant to the provisions of a Memorandum of Understanding (MOU) with TRPA. However, projects determined to be of regional concern will require TRPA review and approval. Projects meeting any of the following criteria will require approval by the TRPA Governing Board or Hearings Officer:

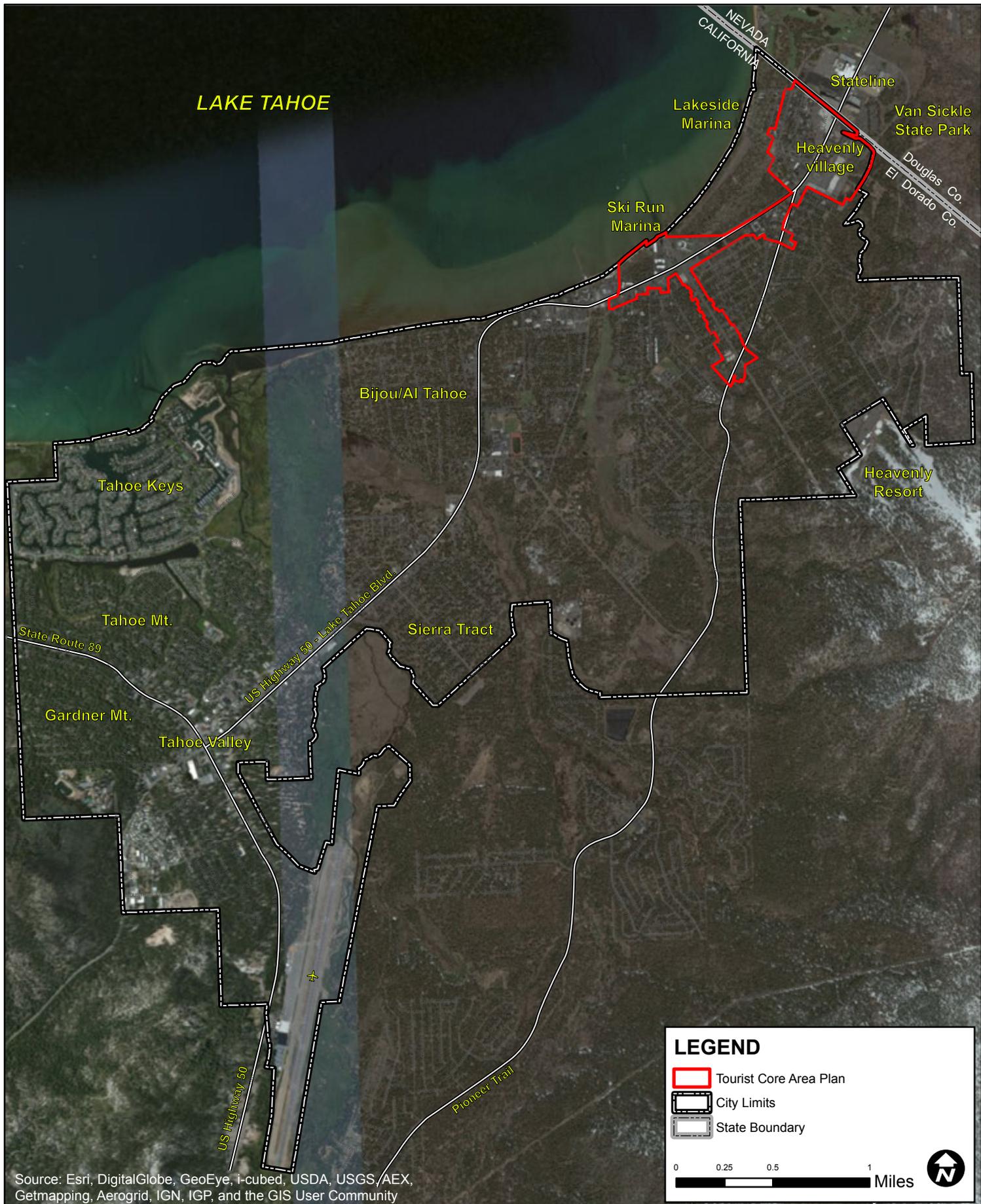
- Located within the High Density Tourist District
- Located within the Shorezone of Lake Tahoe
- Located with the Conservation District
- Any new building floor area meeting the criteria in the following table:

THRESHOLDS FOR GOVERNING BOARD REVIEW OF PROJECTS IN CENTERS			
	Regional Center	Town Center	Not in Center
Residential	> 200,000 sq. ft.	> 100,000 sq. ft.	> 50,000 sq. ft.
Non-residential	> 100,000 sq. ft.	> 50,000 sq. ft.	> 25,000 sq. ft.

All projects permitted by the City of South Lake Tahoe under the MOU are appealable to the TRPA Governing Board. Specifically, the TRPA Code of Ordinances allows final decisions on projects delegated to a lead agency to be appealed to the TRPA by any “aggrieved person”. Furthermore, TRPA requires quarterly monitoring and annual review of an approved Area Plan. On at least a quarterly basis, the City is required to submit copies of building permits issued under the MOU to TRPA for review. At a minimum the permits shall contain and make clear the necessary development information that TRPA needs to measure compliance with the terms of the Area Plan, such as additional land coverage, commercial floor area, residential units, or tourist accommodation units. Annual review and recertification of the Area Plan is conducted by TRPA and is based on TRPA review of a sample of development permits issued within the Area Plan boundaries. TRPA must certify that permits are issued in conformance with the Area Plan and implementing ordinances. Based on the annual review, TRPA may take one of the following actions: 1) recertify the Area Plan; 2) recertify the Area Plan with conditions; or, 3) revoke all or part of the MOU for non-compliance.

1.3 PLAN ADOPTION

The South Lake Tahoe City Council and the TRPA Board will hold public hearings and take action on The Tourist Core Area Plan. Once found in conformance with the City's General Plan and TRPA's 2012 Regional Plan and adopted by both, this Area Plan will serve as the governing plan for the Tourist Core Area Plan for both the City of South Lake Tahoe and TRPA. This Area Plan will supersede the Stateline/Ski Run Community Plan for the purposes of land use regulation for both the agencies and will provide management direction for all projects proposed within the Plan's boundaries.



Section 2

LEGAL AUTHORITY AND REGULATORY SETTING

The City of South Lake Tahoe plans and regulates within the policy and regulatory framework of both the Tahoe Regional Planning Agency (TRPA) and the State of California. This section describes the policy and regulatory framework that pertains to the Tourist Core Area Plan and its relationship to TRPA's 2012 Regional Plan, the City's General Plan and other relevant plans.

The purpose of the Tourist Core Area Plan is to define land use guidelines for planning decisions. The Tourist Core Area Plan presents principles, goals, policies and implementation strategies designed to encourage redevelopment, create a vibrant walkable pedestrian oriented community and provide for environmental improvements. The Area Plan is used by the Community Development staff, the City Planning Commission, and the City Council to review specific development proposals in the Tourist Core. The Plan also provides direction to property owners, community groups, and interested individuals in formulating and review of development and redevelopment projects.

The Tourist Core Area Plan, once adopted, will become a part of TRPA's 2012 Regional Plan and the City of South Lake Tahoe General Plan. It will replace the Stateline/Ski Run Community Plan which has been adopted by the City of South Lake Tahoe and TRPA and currently provides guidance for land use decisions in the area.

2.1 TAHOE REGIONAL PLANNING AGENCY

2012 TRPA REGIONAL PLAN

In December 2012, the TRPA Governing Board adopted an updated Regional Plan. The TRPA Regional Plan Goals and Policies serve as a guide for all future land use decisions within the Lake Tahoe Region. Priorities of the updated Regional Plan that apply to this Area Plan include:

- Accelerating water quality restoration and other Threshold gains by supporting environmental redevelopment opportunities, restoration of disturbed lands and Environmental Improvement Program (EIP) investments.
- Transitioning to more permitting by local governments to create "one-stop-shopping" for homeowner improvements in order to return TRPA to the more regional role the Compact originally intended.
- Creating walkable communities and increasing alternative transportation options.

Important policies addressed in the 2012 Regional Plan include:

- Retaining the established regional growth control system. Under this system, rampant overdevelopment was stopped and open spaces preserved. Most of the policies from the 1987 Regional Plan stayed in place with adoption of the 2012 Regional Plan.
- Creating a more efficient planning system that integrates TRPA requirements into the plans and permits of other government agencies.
- Encouraging property owners to transfer development rights from sensitive or outlying areas to Town Centers with the goal of restoring these lands.
- Eliminating regulatory barriers to the environmental redevelopment of rundown buildings.
- Simplifying burdensome regulations for homeowners while achieving threshold gain.
- Integrating with the TRPA Regional Transportation Plan to support sidewalk and bike trail projects that reduce automobile dependency and increase walkability and safety.
- Continuing to deliver restoration projects under the EIP that achieve erosion control on roadways and restore forests and wetlands.

TRPA's Regional Plan Conceptual Land Use Map classifies the Tourist Core as Tourist and designates the area with two Overlay Districts: Town Center and Regional Center. The Tourist Core is also assigned a special designation as a receiving area for the transfer of development rights for existing development and multi-residential units, a scenic restoration area and a preferred affordable housing area.

TRPA's Regional Conceptual Land Use Map is depicted in Figure 2-1.

The following description identifies the intention and purpose of TRPA's land use classification, overlay districts and special designations:

Tourist: Are urban areas that have the potential to provide intensive tourist accommodations and services or intensive recreation. These lands include areas that are:

- Already developed with high concentrations of visitor services, visitor accommodations, and related uses;
- Of good to moderate land capability (land capability districts 4-7);
- With existing excess land coverage; and,
- Located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.

Town Centers: Areas that contain most of the regions non-residential services Town Centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the region. This district functions as a pedestrian- and transit oriented , mixed-use activity center that encourages mix of uses that promotes convenience, economic vitality, and a pleasant quality of life and improved access to a greater range of facilities and services for surrounding residential neighborhoods and visiting tourists.

Regional Center: Areas that includes a variety of land uses in the core of South Lake Tahoe, including the gondola and base lodge facilities for Heavenly Mountain Resort. Development patterns in the Regional Center have been, and should continue to be, more intensive than Town Centers and less intensive than the High Density Tourist District. The Regional Center is targeted

for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the region. This district functions as a pedestrian- and transit oriented, mixed-use regional tourist and recreation activity center that encourages mix of uses that promotes convenience, economic vitality and improved access to a greater range of facilities and services for tourist and permanent residents.

Transfer of Development Rights Receiving Areas: Indicates areas that are eligible to receive the transfer of existing residential, tourist and commercial uses and residential development rights pursuant to Chapter 51 of the TRPA Code of Ordinances. Receiving Areas designated for Existing Development are eligible to receive the transfer of existing uses that are permissible uses in the Tourist Core. Receiving Areas designated for Multi-Residential Units are eligible to receive the transfer of residential development rights and parcels within this designation area are eligible to receive one or more development right.

Scenic Restoration Area: Indicates one or more highway units or shoreline units in the Tourist Core that are not in compliance with the Scenic Threshold rating and that this area is therefore subject to the scenic quality provisions of Chapter 66: Scenic Quality of the TRPA Code of Ordinances.

Preferred Affordable Housing Areas: Areas with the preferred affordable housing designation are eligible for subdivision of post-1997 residential projects pursuant to TRPA Code of Ordinances subparagraph 39.2.5.F

AREA PLANS

The 2012 TRPA Regional Plan and TRPA Code of Ordinances, Chapter 13, *Area Plans*, include new provisions that allow for local, state, and federal agencies, in coordination with TRPA staff, to prepare coordinated Area Plans for the implementation of land use goals, policies, and ordinances. The Area Plans, which must include implementing ordinances and zoning designations, are required to be consistent with the 2012 Regional Plan. Once an Area Plan has been found in conformance with 2012 Regional Plan, local, state, or federal agencies may assume development review authority by Memorandum of Understanding (MOU) with TRPA. For the City of South Lake Tahoe's planning purposes, the objective is to replace the existing Stateline/Ski Run Community Plan with this Area Plan and assume development review authority by entering into a MOU with TRPA.

Chapter 13 of the TRPA Code of Ordinances defines the required content of Area Plans and establishes that Area Plans may be approved by TRPA if they contain policies and development standards that are consistent with and further the goals and policies of the 2012 Regional Plan. With an adopted conforming Area Plan, local governments can opt to take over limited permitting authority from TRPA. Upon adoption, the provisions of the Area Plan supersede the underlying Plan Area Statements or Community Plans. Chapter 13 requires that the Area Plan incorporate minimum development and community design standards consistent with Chapter 13. For TRPA to make a general finding of conformance the Area Plan shall at a minimum address and incorporate the following:

- Identify all zoning designation;
- Be consistent with the Regional Plan growth management system;
- Demonstrate consistency with the Regional Plan Conceptual Land Use Map;
- Recognize and support planned, new or enhanced Environmental Improvement Projects;
- Promote environmentally beneficial redevelopment and revitalization within centers;

- Preserve the character of established residential areas outside a center;
- Protect and direct development away from Stream Environment Zones;
- Identify facilities and implementation measures to enhance pedestrian, bicycling and transit opportunities; and
- Where applicable TRPA will use the local governments load reduction plans for registered catchments as the default water quality standards.

In addition, for Area Plans that include designated Town Centers or a Regional Center the following provisions must be covered in the Area Plan:

- Include building and site design standards that reflect the unique character off each area;
- Policies and strategies to promote walking, bicycling, transit use and shared parking;
- Address the form of development that promotes pedestrian activity and transit use.
- Ensure adequate capacity for redevelopment;
- Identify an integrated community strategy for coverage reduction and enhanced storm water management; and
- Provide for threshold gain.

2.2 STATE OF CALIFORNIA

In addition to the TRPA requirements, the Tourist Core Area Plan is designed to meet the California requirements related to specific plans.

California State law requires every city and county in California to prepare a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning. The general plan acts as a constitution for future development, and expresses the community's development goals and policies relative to the distribution of future land uses, both public and private. Government Code Section 65302 requires that the general plan address at a minimum the following seven topics or elements to the extent they are relevant to the community:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

Through State law and code, the general plan must be implemented consistently through zoning, subdivision approvals, specific plans, public works projects, redevelopment plans, and many other implementation programs.

Under California State law, cities and counties may adopt specific plans for the “systematic implementation of the general plan” (Government Code Section 65450 et. Seq.). The law requires the following:

- A specific plan shall include a text and a diagram or diagrams which specify all the following in detail:
 - The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste, disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
 - Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
 - A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the above bullets.
- The specific plan shall include a statement of the relationship of the specific plan to the general plan.

California Government Code Section 65452 provides that the specific plan may address any other subjects which in the judgment of the planning agency are necessary or desirable for the implementation of the general plan.

The Tourist Core Area Plan will be developed consistent with the requirements of a specific plan under California State law and will implement the development goals and policies by establishing zoning districts, standards and criteria for development and set the distribution, location and extents of planned land uses consistent with the adopted City General Plan.

2.3 CITY OF SOUTH LAKE TAHOE

In 1999, the City of South Lake Tahoe adopted a General Plan under the requirements of California Planning Law. In conjunction with that adoption, the City adopted TRPA’s system of Plan Area Statements and Community Plans in lieu of its previous traditional zoning system. The action eliminated inconsistencies between the City’s and TRPA’s land use plans. Subsequently, the City adopted three of four anticipated community plans including the Stateline/Ski Run Community Plan in March 1994. The Community Plan provides land use and development guidance to the Stateline/Ski Run Area.

In 2011, the City of South Lake Tahoe updated its General Plan and amended its Land Use Element to include a policy that directs the City to periodically update and implement the three adopted Community Plans within the City’s jurisdiction as a way to focus development commodities and revitalization efforts (see Policy LU-2.2, City of South Lake Tahoe General Plan, May 17, 2011).

The development and adoption of the Tourist Core Area Plan is intended to meet the directive of LU-2.2 of the City’s General Plan and the requirements of TRPA’s Regional Plan The Tourist

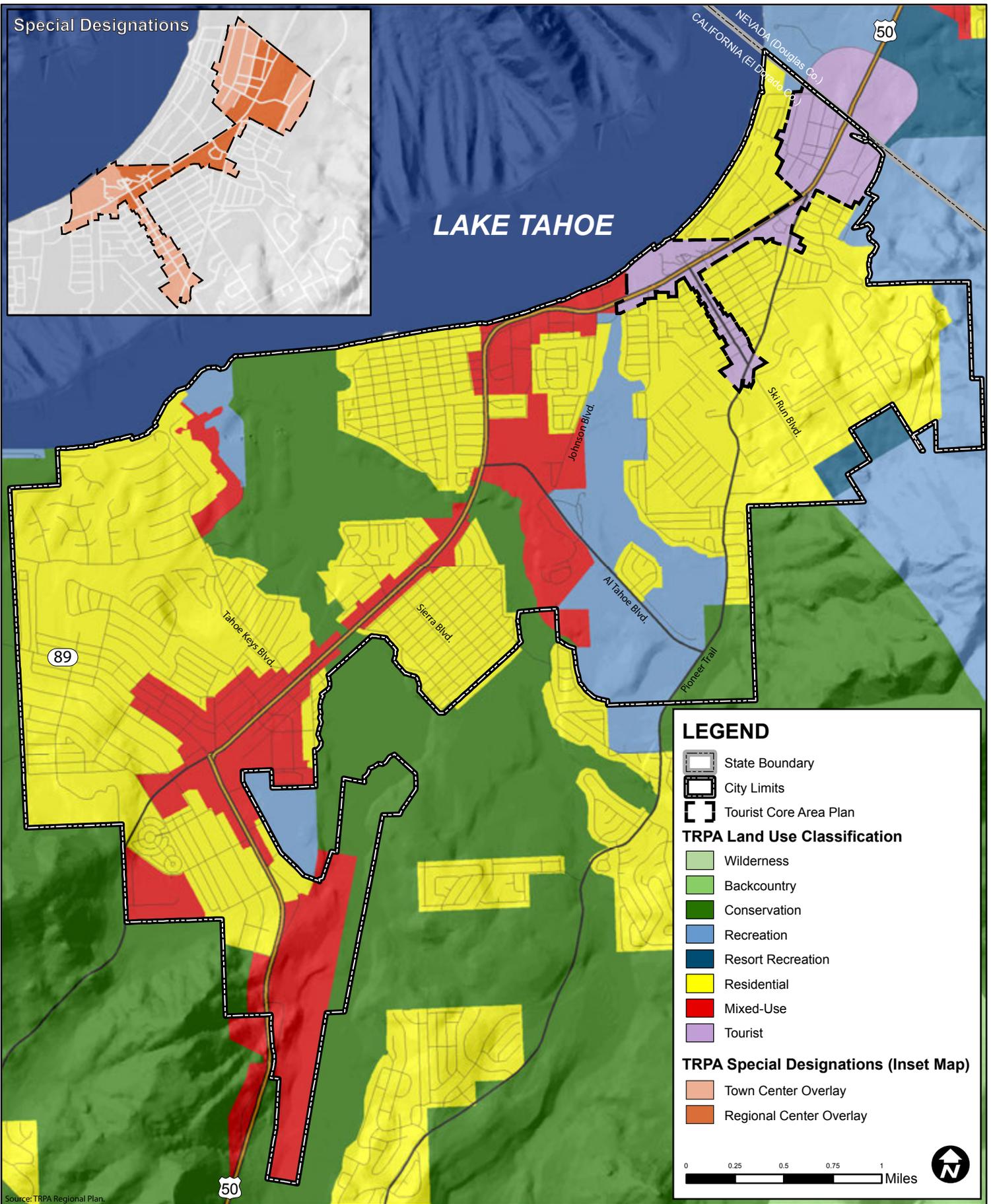
Core Area Plan when adopted would replace the Stateline/Ski Run Community Plan and provide future land use and development guidance.

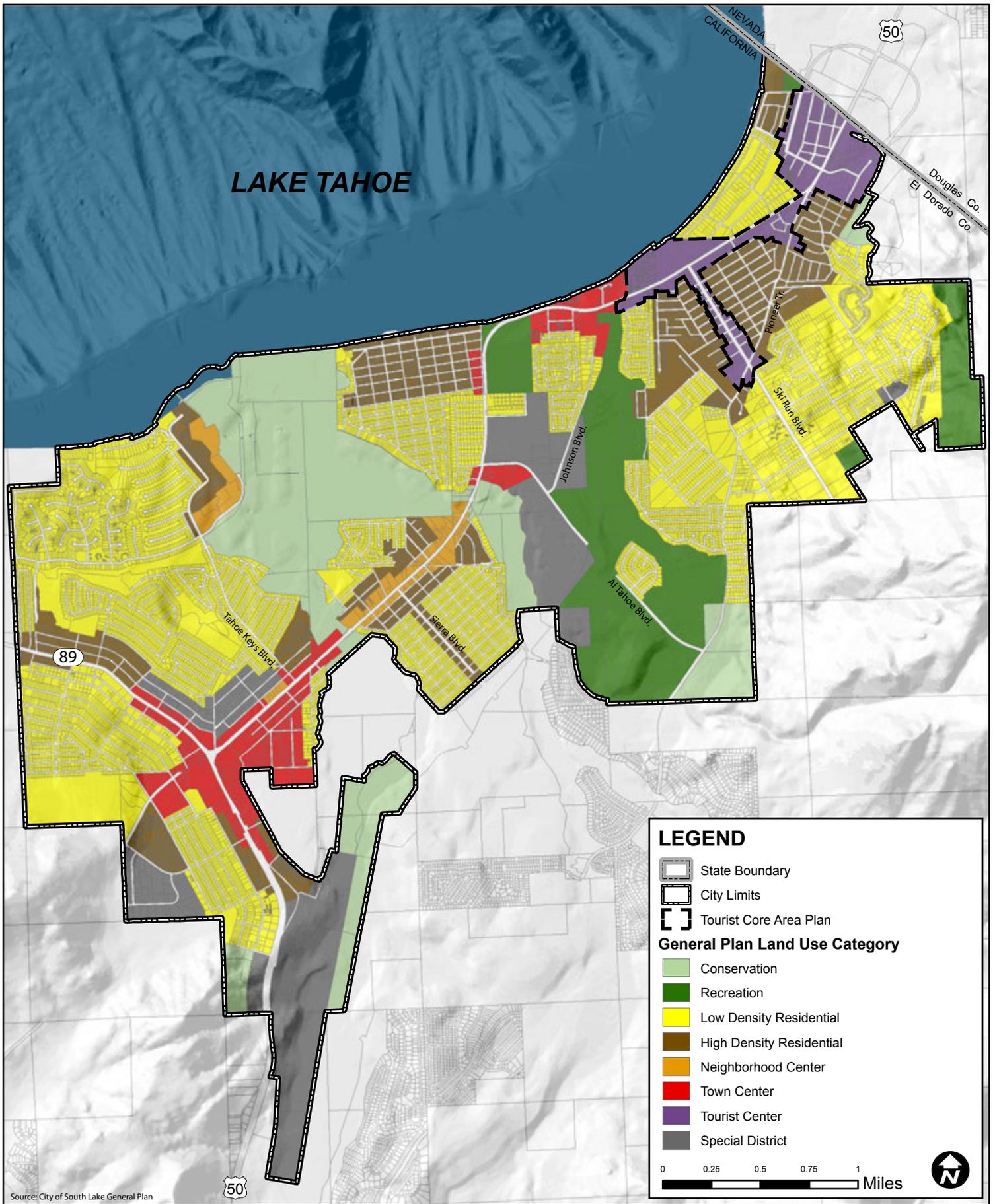
The City of South Lake Tahoe General Plan designation for the Tourist Core is Tourist Center (TSC). This designation provides for the most intensive land uses including major commercial/visitor centers and mixed-use residential. This designation is applied to areas currently developed as major commercial/visitor centers, areas of excess land coverage, and areas that are near commercial, employment, transit, and public services.

The City's General Land Use Diagram is depicted in Figure 2-2.

The overall purpose of the Tourist Center is to:

- Provide for the orderly, well-planned, and balanced growth of the Tourist Center and support the area's role as an important regional commercial, tourist destination and recreation center that provides full services and gathering places for visitors and residents.
- Promote the Tourist Center as a pedestrian- and transit-oriented, mixed-use activity center and a gateway to outdoor tourism recreational destination and expand its role as an economic center for South Lake Tahoe.
- Encourage a mix of uses that promotes convenience, economic vitality, and a pleasant quality of life and improve access to a greater range of facilities and services for visitors and surrounding residential neighborhoods.
- Establish development and design standards that improve the pedestrian- and transit-orientation and visually quality of development and create a unified, distinctive, and attractive character along mixed-use streets.





Section 3 EXISTING CONDITIONS

This section describes the existing physical conditions within the Tourist Core, both natural and man-made. The conditions summarized in this section act as opportunities or constraints (or sometimes both) to development, redevelopment, and conservation of resources within the Tourist Core.

3.1 CONTEXT AND BACKGROUND

The South Shore Area has long served as the primary destination for visitors to Lake Tahoe. The area's development began to gather momentum beginning in the 1950's and now includes a number of land uses that serve tourists and permanent residents in the region. The area contains the US Highway 50 corridor which is the major access route and the principal entry to many properties and businesses in the Tourist Core. Although this Area Plan specifically focuses on properties within the boundary of the City of South Lake Tahoe, the nature of the Area Plan boundary necessitated a collaborative planning effort involving the active participation of Douglas County, Nevada, the City of South Lake Tahoe, California, Nevada Department of Transportation (NDOT), California Department of Transportation (CalTrans), Tahoe Regional Planning Agency (TRPA), as well as dozens of affected private property owners and business organizations. In Douglas County, the primary structures are the resort casinos that each occupy significant land parcels and house gaming, entertainment and the bulk of the hotel rooms in the area. Historically, these resorts have been the driving economic force for the area. The majority of investments and attractions have been contained within these resorts. In the last decade, redevelopment in the City of South Lake Tahoe has included significant new accommodations and commercial areas, as well as the Heavenly Gondola connecting the ski area to the accommodations base. Redevelopment has included the Lake Tahoe Resort Hotel (formerly Embassy Suites), Heavenly Village, Lake Tahoe Vacation Resort and the Ski Run Marina Site, all of which have been welcome investments and proof of South Shore's viability as a destination

3.2 TRENDS AND ISSUES

The Tourist Core Area Plan is influenced by the surrounding context and features that influence land use decisions within the plan area. The adjacent areas are not considered to be isolated, but rather planning for the Tourist Core respects that these influences exist outside the Area Plan boundary. There have been significant, on-going changes that have influenced the attractiveness of this portion of Lake Tahoe. However, there is a widespread feeling that the majority of the facilities are outdated. The physical environment is in need of upgrades to make the area more attractive as a central destination. Shifts in the gaming locations available in California and Nevada have created a downward trend in revenues, employment and opportunities to attract the traditional market to the South Shore. As a result of these shifting travel patterns, deteriorating

economic conditions and community efforts to envision a new future, a new community vision was created in 2012. The South Shore Vision Plan illustrates the possibilities for redevelopment with a new program of uses and the potential to reconstruct the highway and transportation systems. The Tourist Core Area Plan is premised on the idea that needed redevelopment is possible and that a transformation will result from the new land use and transportation policies established herein.

3. 3 EXISTING CONDITIONS

LAND USE

Land Use: The Tourist Core stretches approximately two miles along US Highway 50 extending from Fairway Drive to the California and Nevada state line and along Ski Run Boulevard from Lake Tahoe to Pioneer Trail (see Figure 1-1). This area functions as the primary visitor and tourist district in the south shore and provides direct access to recreation opportunities such as Heavenly Ski Resort, Edgewood Gold Course, Ski Run Marina, Lakeside Marina and Van Sickle Bi-State Park. The Tourist Core is approximately 282 acres in size (232 acres excluding roadway infrastructure) and the land use pattern varies, although the predominant theme of the land uses are tourist related, with a large number of motels, hotels, restaurants, and tourist oriented retail shops (Figure 3-1). Table 3-1 provides a breakdown of land use by land use category.

TABLE 3-1: EXISTING LAND USES

Land Use	Acres	Percent of Acreage
Vacant Public	1.5	0.5%
Vacant Private	26.9	9.5%
Open Space	14.4	5.1%
Recreation	3.2	1.1%
Public Service	1.7	0.6%
Quasi-Public Service	0.3	0.1%
Residential	38.4	13.6%
Commercial	38.6	13.7%
Tourist	100.5	35.5%
Transportation Routes	57.3	20.3%
TOTAL	282.8	100.0%

Source: El Dorado County Assessor's Parcel Data, 2013 & TRPA GIS, 2013

Excluding the transportation routes, 64.6% of the parcels are developed, 10.0% remain vacant and the remaining 5.1% are dedicated to open space. Of the remaining 34 vacant parcels in the Tourist Core, 30 parcels are held in private ownership, 1 is publicly owned by the City of South Lake Tahoe, and 3 are owned by the South Lake Tahoe Redevelopment Successor Agency. The vacant parcels are generally scattered throughout the Tourist Core with a concentration of vacant parcels located adjacent to the Van Sickle Bi-State Park as shown in Figure 3-1.

The Tourist Core has two major commercial/tourist centers: the area centered on Heavenly Village/Crescent V Shopping Center adjacent to Stateline, Nevada and the area centered on the intersection of US 50 and Ski Run Boulevard running from Ski Run Marina to Pioneer Trail. The Heavenly Village area is a mixed-use development that provides tourist accommodation, retail, entertainment and restaurants set in a pedestrian and walkable environment. The Ski Run Boulevard area provides a more traditional commercial/tourist land use setting running the length of Ski Run Boulevard that can be accessed via a Class I shared use path.

Existing uses in the Tourist Core occupy structures ranging in height, age and physical conditions, from units built in the 50s and 60s to some of the newest buildings in the south shore and from single story structures to 6 to 8-story tourist accommodation facilities. Many of the newer structures are the result of the former South Lake Tahoe Redevelopment Agency's partnership with private developers to implement the City's Redevelopment Plan. Redevelopment in the area included the construction of tourist, commercial and retail facilities, pedestrian and transit facilities, and water quality improvements in the late 1990's and early 2000s. Projects constructed include the Embassy Suites (now known as Lake Tahoe Resort), Lake Tahoe Vacation Resorts, Heavenly Village, Heavenly Gondola, Stateline Transit Center, Crescent V Shopping Center and the Wildwood Basin Water Quality Improvement Project. In addition, the area has also experience private redevelopment efforts that include the redevelopment of the Ski Run Center, Valero Gas Station, Ski Run Marina Shops, Holiday Inn Express and Applebee's Restaurant. All these redevelopment efforts have been identified in TRPA's Threshold Evaluations as positively contributing to scenic, community design and water quality improvements (TRPA, 2011).

Commercial Floor Area: Within the Tourist Core, there is approximately 424,316 square feet of existing commercial floor area. The Stateline/Ski Run Community was allocated 45,000 square feet of additional commercial floor area upon adoption of the community plan. The majority of that commercial floor area has been assigned to constructed or permitted projects. Currently, 8,662 square feet remains.

NATURAL RESOURCES AND CONSERVATION

Soils, Land Capability and Stream Environment Zones (SEZs): In preparing the 1994 Stateline/Ski Run Community Plan, TRPA staff updated the mapped land capability districts for portions of the community plan and remapped the SEZ boundaries. The TRPA's official land capability map for this area is reflected in Exhibit 7 of the Stateline/Ski Run Community Plan which is depicted in Figure 3-2. Table 3-2 below provides a breakdown by acreage of the mapped land capability districts.

TABLE 3-2: EXISTING LAND CAPABILITY		
Capability	Acres	Percent
1A	1.4	0.5
1B (SEZ)	88.8	31.4
3	7.4	2.6
4	6.0	2.1
5	94.9	33.5
7	84.3	29.8
Total	282.8	100.0

Source: Stateline/Ski Run Community Plan, 1994. TRPA GIS, 2013.

Approximately 34% of the Tourist Core is located in sensitive lands (LC 1-3) with the majority of lands classified as SEZ (31.4%). SEZ lands are located throughout the Tourist Core and are mostly covered by existing development except for areas that have been restored. The remainder of the Tourist Core is classified primarily as Land Capability Class 5 and 7 with some pockets of Class 4 lands.

As noted above in Table 3-3, SEZs account for 31.4 percent (88.8 acres) of land within the Tourist Core. The Stateline/Ski Run Community Plan noted the extensive disturbance of SEZs in the Tourist Core and identified SEZ restoration opportunities. The following water quality

improvement projects have been implemented and resulted in approximately 4.7 acres of SEZ restored in the Tourist Core:

- Ski Run Erosion Control Project: Constructed a 3.3 acre artificial wetlands on the north side of US 50 across from the Wildwood Basins.
- Osgood SEZ Restoration: Adjacent to the Osgood Basins, existing structures and hard coverage was removed and 1.2 acres of SEZ was restored.

Figure 3-5 depicts locations of SEZ restoration projects within the Tourist Core and its vicinity.

Land Coverage: An analysis of TRPA’s LiDAR impervious coverage data estimates land coverage in the Tourist Core at approximately 60% (169 acres) for hard coverage and 2% (5 acres) for soft coverage (Table 3-3). Coverage at the parcel level ranges from vacant parcels with no coverage to parcels that are 100% covered. On average, parcels with existing development are approximately 72% covered. See Figure 3-3 for areas of existing coverage.

TABLE 3-3: IMPERVIOUS LAND COVERAGE							
Coverage	Roads	Trails	Buildings	Other	Total Impervious	Total Area	Total Impervious Percent
Hard	31.3	5.6	48.6	83.6	169.1	282.8	59.8%
Soft	-	0.4	-	4.5	4.9		1.7%
Total	31.3	6.0	48.6	89.1	174.0		61.5%
Percent	11.1%	2.1%	17.2%	31.2%	61.5%		

Source: TRPA GIS LiDAR, 2010.

The Stateline/Ski Run Community Plan noted numerous opportunities to mitigate excess land coverage within the area. Since 1994 over 1,107,900 square of hard coverage has been removed. Examples include:

- Park Avenue Redevelopment Project (Heavenly Village, Raley’s Center and US 50 Pedestrian Improvement Project) resulted in over 356,500 square feet of coverage removed to create open space and landscaping features.
- Redevelopment Project Area #1 (former Embassy Suites, Lake Tahoe Vacation Resort at Ski Run Boulevard, Marina Village, McDonalds, Valero Gas Station) resulted in 388,000 square feet of coverage reduction by removing older commercial/tourist buildings to create open space and landscaping features.
- Ski Run Boulevard Improvement Project reduced the overall width of Ski Run Boulevard and installed landscaping features.
- The Colony Inn which was located in SEZ lands by the intersection of Montreal Road and Heavenly Village Way was demolished and 64,800 square feet of land coverage was removed and banked, and the site stabilized. The existing tourist accommodation units removed from the site are proposed for transfer to the Boulder Bay Project in North Stateline. A condition of the Boulder Bay permit requires that the property be restored to a functioning SEZ prior to the units being transferred.
- Slalom Inn located on Ski Run Boulevard was demolished; the site was returned to its natural state and 20,435 square feet of coverage was removed and transferred.

- Wildwood and Fern Water Quality Improvement Projects resulted in the removal of existing commercial/tourist buildings and 202,500 square feet of hard coverage from SEZ lands to construct retention basins to treat stormwater runoff. The tourist accommodation units that were formerly sited on the Wildwood parcels were transferred to Redevelopment Project No. 1.
- Osgood SEZ Restoration resulted in removal of existing residential structures and 50,900 square feet of land coverage from SEZ lands.

Of the total land coverage removed approximately 318,200 square feet or 7.3 acres came from SEZ lands. Figure 3-4 depicts major public and private projects that have resulted in the removal of existing hard coverage within the Tourist Core and its vicinity.

Water Quality

Best Management Practices: Every property within the Tourist Core Area Plan boundary is subject to the requirements of TRPA Code of Ordinances Chapter 60: *Water Quality*, which requires implementation of Best Management Practices (BMPs) to reduce storm water runoff, minimize soil erosion and capture polluted water before it enters Lake Tahoe. The TRPA Code requires all property owners to infiltrate the volume of a 20-year/1 hour storm on their property or meet alternative standards in instances where special circumstances limit infiltration.

All projects permitted by the City under the Memorandum of Understanding (MOU) with TRPA are reviewed for compliance with Chapter 60. In some cases, the City has entered into agreements with private property owners to treat runoff in the City's area-wide stormwater systems. For example, stormwater from Heavenly Village and Crescent V Shopping Center is conveyed and treated in the City's Park Avenue basins.

According to TRPA's BMP database the Tourist Core Area Plan has a 44% BMP compliance rate for BMP certification. Based on TRPA's BMP database a total of 291 out of 664 parcels have been issued their Certificate of Compliance from TRPA. However, it should be noted that the BMP compliance rate is based on issuance of a BMP certificate and not on actual BMP installation which is a permit requirement for all project approvals. Within the Tourist Core there are parcels that have BMPs installed but have not been issued a Certificates of Compliance. These parcels include Heavenly Village, Crescent V, Embassy Suites, Lake Tahoe Vacation Resort, and the Valero gas station.

Currently, TRPA is focusing its compliance efforts on commercial and multi-family projects in watersheds that are connected to the lake, or in catchments that have planned environmental improvement projects, or capital improvement projects proposed. Because of Caltrans' on-going water quality improvement project along US 50 within the City of South Lake Tahoe, TRPA has sent Notices of Failure to implement BMPs to commercial properties along the US 50 corridor that do not have Certificates of Compliance or active permits on file. Although the majority of the properties that were notified are located outside the area plan boundary, 20 properties within the area plan boundary did receive notices. An analysis of the notified properties indicate that some parcels have BMPs installed but have not requested a Certificate of Compliance. In other instances, properties are on hold in order to participate in an area-wide treatment system such as the Bijou Commercial Core Erosion Control Project.

Storm Water Drainage: Caltrans and the City are responsible for reducing erosion and storm water runoff from roads under their jurisdiction. This includes installing curbs, gutters, rock-lined channels, bio-swales, infiltration basins and other improvements that capture runoff from developed areas. The Stateline/Ski Run Community Plan called for implementation of an area-wide solution with construction of a series of detention basins and wetlands, interconnected by

pipes and stream channels. This area-wide solution was implemented with the construction of the Park Avenue Redevelopment Project (Heavenly Village and Crescent V Shopping Center) and is further described below. Within the Tourist Core the following water quality improvement projects have been constructed:

- **Stateline Water Quality Improvement Project:** This project collects and treats drainage from Pine Avenue to Stateline Avenue to Van Sickle Road to Park Avenue. In addition, this system collects “clean” stormwater runoff from the area easterly (mountain side) of Montreal Road and directs it to the North Ditch. It consists of curb and gutter, drainage conveyance systems, retention basins and revegetation.
- **Park Avenue Redevelopment Project:** Is a completely separate “urban storm water collection and conveyance system” that collects runoff from Heavenly Village and Crescent V Shopping Center and is treated by the Stateline Water Quality Improvement Project described above.
- **Ski Run Blvd Boulevard/Osgood Drainage Basin Water Quality Improvement Project:** This project collects and treats drainage from Ski Run Boulevard. It consists of curbs, gutters, drop inlets, and drainage pipes that convey storm water to the Osgood Basin for treatment prior to being released into the Ski Run Marina.
- **Rocky Point 1-4:** This project collects and treats drainage from the road right-of-way in the vicinity of Pioneer Trail and US Highway 50 and the residential neighborhood adjacent to the Tourist Core.
- **US 50 Water Quality Improvement Project:** This project collects and treats water along US 50 within the Caltrans right-of-way beginning at Al Tahoe Boulevard to 1000 west of the intersection of US 50 and Ski Run Boulevard. It consists of curb, gutters, drainage conveyance, ADA compliant pedestrian sidewalks, Class II bike lanes and pedestrian street lighting.

Figure 3-5 depicts completed water quality improvement projects within the Tourist Core and its vicinity.

Total Maximum Daily Load (TMDL): The TMDL program is a requirement of the Federal Clean Water Act. The program is designed to protect Lake Tahoe, an Outstanding Natural Resource Water, from certain pollutants of concern, including fine sediments, phosphorus and nitrogen.

Through the Lake Tahoe TMDL, the Lahontan Regional Water Quality Control Board (Lahontan) established five-year load reduction targets to assess each jurisdiction’s progress towards meeting overall load reduction goals. Load reduction targets for Fine Sediment Particles (FSP), Total Phosphorus (TP), and Total Nitrogen (TN) have been established based on attainment of California’s Lake Tahoe transparency standard (~ 97 feet) over an estimated 65-year implementation period. To meet the requirements of the TMDL Program, each jurisdiction holding a NPDES permit is required to reduce their baseline pollutant load by the following amounts shown in Table 3-4.

TABLE 3-4: LOAD REDUCTION TARGETS FOR THE TAHOE TMDL

Pollutant	5-Year Milestone 2016	10-Year Milestone 2012	15-Year Milestone 2026	Transparency Standards (~65-Years)
Fine Sediment Particles	10%	21%	34%	71%
Total Phosphorus	7%	14%	21%	50%
Total Nitrogen	8%	14%	19%	46%

Source: Final Lake Tahoe Total Maximum Daily Load, August 2011)

In 2011, the City submitted to Lahontan the City's Lake Tahoe TMDL Baseline Pollutant Load Estimate Report which was subsequently incorporated into the City's NPDES permit. The City's load reduction requirement through 2016 under the NPDES permit is shown in Table 3-5.

TABLE 3-5: CSLT 2016 LOAD REDUCTION REQUIREMENTS

Parameter	Baseline Load (kg/year)	Required Percent Reduction	Required Load Reduction (kg/year)	Allowable Load (kg/year)
Fine Sediment Particle (mass)	176,450	10%	14,650	158,800
Fine Sediment Particles (# of particles)	1.94E+19	10%	1.94E+18	1.75E+19
Total Phosphorus	789	7%	55	734
Total Nitrogen	3,361	8%	269	3,092

Source: City of South Lake Tahoe Pollutant Load Reduction Plan, January 2013.

The City authorized development of a *Pollutant Load Reduction Strategy Report* to assess potential approaches for reducing pollutant loading to Lake Tahoe from urban stormwater runoff. The goal of the Strategy Report was to identify feasible and cost effective actions to meet anticipated targets to. Subsequently, in February 2013, the City Council adopted the *City of South Lake Tahoe Pollutant Load Reduction Plan* which documents the City's proposed approach and timeline for meeting the 2016 load reduction targets set forth in the City's NPDES permit. Lahontan subsequently approved the City's Load Reduction Plan in June 2013. Proposed strategies outlined in the Load Reduction Plan for meeting the load reduction targets are incorporate in the Tourist Core Area Plan and are discussed in detail in Section 7, *Natural and Cultural Resources* and Section 10, *Implementation*.

Scenic Resources: TRPA has adopted three separate regional scenic resource thresholds: 1) travel route ratings; 2) scenic quality ratings of individual resources; and 3) scenic resources seen from public recreation areas. All are numerical in nature. The first two thresholds apply to scenic resources visible from the Region's state and federal highways and Pioneer Trail and from Lake Tahoe itself. The Tourist Core contains a portion of Roadway travel route Unit #32, Casino Core, a portion of Roadway Unit #33, The Strip, a portion of Roadway Units #45, Pioneer Trail (North), and a portion of Shoreline Unit #31, Bijou. Figure 3-6 depicts the roadway and shoreline scenic units including identified scenic resources located within each corridor.

Roadway Units #32, #33 and #45 are all presently not in attainment with the threshold and are targeted for restoration in the Scenic Quality Improvement Program (SQIP) and the Stateline/Ski Run Community Plan. All three units had identified areas of concern and the SQIP and the Stateline Community Plan outlined recommended scenic improvements to bring the units toward attainment status. Scenic improvements called for in the community plan included improving the architectural style of existing and new buildings, using natural appearing building material, using natural colors, consolidating driveway access, locating parking lots in the rear or side yards, incorporating landscaping treatment, sign compliance and the undergrounding of utility line whenever possible.

Since the adoption of the Community Plan, numerous redevelopment, transportation and water quality projects have been implemented in the Tourist Core that have directly contributed towards scenic threshold gains. The 2006 Threshold Evaluation (Evaluation) noted that the majority of roadway units with improved threshold scores fall partially or wholly within Community Plan areas. Removal of degraded structures, improvement in architectural quality of new and remodeled structures, increased landscaping, creation of open space and landscape drainage basins, installing curb, gutters and pedestrian sidewalks and consolidating highway curb cuts, and improved signage have all contributed to a transformation in many of these units. This improvement affects both travel route and scenic quality ratings.

Within Unit #32 and #33, the Evaluation noted that sidewalk/landscaping projects, erosion control and water quality improvement projects, land buy-out by public agencies that removed decrepit structures have without exception improved the sense of place and the functionality of a core community area that resulted in scenic threshold improvements. Specifically, the Threshold Evaluation noted an improvement in scenic indicators for man-made features and roadway distractions, as a result of the completion of the former Embassy Suites Vacation Resort, Heavenly Village, and Crescent V Shopping Center. Future redevelopment efforts in the casino core and on the lakeside of US Highway 50 from the state line to Park Avenue are expected to improve the scenic and visual quality of this unit dramatically.

Along the US Highway 50 corridor from Park Avenue to Ski Run Boulevard the Evaluation also noted an improvement in scenic indicators for man-made features, roadway distractions, lake views and landscape views as a result of the completion of the Ski Run Marina Village, the linear park and the landscaped wildwood drainage basins. Moreover, the Evaluation noted improved lake views from US 50 and Ski Run Boulevard as a result of improved site design and large setback of the Lake Tahoe Vacation Resorts. Although the 2011 Evaluation noted that between 2006 and 2011, relatively few development and redevelopment projects were carried out in Unit #33, those projects that were implemented, the Evaluation noticed improvements in architectural and design quality that incrementally improves the scenic resource threshold. Examples of these projects include the Ski Run Center and the Valero Gas Station both located at the intersection of US 50 and Ski Run Boulevard. The following photographs illustrate completed projects in the Tourist Core that have been identified by TRPA's Threshold Evaluations as contributing to improving the scenic and community design thresholds.



Ski Run Commercial Center Rebuild



Ski Run Commercial Center Screening



Valero Gas Station Rebuild



McDonalds Rebuild



Lake Tahoe Resort Hotel (formerly Embassy Suites)



Linear Parkway



Heavenly Village Mixed-Use Project



Wildwood Basins and Children's Memorial

Unit #45 has also seen minor increase in its threshold score. The improvement is a result of implementation of the Ski Run Boulevard pedestrian improvements that improved the overall character of the roadway corridor resulting in an increase in the man-made feature and lake view threshold scores. Only a portion of Unit #45 is located within the Tourist Core and therefore the plan is not fully responsible for bringing Unit #45 into full attainment. However, it's expected that continual implementation of the SQIP at the project level and the installation of the pedestrian sidewalks along Pioneer Trail will contribute towards bringing this unit into threshold attainment.

Shoreline Unit #31 is currently in attainment for the Scenic Threshold. The 2011 Threshold Evaluation noted improvements along the shoreline as a result of the redesign and rehabilitation of El Dorado Beach (Lakeview Commons). The Evaluation also noted that additional improvement could be realized in the manmade environment if the Lake Tahoe Vacation Resort building improved color/material of the existing roof. Lake Tahoe Vacation Resort is currently upgrading their roof and siding to darker earthtone colors that will reduce the overall visual contrast and improve the view as seen from Shoreline Unit #31.

Scenic Quality Ratings (Scenic Resources 31. 3, 32. 1, 33. 2, 45. 1, 45. 2, and 45. 3) for the individual scenic resources located within the Roadway and Shoreline Travel Routes are all currently in attainment for the Scenic Threshold.

The current scenic threshold scores are provided in Table 3-6 below.

TABLE 3-6: THRESHOLD TRAVEL ROUTE AND SCENIC QUALITY RATINGS							
Unit	1982	1991	1996	2001	2006	2011	Need for Attainment
31	9.0	9.0	9.0	9.5	9.5	10.5	+0.0
32	13.0	11.0	11.0	11.5	13.5	13.5	+2.0
33	6.0	7.0	7.5	11.5	14.0	14.0	+1.5
45	10.0	10.0	10.0	11.0	11.5	11.5	+4.0
Unit #31							
	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Threshold Score
1982	1	NA	NA	NA	4	4	9
1991	1	NA	NA	NA	4	4	9
1996	1	NA	NA	NA	4	4	9
2001	1.5	NA	NA	NA	4	4	9.5
2006	1.5	NA	NA	NA	4	4	9.5
2011	2.5	NA	NA	NA	4	4	10.5
Unit #32							
	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Threshold Score
1982	3.0	1.0	2.0	2.0	1.0	4.0	13.0
1991	2.0	1.0	2.0	2.0	1.0	3.0	11.0
1996	2.0	1.0	2.0	2.0	1.0	3.0	11.0
2001	2.5	1.0	2.0	2.0	1.0	3.0	11.5
2006	3.5	2.0	2.0	2.0	1.0	3.0	13.5
2011	3.5	2.0	2.0	2.0	1.0	3.0	13.5
Unit #33							
	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Threshold Score
1982	1.0	1.0	1.0	1.0	1.0	1.0	6.0
1991	1.0	1.0	1.0	1.0	2.0	1.0	7.0
1996	1.0	1.5	1.0	1.0	2.0	1.0	7.5
2001	3.0	3.0	1.0	1.5	2.0	1.0	11.5
2006	4.0	4.0	1.0	1.5	2.5	1.0	14.0
2011	4.0	4.0	1.0	1.5	2.5	1.0	14.0
Unit #45							
	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Threshold Score
1982	1.0	1.0	3.0	2.0	2.0	1.0	10.0
1991	1.0	1.0	3.0	2.0	2.0	1.0	10.0
1996	1.0	1.0	3.0	2.0	2.0	1.0	10.0
2001	1.5	1.0	3.0	2.5	2.0	1.0	11.0
2006	2.0	1.0	3.0	2.5	2.0	1.0	11.5
2011	2.0	1.0	3.0	2.5	2.0	1.0	11.5

Source: 2012 TRPA Threshold Evaluation

Open Space: Open space parcels in the planning area are primarily held in public ownership and generally include environmentally sensitive lands and lands designated for the treatment of stormwater runoff. The Tourist Core contains 15 acres of land that is designated as open space. This accounts for 5.3% percent of the total land in the Tourist Core.

Cultural Resources: Most of the Tourist Core has been subject to archaeological survey during the preparation of the Stateline/Ski Run Community Plan and during review of development projects. The archival review and field surveys resulted in no evidence of, potentially significant prehistoric, archaeological or Washoe cultural sites within the Tourist Core. However, several potential significant historic properties were identified in the south shore in TRPA's historic resource database. Resources identified include Tahoe Meadows, located adjacent to the Tourist Core, which is designated as a Historic District by TRPA and is listed on the National Register of Historic Places. The Lapham Hotel (later Lakeside House or Lakeside Park) was situated at the present day intersection of Pioneer Trail and Highway 50 (Koval, 1990). Modern development in the area has in all likelihood destroyed any archaeological evidence that might have remained. The McCombers Station was situated near the intersection of Pioneer Trail and Ski Run Boulevard; however, subsequent surveys during project review for the City of South Lake Tahoe Fire Station #1 and the Aspens at South Lake Affordable Housing projects did not turn up intact archaeological evidence of the site. The Lake Valley Lumber Pier and Railroad was located adjacent to and paralleled the present day Timber Cove Pier. Due to safety and navigation concerns the pier and railroad was demolished in the mid-1980s. In addition, the Pony Express Trail (California Trail) travels through the boundaries of the Tourist Core. The Pony Express was a mail service delivering messages and mail from St. Joseph, Missouri across the Great Plains, over the Rocky Mountains and the Sierra Nevada to Sacramento, California by horseback, using a series of relay stations. The route generally follows Pioneer Trail through the Tourist Core to Yank's Station in Meyers and then roughly follows U. S. Highway 50 to Placerville and Sacramento.

All Projects and activities affecting sites, objects, structures, or district that have been designated, or are pending designation by TRPA, or are discovered are subject to TRPA Code of Ordinances Chapter 67, Historic Resource Protection.

TRANSPORTATION

Highways and Streets: The highway and street network within the Tourist Core is largely dominated by US Highway 50 which provides access along the entire length of the plan area. US Highway 50 is the major east-west roadway facility connecting Sacramento, California and Carson City, Nevada, and is the main facility serving the south shore area of Lake Tahoe. Along most of its 2 mile length within the Area Plan, US Highway 50 is a five-lane arterial with a continuous two-way left-turn median lane that transitions to dedicated left-turn pockets at major intersections. In addition to US Highway 50, there is an irregular network of arterial, collector, and local streets that provide the remaining framework for the overall roadway system. These secondary streets serve as the connection points to local neighborhoods as well as serving as some of the few points where access is available to Lake Tahoe and mountain-based recreation opportunities. The existing transportation and circulation facilities are shown in Figure 3- 7.

The combination of a relatively limited network of roads along with the high traffic volumes created during peak visitor periods emphasizes the importance of having a well-functioning transportation and circulation system. During peak hours, congestion affects the area. Currently under consideration is a plan to realign a portion of US Highway 50 within the plan area in an effort to minimize peak season traffic delays. Along with this highway realignment the proposal is to narrow the existing highway right of way in order to create a pedestrian friendly main street, while helping achieve the TRPA's water quality and scenic thresholds. The proposed plan is

currently titled the US 50/South Shore Community Revitalization Project and is currently undergoing environmental review.

Level of Service: TRPA's existing Goals and Policies set standards for vehicle "level of service" (LOS). LOS is a qualitative measure that describes the operating performance of transportation facilities. For roadways, LOS is an indicator of traffic flow from the perspective of motorists based on factors such as speed, travel time, delay, freedom to maneuver, volume, and capacity. It is defined on a scale from LOS A, the least congested operating conditions, to LOS F, the most congested operating conditions.

The TRPA Goals and Policies and the Stateline Community plan require that peak period traffic flow not exceed LOS D for major roadways (arterials and collector routes), and signalized intersections shall be at LOS D. LOS E may be acceptable during peak periods, not to exceed 4 hours per day.

Within the Tourist Core the US 50/Ski Run Boulevard intersection is operating at LOS D and the US 50/Park Avenue and Heavenly Village Way is operating at LOS C while US 50 roadway segment is operating at LOS E during the summer Friday evening peak hour (TRPA, 2012).

As noted previously, TRPA LOS policies permit LOS E operations in urban areas not to exceed four hours per day. To determine whether LOS E operations occur for more than four hours, hourly traffic volume data were obtained from Caltrans' PeMS database for a Friday in August 2010 for several segments of US 50. The analysis concluded that the US 50 roadway segment, within the Tourist Core, currently operates within the TRPA LOS goals.

While a number of roadways currently operate at LOS D or E, the key intersections connecting those facilities generally operate at LOS C or better. This is because many of those intersections have been designed with additional travel lanes, channelized "free" right-turn movements, and other capacity enhancements to operations for this segment (TRPA, 2012a).

Multi-Modal Transportation: Ongoing and proposed development within the Tourist Core highlights the importance of improving area connectivity by providing multi-modal transportation options to mitigate peak period traffic congestion along US 50 in the project area. Public transportation options, bike paths and sidewalks are all integral to establishing a comprehensive multi-modal system that promotes pedestrian safety and access to ensure that the area will be a safe, convenient, and an attractive place to visit. Currently public transportation options along US 50 include the South Shore fixed-route service (Blue Go Buses), the summer seasonal Nifty 50 Trolley, winter seasonal ski shuttles and commuter bus service to Carson City and the Carson Valley. In addition, there are two transit centers, one located within the Tourist Core and one located just outside. The Stateline Transit Center is located adjacent to the Heavenly Gondola in the Tourist Core and the Kingsbury Transit Center is located at the base of SR 207 in Nevada. . These services and facilities are designed to provide mobility options to both local residents and visitors by connecting the outlying residential areas with employment, resort and entertainment facilities.

While US 50 serves as the primary vehicular route through the plan area, there is a need for a continuous pedestrian infrastructure and bicycle lanes to encourage the use of alternative forms of transportation. US 50 currently has a Class I bike path that extends from Ski Run Boulevard to the intersection of US 50 and Pioneer Trail which then connects to an existing pedestrian sidewalk that extends the length of US 50 to the state line on the mountain side. The portion of pedestrian sidewalk that runs on the mountain side of US 50 from Heavenly Village Way to the state line is designed to meet Class I shared use path standards. In addition, a Class I shared use path extends from Ski Run Marina along Ski Run Boulevard to the intersection of Pioneer Trail which then connects to a Class II bike lane that extends to the intersection of Pioneer Trail

and US 50. Other Class II bike lanes in the plan area include a short segment along Heavenly Village and a 1.95 mile segment that extends westward along US 50 from the intersection of Ski Run Boulevard out of the plan area to just past Al Tahoe Boulevard. In general sidewalks are not adequately sized to accommodate the pedestrian demand and their location in most places directly adjacent to the highway which limits the potential for creating attractive and enjoyable places to walk. One exception exists in the vicinity of the Heavenly Village area, where the sidewalks are buffered from the highway with landscaping and sidewalk widths are up to 26'. This area is also one of the primary access points to Heavenly Mountain Resort via the gondola.

Parking Facilities: Most private businesses located within the Tourist Core provide off-street parking for employees and patrons. The majority of businesses provide at grade paved lots with the exception of two structured parking lots. One is located on Ski Run Boulevard and provides parking for the Lake Tahoe Vacation Resort and the second is located at Heavenly Village and is owned by the City of South Lake Tahoe. In most cases, newer facilities have incorporated landscaped islands and berms to reduce the visual and scenic impact of large expanses of asphalt. In addition, on-street parking is permitted on local streets on the lakeside of US 50 between Park Avenue and the state line. Parking is limited to two hours and is enforced by the City.

RECREATION

Access to year-round recreational facilities and activities within the Tourist Core or within close proximity includes beach recreation, boating, golfing, skiing, snowmobiling, hiking and biking.

Public access to the lake for boating and beach recreation is provided at Ski Run Marina, Lakeside Marina and Timber Cove Pier. Forest lands managed by the US Forest Service located nearby at Rabe Meadow also provide access to the lake and beach recreation at Nevada Beach as well as walking, bike riding and passive outdoor recreation opportunities. Access to hiking, equestrian and mountain biking trails are directly accessible from the Tourist Core through the Van Sickle Bi-State Park which connects to the Lake Tahoe Rim Trail. Two publicly accessible golf courses are located adjacent to the Tourist Core. They are the privately owned Edgewood Golf Course and the City owned Bijou Golf Course. Access to winter sport activities is provided by Heavenly Resort which is accessible from Ski Run Boulevard or directly from Heavenly Village at Stateline via the gondola. During the summer months, Heavenly Ski Resort provides numerous summer recreation opportunities via the gondola.

Other informal recreation activities such as biking, jogging and walking are provided by an extensive multi-modal transportation network that includes shared use paths, pedestrian sidewalks and Class II bike lanes that provides access within the Tourist Core to many of the recreation facilities mentioned above. In addition, the recreation facilities are accessible via public transit which is provided by Blue Go.

Figure 3-8 depicts recreation facilities and recreation access opportunities within the Tourist Core and those within close proximity.

PUBLIC SERVICES AND FACILITIES

Within the Tourist Core Area Plan, the following utility services are provided:

Water: South Tahoe Public Utility District (STPUD) and Lakeside Park Association provide water service to the Tourist Core.

STPUD is a California Special District established in 1950. The 27,000-acre service area encompasses the south shore area of Lake Tahoe from Emerald Bay on the west, Christmas Valley in the south, to the California-Nevada state line on the east. The California portion of the Lake Tahoe Basin is allocated a total annual surface water and groundwater diversion of 23,000 acre-feet per year (AFY). Of this, the California State Water Resources Control Board (SWRCB) allocated a total maximum of 12,493 AFY for use within the STPUD service area. STPUD currently owns a total maximum allocation of 9,528 AFY, and the district projects that its available water supplies will remain at 9,528 AFY through 2030 (STPUD, 2007 & CSLT, 2011).

According to STPUD's 2005 Urban Water Management Plan, water demands within the service area will increase from an estimated 7,600 AFY in 2010 to approximately 8,400 AFY in 2030. This is a projected increase of only 800 AFY, or 10.5 percent, over the 20-year period and is still well within STPUD's existing 9,528 AFY (STPUD, 2007 & CSLT, 2011). Due to TRPA's strict growth controls as well as the low number of remaining vacant parcels within the STPUD service area (approximately 3,000); it is unlikely that the maximum water diversion allocation for the STPUD service area will be exceeded as a result of development within the Tourist Core.

Lakeside Park Association (LPA) was incorporated in 1938 to provide water and recreation facilities to the first subdivision at South Tahoe, which subdivision had been established in 1909. LPA, a non-profit corporation, owns and operates a Mutual Water District whose franchise area serves the neighborhood now located in the Tourist Core between US Highway 50 and Pine Boulevard and between Stateline Avenue and Park Avenue, as well as the neighborhood adjacent to the Tourist Core from Azure Avenue to the Lake and from Park Avenue to the state line. Lakeside Park Association service covers potable water as well as interior and neighborhood fire suppression.

LPA serves the entire area within the LPA Mutual Water District with the exception of 6 parcels and 6 fire hydrants which were or are served by STPUD. Current plans to develop the Chateau Project at the corner of US Highway 50 and Stateline Avenue encompass 2 parcels originally served by LPA and 4 parcels served by STPUD. All but 2 of the remaining parcel's water service will be the responsibility of LPA upon completion of the project.

The LPA obtained water rights from SWRCB to pump approximately 1 million gallons per day (mgd) of water from Lake Tahoe. LPA draws water from Lake Tahoe thru an intake line from a point 2300 feet from the shore line to a depth of 33 feet. The water is transferred from a pump station located at the North end of Lakeside Park Beach on the shoreline of Lake Tahoe to the treatment plant which includes a 220,000 gallon treatment/storage tank located on Pine Boulevard located within the Tourist Core. The water treatment system can supply up to 700 gpm with a 37,000 gallon reserve storage for consumption using a combination of surface and ground water. LPA can also supply ground water from a well (Well #3) that is located next to the storage tank. A 10 inch inter-tie exists with STPUD should either system require additional water supplies during an emergency.

Lakeside's current surface water pumping rate is approximately 200 gpm as a result of the reduced number of lodging and commercial customers from the Project 3 redevelopment. Lakeside also pumps groundwater from well #3 at a rate of approximately 350 gpm during the summer months and during peak usage hours (LPA, 2013). LPA's average daily flow is 124,300 gpd with a throughput capacity of 1 million gallons. All the flow rates calculated above are for potable quality water. In the event of a major fire the rate can be increased further. LPA Mutual Water District has the capacity to serve the future development in its franchise area by a factor of 8 (LPA 2013). Since only a small portion of the Lakeside community is located within the Tourist Core, and it is primarily built out, and adequate capacity exists, it is unlikely that the maximum water diversion allocation for the LPA service area will be exceeded as a result of development within the Tourist Core.

Wastewater: South Tahoe Public Utility District provides wastewater treatment service to those areas of the Tahoe Basin in El Dorado County, including the entire City of South Lake Tahoe.

STPUD's wastewater collection/treatment/recycling processes are a 7.7 mgd advanced secondary operation serving approximately 17,000 customers (STPUD, 2007). STPUD operates 22 pump stations in its service area including 2 located within the Area Plan: Ski Run and Bijou. STPUD's wastewater treatment plant has a 7.7 mgd capacity and treats about 1.8 billion gallons of wastewater annually with an average flow of 4.0 mgd (STPUD, 2013).

Because the STPUD wastewater treatment plan currently exhibits excess capacity of approximately 3.7 mgd on average dry days and 1.7 mgd on peak dry days, the limited amount of anticipated development or the redevelopment of existing commercial or residential uses in the Tourist Core is not expected to require additional treatment capacity at the wastewater treatment plant.

Solid Waste: South Tahoe Refuse (STR) provides solid waste removal service in the Tourist Core. STR has a franchise agreement with the City of South Lake Tahoe for the collection and transportation of solid waste to processing and/or disposal facilities. Solid waste is delivered to the Lockwood Regional Landfill in Storey County, Nevada. The Lockwood Regional Landfill has a remaining capacity of 32 million cubic yards (approximately 22 million tons) with plans to expand the total capacity from 64.8 million cubic yard to 302 million cubic yards (approximately 204 million tons) (TRPA, 2012). The growth permitted by the adopted TRPA Regional Plan is anticipated to increase solid waste by 111,600 tons per year basin wide and only a fraction of that total would be generated in the Tourist Core. Given the substantial existing capacity of 22 million tons, and the planned expansion of the landfill, the Tourist Core will be adequately served in the future.

Electricity Services: Liberty Utilities provides electrical service to the Tourist Core. Liberty Utilities has one major transmission line rebuild on the north shore in the planning phases and a variety of smaller projects underway to ensure system wide reliability for its planning horizon. Liberty Utilities claim to have enough excess capacity to accommodate any future development anticipated in the adopted TRPA Regional Plan (TRPA, 2012).

Gas Services: Southwest Gas provides natural gas service to Tourist Core. Southwest Gas has experienced around 1 percent growth per year in the Lake Tahoe Area. Although it has a number of projects underway to replace old polyvinyl chloride (PVC) main lines, it has no plans for substantial expansion of the existing system, which it believes can accommodate growth anticipated in the adopted TRPA Regional Plan (TRPA, 2012).

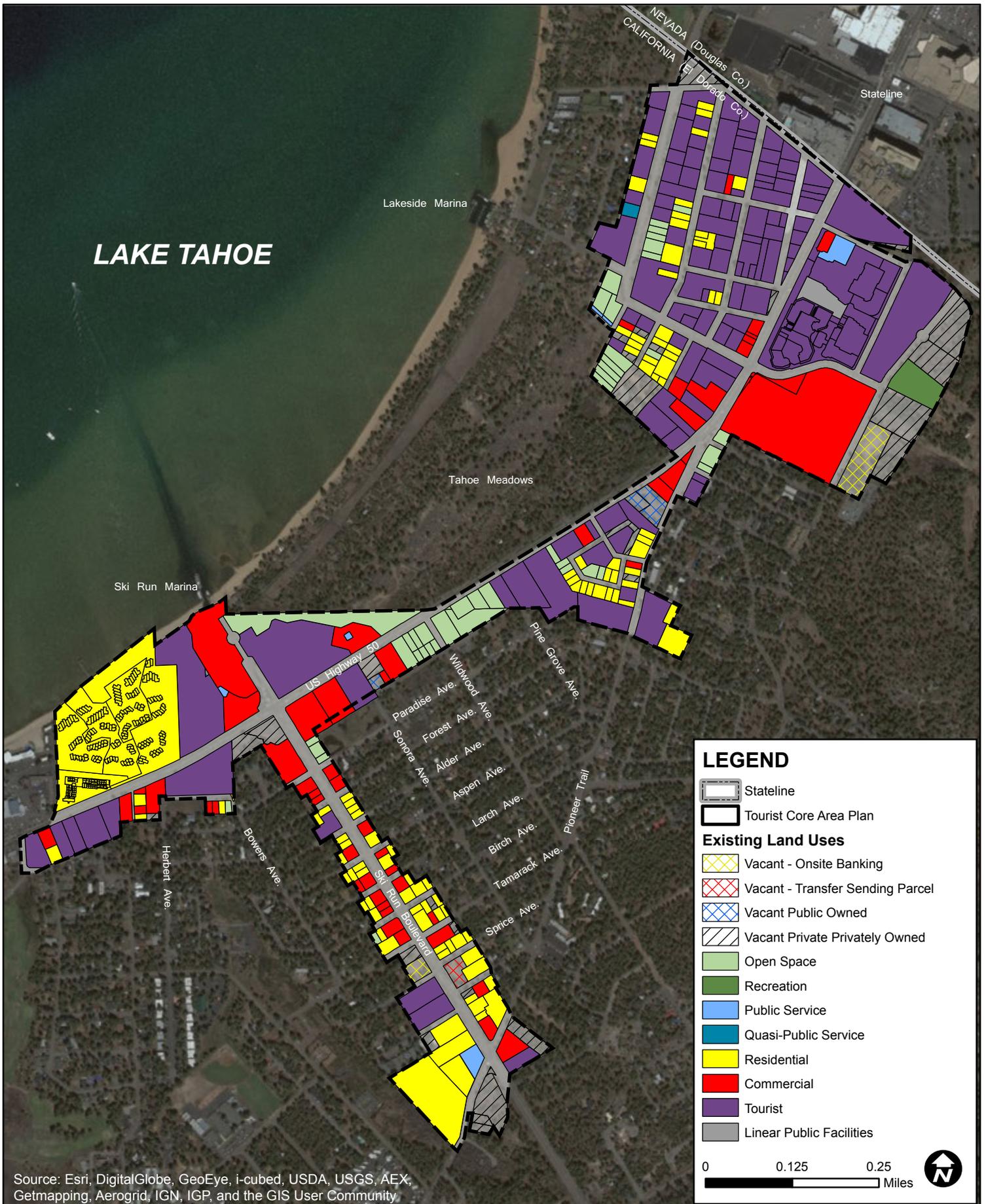
Telephone and Cable Services: AT&T and Charter Communications provide telephone and cable services to the Tourist Core.

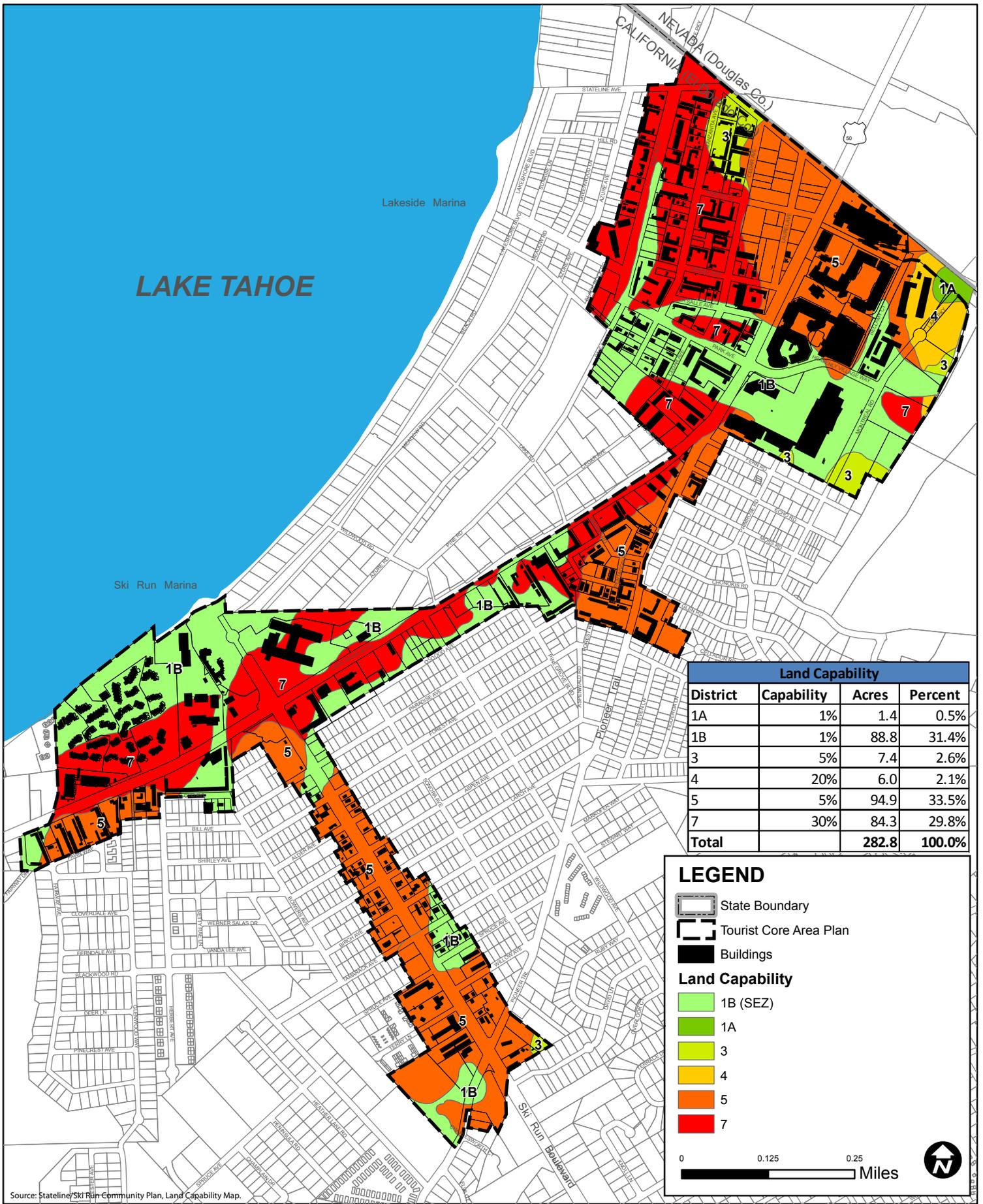
City of South Lake Tahoe Facilities: Fire Station #1 is located at 1252 Ski Run Boulevard. This facility is owned by the City and is one of four that serve South Lake Tahoe. This station services the Ski Run and Stateline area with response time between three and five minutes. The Fire Department provides local ambulance service, and has mutual aid agreements with other fire and emergency response agencies in the Tahoe Region.

The City General Plan does not identify any new locations for new fire protection facilities within the Tourist Core. However, the General Plan does identify requirements for future development to ensure adequate fire protection services, which could result in new or expanded facilities. It is expected that new development in the Tourist Core will increase demand for fire protection;

however, implementation of fire protection provisions of the General Plan would ensure that existing fire protection service impacts area addressed.

Figure 3-9 depicts the locations of public and quasi-public service facilities with the Tourist Core.

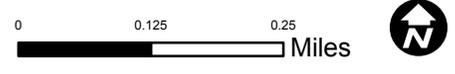




Land Capability			
District	Capability	Acres	Percent
1A	1%	1.4	0.5%
1B	1%	88.8	31.4%
3	5%	7.4	2.6%
4	20%	6.0	2.1%
5	5%	94.9	33.5%
7	30%	84.3	29.8%
Total		282.8	100.0%

LEGEND

- State Boundary
- Tourist Core Area Plan
- Buildings
- Land Capability**
- 1B (SEZ)
- 1A
- 3
- 4
- 5
- 7

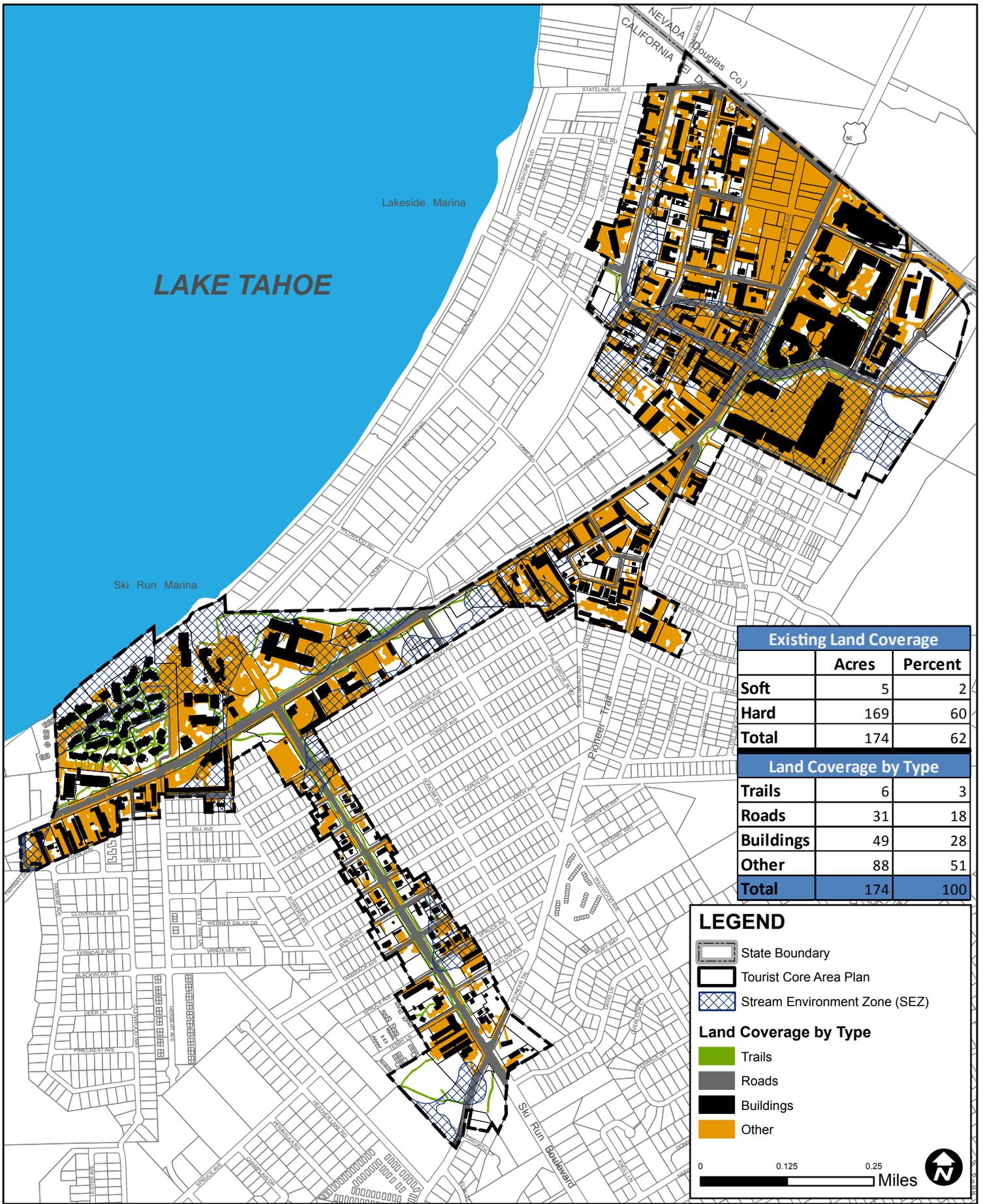


Source: Stateline/Ski Run Community Plan, Land Capability Map.



City of South Lake Tahoe, CA
Tourist Core Area Plan

Figure 3-2
Mapped Land Capability
 October 15, 2013



Existing Land Coverage		
	Acres	Percent
Soft	5	2
Hard	169	60
Total	174	62

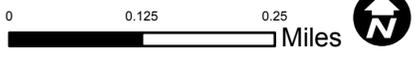
Land Coverage by Type		
Trails	6	3
Roads	31	18
Buildings	49	28
Other	88	51
Total	174	100

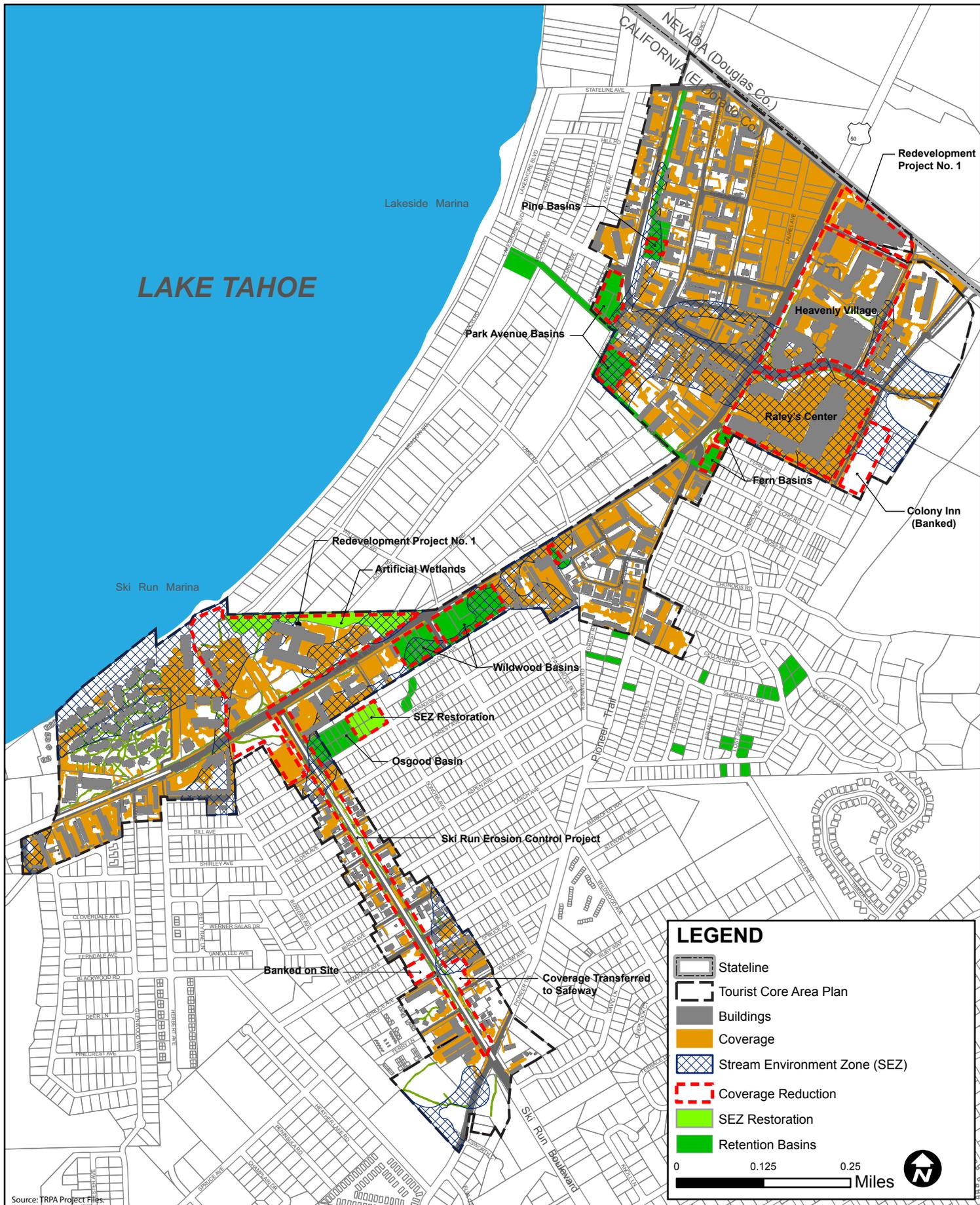
LEGEND

- State Boundary
- Tourist Core Area Plan
- Stream Environment Zone (SEZ)

Land Coverage by Type

- Trails
- Roads
- Buildings
- Other





LEGEND

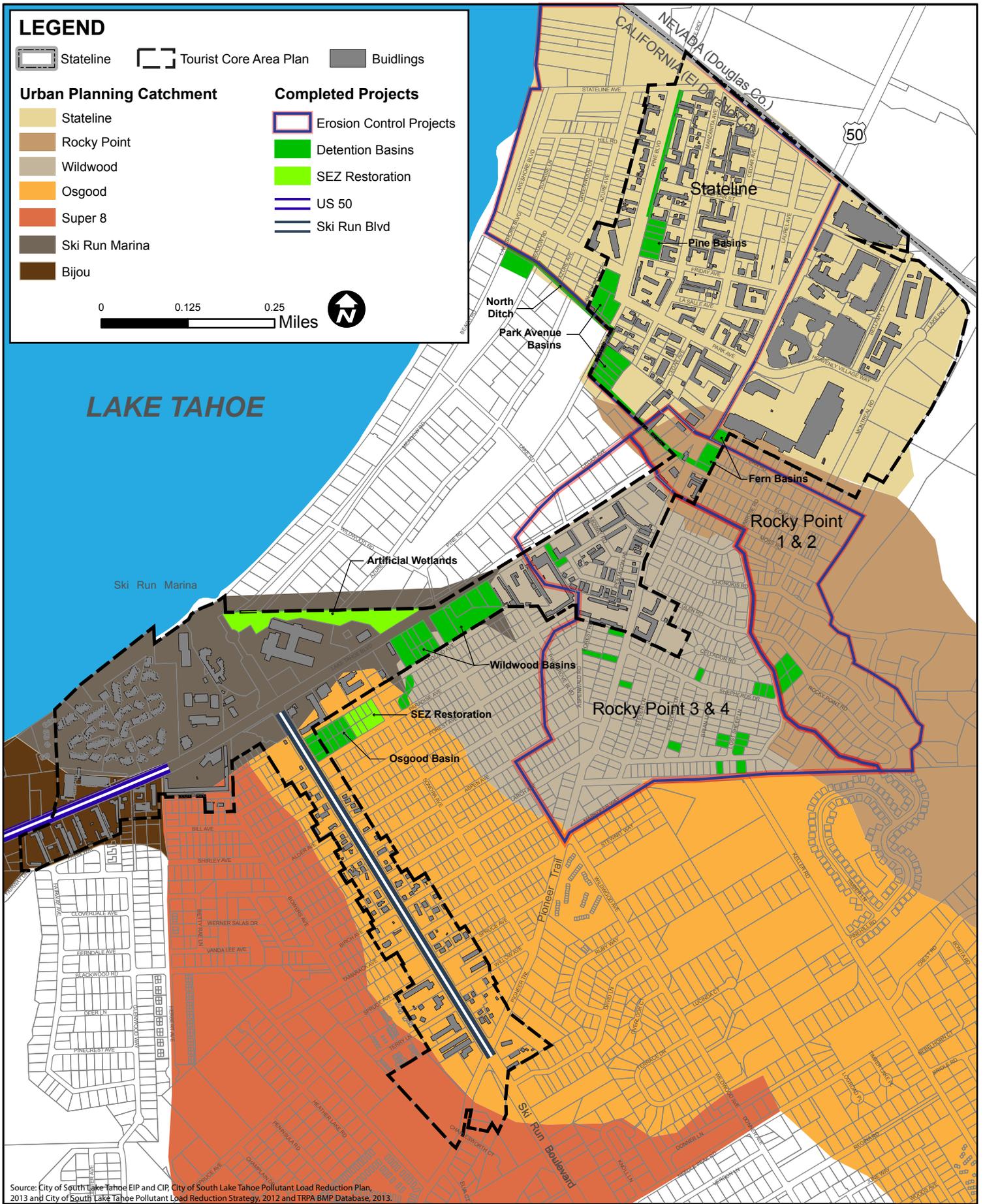
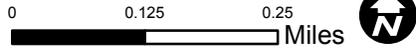
- Stataline
- Tourist Core Area Plan
- Buildings

Urban Planning Catchment

- Stataline
- Rocky Point
- Wildwood
- Osgood
- Super 8
- Ski Run Marina
- Bijou

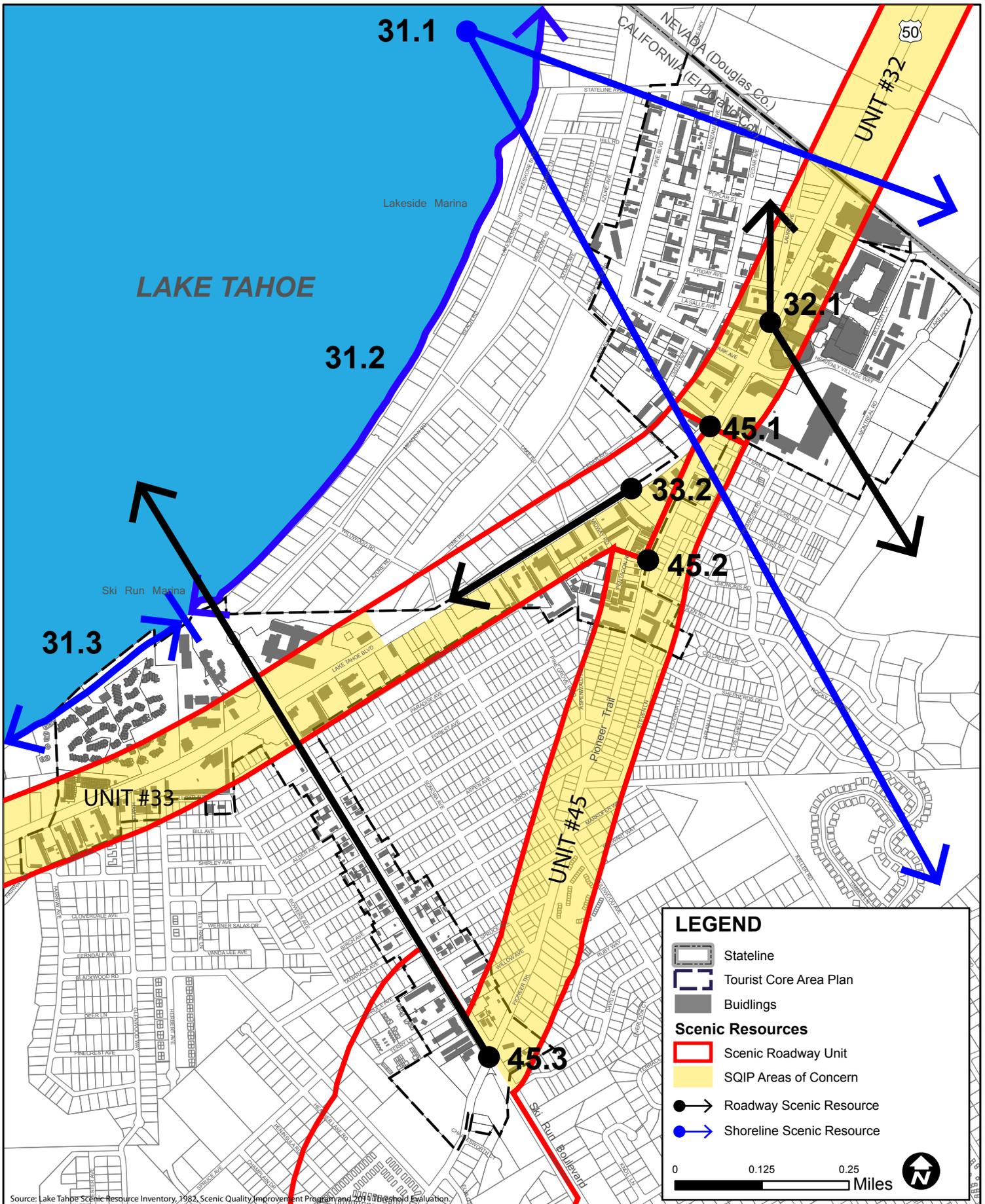
Completed Projects

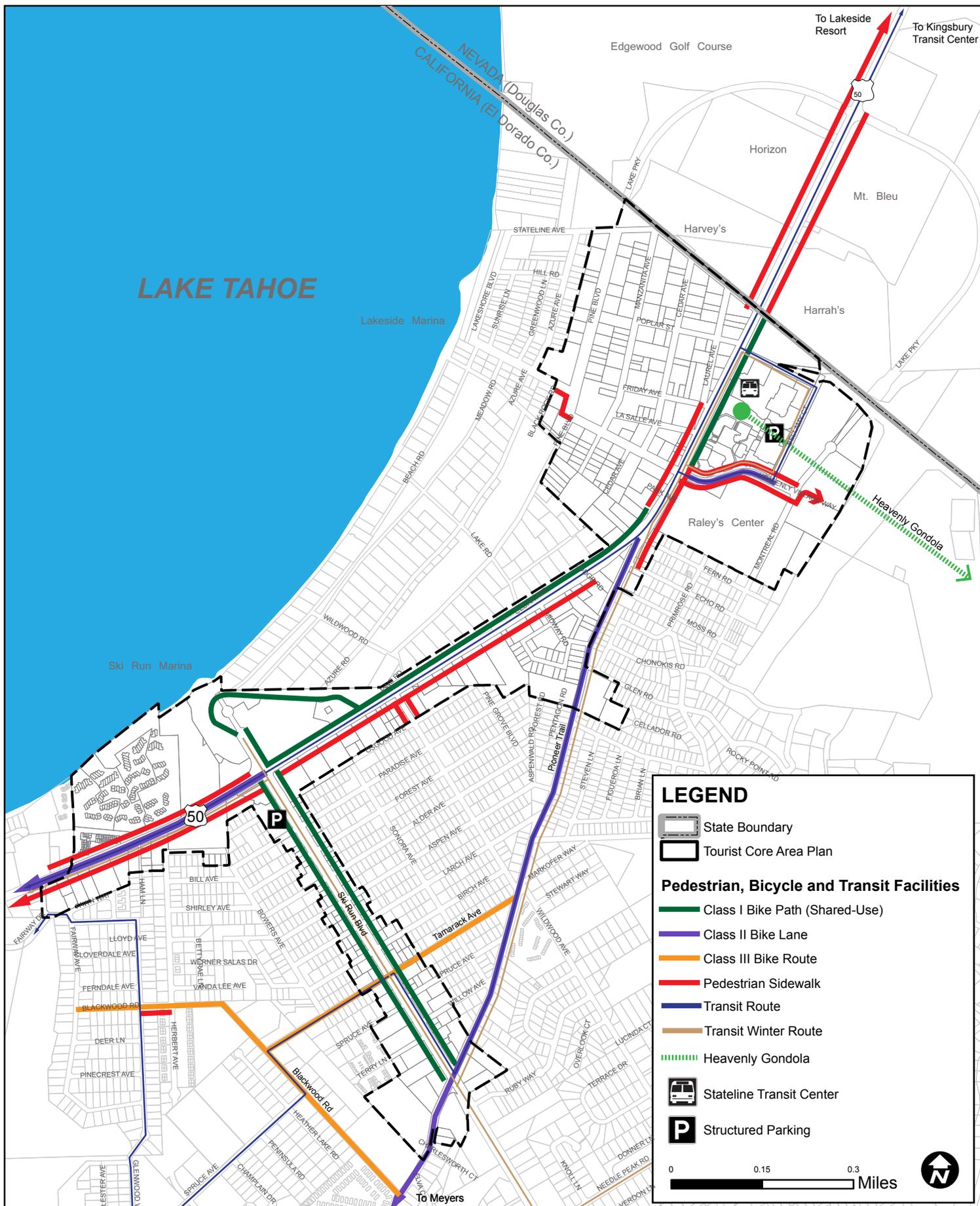
- Erosion Control Projects
- Detention Basins
- SEZ Restoration
- US 50
- Ski Run Blvd



Source: City of South Lake Tahoe EIP and CIP, City of South Lake Tahoe Pollutant Load Reduction Plan, 2013 and City of South Lake Tahoe Pollutant Load Reduction Strategy, 2012 and TRPA BMP Database, 2013.









Section 4

VISION AND GUIDING PRINCIPLES

By virtue of its location in proximity to Lake Tahoe with access to excellent skiing facilities, beach recreation and gaming in Nevada, the Stateline/Ski Run area is one of the most popular destinations within the Lake Tahoe Region. The Tourist Core Area Plan reflects the City of South Lake Tahoe and the community's effort to rekindle the economic vitality of the Stateline/Ski Run area. A fundamental cornerstone of this Area Plan is the conviction that Stateline/Ski Run area should be a regional tourist destination and recreation center. To accomplish this vision, guiding principles, goals and policies encourage diversification of tourist, recreation and commercial attractions to create the high quality development expected in a destination resort community.

4.1 VISION STATEMENT

The area is envisioned as a central destination that provides full services for tourists and permanent residents and offers unique experiences related to the many outdoor recreation possibilities that surround the core area. The revitalization of the South Shore will catalyze the transformation from a failing and vestigial gaming economy into a sustainable outdoor tourism recreational destination by incorporating active streetscapes, shopping, entertainment and outdoor dining opportunities. In addition, transit and alternative travel will provide an essential part of the envisioned destination resort experience resulting in significant environmental gain and improved scenic quality.

4.2 GUIDING PRINCIPLES

Guiding principles for this Area Plan are derived from the South Shore Vision Plan and the existing adopted Stateline/Ski Run Community Plan. The following principles of the Area Plan create the foundation for a more a sustainable, economically prosperous, communal and environmental future:

- Include transit and alternative travel modes as an essential part of the destination resort experience.
- Implement transportation improvements that provide for both vehicular and pedestrian circulation.
- Create complete streets that allow for multiple uses including automobiles, bikes, and pedestrians.
- Implement environmental improvements to upgrade the natural and built environment.
- Establish a diversity and concentration of mixed-uses that create a strong, lively market.
- Establish gateway mixed-use resort nodes with a strengthened recreational presence.

- Establish the areas between the resort nodes on Highway 50 as open space areas (remove old buildings and restore stream zones and open space).
- Establish a low speed Main Street in the center.
- Surround the resort center with visual open space.
- Establish a physical environment that creates a distinct sense of place.
- Establish an animated street for retail, dining, entertainment and events.
- Accomplish urban place making through the creation of interesting public gathering places.
- Locate recreation uses in close proximity to the bed base and include a diverse array of outdoor activities.
- Create high quality accommodations to replace the obsolete properties.
- Originate critical access to Lake Tahoe from the resort center and visually and physically make the lake central to the resort experience.
- Develop new programs and facilities as catalysts to improve market attraction and improve area attractions (conference, indoor and outdoor theater, visitor center, museum).

These principles are incorporated into the land use districts, development and design standards and other sections of this Area Plan.

4.3 GOALS

In addition to the principles established above, the goals of the Tourist Core Area Plan are:

- Reduce dependency on the automobile and improve the movement of people, goods, and services within the Tourist Core and Region consistent with the economic and environmental goals of the Area Plan.
- Maintain a balance between economic health and environment by correcting past deficiencies in land use and being responsive to the needs and opportunities of the Tourist Core.
- Preserve, enhance and create additional high quality recreational opportunities and experiences within the Tourist Core.
- Ensure that the design elements of new, remodeled and rehabilitated development are compatible with the scenic, recreation, and community values of the Tourist Core Area Plan and that physical development is consistent with the environmental and ecology of the Tahoe Region.
- Public services and facilities should be upgraded to support existing and new development.

Section 5

LAND USE AND COMMUNITY DESIGN

This section sets forth goals and policies for both land use and community design for the Tourist Core Area Plan.

5.1 GOALS AND POLICIES

This subsection outlines land use goals and policies for the Tourist Core Area Plan. These goals and policies implement the vision and guiding principles discussed earlier.

Goal LU-1 Land Use

Continue to shape the Tourist Core into a pedestrian-oriented destination center for tourist and permanent residents that provide high quality services, accommodations, and recreational experiences.

- **Policy LU-1.1**
Reinforce the Tourist Core as the primary visitor and tourist district in South Lake Tahoe.
- **Policy LU-1.2**
Promote the revitalization of the Tourist Core by encouraging a mixed land use pattern that combines tourist accommodation, residential, commercial, public facilities, and public spaces to serve visitors- and locals alike.
- **Policy LU- 1.3**
Create distinctive, connected, and walkable districts that have a strong sense of identity.
- **Policy LU-1.4**
Animate streets by allowing uses such as retail, entertainment, special events, outdoor dining and seating, oriented towards the sidewalk.
- **Policy LU-1.5**
Continue to promote a vibrant pedestrian oriented center that includes retail, entertainment, tourist accommodation and residential uses, and community activity centers such as a public plaza that serves the needs of visitors and residents.
- **Policy LU-1.6**
Continue to develop Ski Run Boulevard as a multi-modal mixed-use corridor with a streetscape that provides identity to the street and allows for a rich mix of uses including but not limited to services, public facilities, recreation, entertainment, retail, restaurants, tourist accommodation, residential and office spaces.

- **Policy LU-1.7**
Create a connection to the casino core in Nevada with a seamless pedestrian street environment on both sides of the Hwy 50 and across the state line.

- **Policy LU-1.8**
Designate areas within the tourist center and mixed-use corridor districts as a Special Events Area allowing for temporary events and activities to increase pedestrian and economic activity in these areas. All other temporary events and uses proposed outside these areas shall require a temporary use permit.

- **Policy LU-1.9**
Encourage the operation of Farmers' and Outdoor Markets in the Tourist Center and Mixed-Use Corridor districts.

- **Policy LU-1.10**
Allow for the diversification of land uses within the Tourist Core to promote mixed uses and increase commercial, recreation and tourist business opportunities to strengthen the south shore's economic base.

- **Policy LU-1.11**
All proposed new uses located within the Heavenly Village District requires prior approval by the Park Avenue Development Management Association (PADMA) Board of Directors.

Goal LU-2 Community Design

Ensure that the design of new, remodeled, and rehabilitated development improves the community character of the Tourist Core through appropriate site and building design standards that promotes a high quality physical environment that establishes a distinct sense of place.

- **Policy LU-2.1**
Create an intriguing built environment by promoting the use of architectural themes in new development and redevelopment that complement the surrounding natural beauty. Encourage the use of pitched roofs, natural colors, and natural materials or natural appearing materials such as rock and wood.

- **Policy LU-2.2**
Maximize views of the Lake and surrounding mountain ridgelines from U.S. 50 and public gathering places through appropriate site and building design.

- **Policy LU-2.3**
Establish pedestrian-scaled and strategically-placed lighting along sidewalks and multi-use paths that promotes pedestrian safety and comfort and enhances architectural and site design concepts. Prevent unnecessary and intrusive lighting that detracts from the night time dark skies.

- **Policy LU-2.4**
Locate parking so that it is not a dominant visual feature of the pedestrian environment by locating parking to the side or rear of buildings. Encourage underground parking and shared parking where appropriate.

- **Policy LU-2.5**
All projects within the Tourist Core that propose to change an exterior façade or site design shall require City Design Review.

- **Policy LU-2.6**

The maximum density for parcels developed as part of the South Tahoe Redevelopment Demonstration Project No. 1 shall be subject to TRPA Code Section 31.4.3.

Goal LU-3 Housing

Provide for adequate housing in close proximity to the Casino Core, Heavenly Village and the Crescent V Shopping Center.

- **Policy LU-3.1**

Promote multi-family and condominium units to be constructed as part of a mixed-use development.

- **Policy LU-3.2**

Promote home ownership by allowing for condominium units in TSC-NMX district.

Goal LU-4 Coordination

Coordinate with local, State and federal agencies and private entities to develop Area Plans and codes that conform to the TRPA Regional Plan.

- **Policy LU-4.1**

Coordinate with Douglas County on the South Shore Area Plan and ensure compatible land use strategies and street design standards within the Tourist Core Area Plan.

- **Policy LU-4.2**

Coordinate with El Dorado County and Heavenly Resort as appropriate to ensure any Area Plan anticipated for the California Base Resort Recreation District is compatible and integrated with the goals, policies and implementation strategies of the City's General Plan and the Tourist Core Area Plan.

Goal LU-5 Sustainability

Create a sustainable and energy-efficient built environment

- **Policy LU-5.1**

Incorporate green building components into the design, construction, and operation of new construction and major renovations.

Goal LU-6 Transfer of Development

To focus development in centers in order to maximize incentives and create transit-, bicycle-, and pedestrian-oriented places that serve the needs of both residents and visitors.

- **LU-6.1**

Encourage and allow for the revitalization and consolidation of development within centers by allowing for the transfer of residential units of use and tourist accommodation units that have been converted to commercial floor area pursuant to TRPA Code Section 50.10.

Goal LU-7 Noise

To reduce exposure of harmful and annoying effects of excessive noise and groundbourne noise levels within the Tourist Core.

- **Policy LU-7.1**

The City shall require the mitigation of new transportation noise sources to the levels

shown in Table HS-2 of the City General Plan at all outdoor activity areas and interior spaces of existing noise-sensitive land uses.

▪ **Policy LU-7.2**

The City shall require an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas exposed to existing or anticipated exterior noise levels exceeding the levels shown in Table HS-1 and HS-2 of the City General Plan, so noise mitigation may be included in the project design. All acoustical analysis shall:

- Be the financial responsibility of the applicant;
- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics;
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources; and
- Estimate existing and projected cumulative (20 year) noise levels in terms of Ldn or CNEL and/or the standards shown in Table HS-1, and compare those levels to the policies in this section;
- Recommend appropriate mitigation to achieve compliance with the adopted policies and standards in this section, giving preference to proper site planning and design over mitigation measures which require the construction of noise barriers or structural modifications to buildings which contain noise-sensitive land uses;
- Estimate noise exposure after the prescribed mitigation measure(s) has been implemented; and
- Describe a post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measures.

▪ **Policy LU-7.3**

The City shall require an analysis of potential vibration impact be conducted for all construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers that occur within 200 feet of existing structures. The analysis will address the potential for adverse vibration levels based on the criteria contained in Table 4.6-12 of the City General Plan Draft EIR. The City will ensure that construction operations are designed to avoid or mitigate for vibrations above 0.02 inches/second (0.5 mm/second).

▪ **Policy LU-7.4**

The City shall incorporate measures to ensure noise/land use compatibility on a project-specific basis. Such measures may include, but are not limited to, the following:

- Construction of barriers, berms, and/or acoustical shielding;
- Establishment of setback requirements for new development in specific areas exposed to roadway noise;
- Noise-reducing acoustical treatment of existing and proposed buildings; and
- Use of building layout and project features for noise-screening purposes.

5.2 LAND USE AND ZONING

This section describes planned land use zoning districts for the Tourist Core Area Plan.

Pursuant to TRPA's Regional Plan, Chapter 13 of the TRPA Code of Ordinances, the City of South Lake Tahoe is partnering with TRPA to prepare an Area Plan that conforms to the TRPA Regional Plan Conceptual Land Use Map and the City of South Lake Tahoe General Plan Land Use Diagram. The Tourist Core Area Plan will serve as the regulating plan with specific zoning districts and specific regulations that establish permitted and conditional land uses, and development standards that establish regulations for maximum density, building setbacks, and building height.

TOURIST CORE AREA PLAN

The zoning districts for the Tourist Core Area Plan are Tourist Center Core (TSC-C), Tourist Center Mixed-Use (TSC-MU), Tourist Center Mixed-Use Corridor (TSC-MUC), Tourist Center Gateway (TSC-G) and Tourist Center Neighborhood Mixed-Use (TSC-NMX). The location and boundaries of the zoning districts are depicted in Figure 5-1.

Tourist Center Core (TSC-C)

This district is the activity center of the Tourist Core Area Plan and intended to become a commercial, tourist and recreation destination with public gathering places, animated streets and intensive retail activity meeting the needs of both tourists and residents of the south shore. This district allows for horizontal and vertical mixed use projects with a focus on street-level active storefronts encouraging pedestrian activity. The sub-district contains complete streets that support multi-modal transportation options. Permissible uses include tourist accommodation, retail commercial, entertainment, restaurants, recreation and mixed-use residential development.

Tourist Center Mixed-Use (TSC-MU)

This district is intended to primarily provide for tourist accommodation uses, with supporting retail commercial uses to meet the regional demand for quality accommodation in the Stateline area in a manner compatible with a pedestrian environment.

Tourist Center Mixed-Use Corridor (TSC-MUC)

This district is intended to support Ski Run Boulevard as a multi-modal, mixed-used corridor with a wide array of uses that encourage pedestrian activity. Permissible uses include a rich mixture of employment services, professional offices, commercial, public service, recreation, tourist accommodation and residential organized around an aesthetically-pleasing pedestrian environment.

Tourist Center Gateway (TSC-G)

This district is intended to create an attractive mixed-use commercial and tourist accommodation corridor that provides a welcoming gateway to the South Shore area. The physical form varies to reflect the mixed-use character of the gateway corridor and to transition to the more intensive Tourist Center Core District. Permissible uses include tourist accommodation, residential, commercial, restaurants, and recreation.

Tourist Center Neighborhood Mixed Use (TSC-NMX)

This district is intended to allow a variety of residential and non-residential uses to encourage a greater mix and intensity of uses in a pedestrian scaled environment that is appropriate to its neighborhood context and adjacent residential uses. Permissible uses include commercial, public service, professional offices, as well as residential and tourist development.

Recreation (REC)

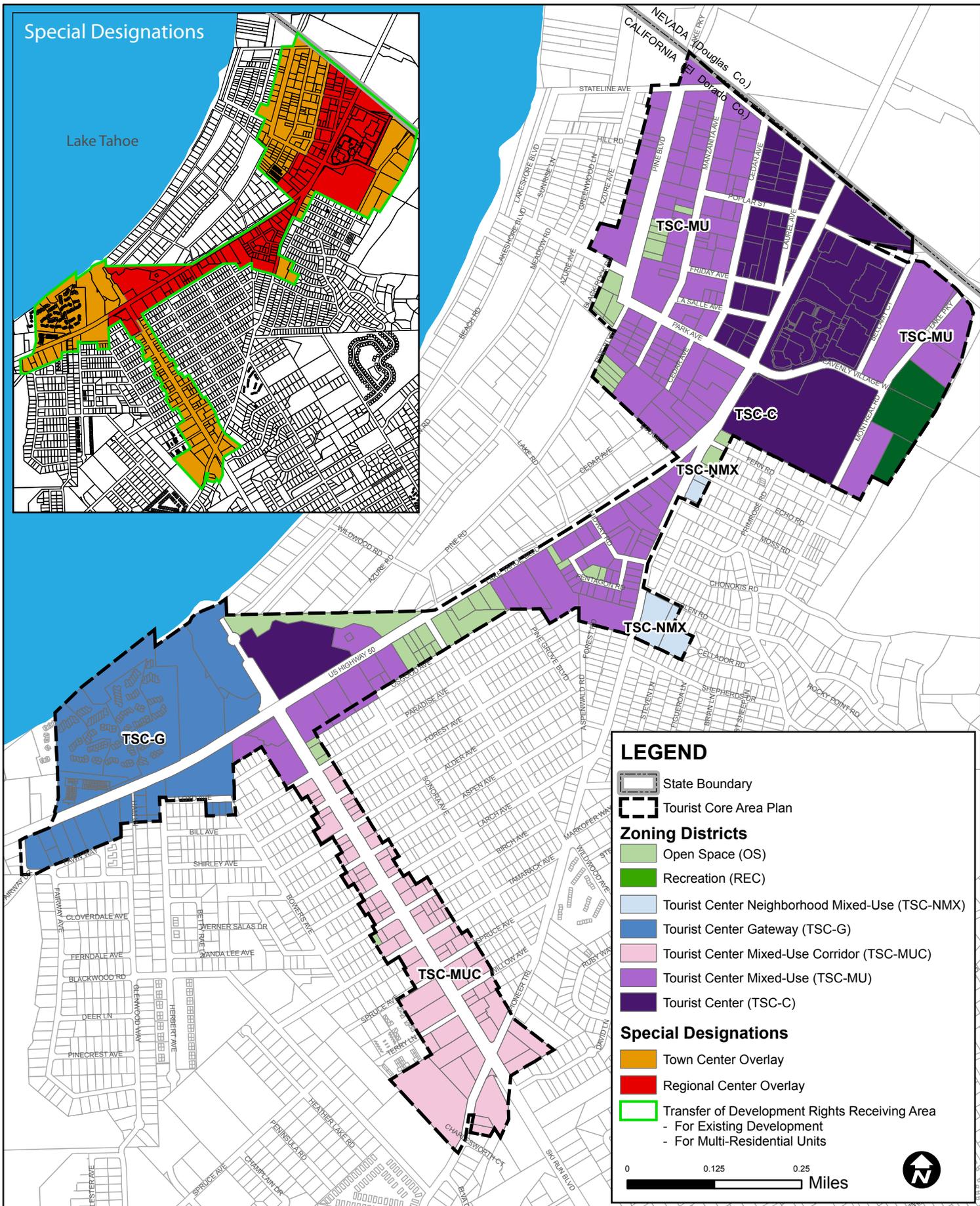
This district is intended to allow a variety of recreation uses such as dispersed recreation and parks . Permissible uses include day use areas and group facilities.

Open Space (OS)

This district is intended to preserve land in its present use that would: 1) conserve and enhance natural or scenic resources; 2) protect streams environment zones, sensitive lands, water quality or water supply; 3) promote soil and habitat conservation; 4) enhance recreation opportunities; and/or 5) preserve visual quality along highways, roads, and street corridors or scenic vistas. The land is predominantly open, undeveloped, or in a lightly developed and is suitable for any of the following: natural areas, wildlife and native plant habitat; erosion control facilities, stream environment zones, stream corridors; passive parks; and/or trails for non-motorized activities.

PERMISSIBLE USES, DEVELOPMENT AND DESIGN STANDARDS

The permissible use list, development standards and design standards for all zoning districts in the Tourist Core Area Plan are found in Appendix C of this Plan.



Section 6 TRAFFIC AND CIRCULATION

This section sets forth goals and policies for transportation and recommends strategies to enhance mobility patterns by enabling users to satisfy their travel needs while supporting the area's environmental, social, and recreational goals.

6.1 GOALS AND POLICIES

This subsection outlines transportation and circulation goals and policies for the Tourist Core Area Plan that implements the vision and guiding principles discussed earlier in Section 4.

Goal T-1

Provide for safe and efficient vehicular circulation for the Tourist Core Area Plan.

- **Policy T-1.1**
Encourage the modification of US Highway 50 to a low speed pedestrian main street through the TSC-C District.
- **Policy T-1.2**
Strive to maintain a level of service (LOS) D or better on all arterials, collectors and at signalized intersections. This LOS standard may be exceeded during peak periods, not to exceed 4 hours per day when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users.
- **Policy T-1.3**
Install an integrated way-finding and directional signage program throughout the Tourist Core Area Plan directing visitors to recreation, commercial, tourist, transit and parking facilities.
- **Policy T-1.4**
Reduce the number of ingress/egress points along US 50 by combining and realigning driveways to improve traffic flow and eliminate pedestrian conflict.
- **Policy T-1.5**
The City shall participate with the TMPO, TTD, FHWA, NDOT, Caltrans, Douglas County, the State Parks of California and Nevada in the planning and implementation of the South Shore Community Revitalization Project.

Goal T-2

To create a functional, safe, convenient, and integrated pedestrian and bikeway system which

provides access to recreation, retail and entertainment opportunities as an alternative to vehicle trips.

- **Policy T-2.1**
Establish Stateline Avenue and Park Avenue as a pedestrian/bike street connection to Lakeside Marina and access to Lake Tahoe
- **Policy T-2.2**
Provide adequate pedestrian and bicycle facilities such as continuous sidewalks, bike paths and bike lanes throughout the plan area that connect commercial, entertainment and recreation areas of the plan.
- **Policy T-2.3**
Install bicycle racks or lockers at public parks, gathering areas, and the transit center, and require them in all new private construction developments or remodels that require major or minor design review.
- **Policy T-2.4**
Bicycle and pedestrian improvement projects identified in The City General Plan, TRPA Regional Plan, Area Plans and/or TRPA Bike and Pedestrian Master Plan, which are adjacent to or within private development areas, shall be implemented as conditions of approval.
- **Policy T-2.5**
Where applicable sidewalks shall be required for all new and expanded uses as conditions of project approval.
- **Policy T-2.6**
Install an integrated way-finding and directional signage program for pedestrians to encourage walking and biking to recreation, commercial and tourist facilities.
- **Policy T-2.**
Where feasible the City shall strive to maintain sidewalks and bicycle facilities for year-round use.

Goal T-4

To promote the use and expansion of multi-modal transportation options including transit for visitors and residents.

- **Policy T-4.1**
Collaborate with the Tahoe Transportation District and other transportation entities and service providers to ensure adequate transit service and facilities in the Tourist Core Area Plan. Ensure that the Tourist Core Area Plan is served by frequent bus service along US 50 and along routes that provide access to the lake and other recreation opportunities. Ensure that adequate bus shelters and bus pullout are installed throughout the Tourist Core Area Plan.
- **Policy T-4.2**
Encourage the use of water borne transit along the south shore from Camp Richardson Resort to Zephyr Cove Resort and provide stops at Ski Run and Lakeside Marinas.

Goal T-5

To develop complete streets in the South Shore Area that allow for multiple uses including automobiles, bikes and pedestrian.

- **Policy T-5.1**
Develop and adopt complete street roadway design standards for US 50 and the following collector streets: Park Avenue, Heavenly Village Way, Stateline Avenue, and Pioneer Trail and Ski Run Boulevard.

Goal T-6

To provide adequate parking facilities that are integrated with and support a walkable, vibrant Tourist Core.

- **Policy T-6.1**
Encourage underground parking where feasible, shared parking, reduce parking, or on-street parking to promote a pedestrian friendly main street in the Tourist Core.
- **Policy T-6.2**
Allow projects in pedestrian areas, areas with concentration of overnight accommodations, and in areas served by transit to reduce the parking requirement of the Citywide Parking Ordinances and waive the onsite parking requirement if a parking study and a plan is completed and approved.

6.1 PROPOSED IMPROVEMENTS

This subsection outlines transportation and circulation improvements that implement the vision, guiding principles and the goals and policies of the Tourist Core Area Plan listed above.

A variety of improvements to the area’s transportation and mobility system intended to encourage safety, connectivity, and access to the area’s recreational opportunities are proposed by various agencies and are in various phases of design, permitting or environmental review.

The South Tahoe Greenway and the Nevada Stateline-to-Stateline Bikeway are examples of projects that would enhance the area’s recreational opportunities by establishing an alternative mode of transportation for visitors and locals interested in connecting to the region’s recreation attractions, community centers, transportation facilities, and residential neighborhoods.

CITY OF SOUTH LAKE TAHOE

The following Capital Improvement Projects will be constructed or are planned within the Tourist Core Area Plan or its vicinity:

- Pioneer Trail Pedestrian Upgrades: The Pioneer Trail Pedestrian Upgrade project includes five-foot wide paved sidewalks and streetlights on both sides of Pioneer Trail from U.S. Highway 50 to Larch Avenue. The sidewalks will meet American Disability Act (ADA) design standards. In addition, transit bus shelter pads will be constructed at bus transit stops in the Pioneer Trail project area. The Tahoe Transportation District (TTD) will follow up with arranging the construction of the bus shelters on the concrete pads in the near future. The improvements are expected to provide safe pedestrian access from adjacent residential neighborhoods to the Tourist Core, a major commercial and

employment center, and encourage workers and visitors in the area to walk to their destinations. Work is scheduled to begin in mid-July and be completed by October 15, 2013.

- Linear Park Improvements: This project includes upgrading landscaping, lighting, irrigation, and the shared use pedestrian-bicycle pathway pavement section. The proposed streetlight work includes the removal of existing bollard lights and replacing them with the City's current streetlight standard (Ski Run Blvd streetscape style lighting). The existing pedestrian-bicycle path pavement has large transverse cracks that will be pulverized to provide a better structural sub-section and repaved with crack resistant polymer modified pavement. The improvements are expected to enhance the pedestrian and bicycling experience between the major tourist and commercial uses at Stateline to the recreation opportunities and lake access at Ski Run Boulevard. In addition, the project is expected to improve the visual quality of the scenic corridor. This project has been approved by TRPA and work is scheduled to begin in early May and be completed by mid-July 2013.
- El Dorado Beach to Ski Run Bike Trail: The El Dorado Beach to Ski Run Bike Trail project includes construction of an approximately 1-mile long Class 1 bike path (paved bike path in dedicated right-of-way separated from roadway right-of-way) on the north side of U.S. Highway 50 between El Dorado Beach and Ski Run Boulevard.
- Fixin' Highway 50 Initiative: The Fixin' Highway 50 Initiative was adopted by the City Council in May, 2011 with the adoption of the City's first-ever Business Plan. The goal of the Initiative is to leverage resources to construct improvements adjacent to Highway 50 at the same time as Caltrans is improving Highway 50 during the next two to three years.

CALIFORNIA TAHOE CONSERVANCY

- South Tahoe Greenway: The proposed South Tahoe Greenway Shared Use Trail will create the backbone of the bicycle and pedestrian network in South Lake Tahoe and will take a major step forward in furthering sustainability goals of the south shore communities. The Greenway will connect residents and visitors to community and recreation destinations from Stateline to Meyers, providing a high quality alternative to private automobile use. The highest priority 1.8-mile segment will link urban neighborhoods in the core of South Lake Tahoe to shopping, social services, schools, and recreation destinations. Continuing the trail system northward to the state line provides important connections to the largest concentration of visitor services in the region, including shopping, lodging and transit. Completion of this link also connects the recreation resources at Van Sickle Bi-State Park to the network. A southern trail extension to Meyers, not part of the current project, would complete the transportation link. Future actions will identify the best alignment for this extension. Because the share use trail terminates within the Tourist Core it's imperative that the Area Plan leverages this resource by supporting connectivity from within the plan area to those trails.

TAHOE TRANSPORTATION DISTRICT

- South Shore Community Revitalization Project: The most significant change would be the implementation of the US 50/South Shore Community Revitalization Project. This project would promote increased safety, efficient traffic flow, and environmental and visual improvements. The proposed plan would convert the US Highway 50 existing route through the commercial/resort core into a main street with pedestrian amenities. The project is currently under environmental review and four alternatives are being analyzed.

- Nevada State-to-Stateline Biketrail: Although not located within the Area Plan this important linkage connects the Tourist Core to the proposed region-wide bike trail network and recreation opportunities. The entire 30+-mile Nevada Stateline-to-Stateline Bikeway will extend from the Nevada Stateline in Crystal Bay to the Nevada Stateline in South Lake Tahoe. The project also includes two demonstration projects that are approximately 3 miles in length—the north demonstration project extends from Incline Village to Sand Harbor and the south demonstration project extends from Lake Parkway to Round Hill Pines. Partnering with Douglas County and the US Forest Service Lake Tahoe Basin Management Unit, TTD managed construction of the one-mile Rabe Meadow Bike Path, the first phase of the 3.2-mile Stateline to Round Hill segment. This segment was completed in October 2012 and accesses Nevada Beach and the Kahle Community Center.

In June of 2013, the second phase of the bike trail from Elks Point to Roundhill and a spur to Nevada beach will be constructed.

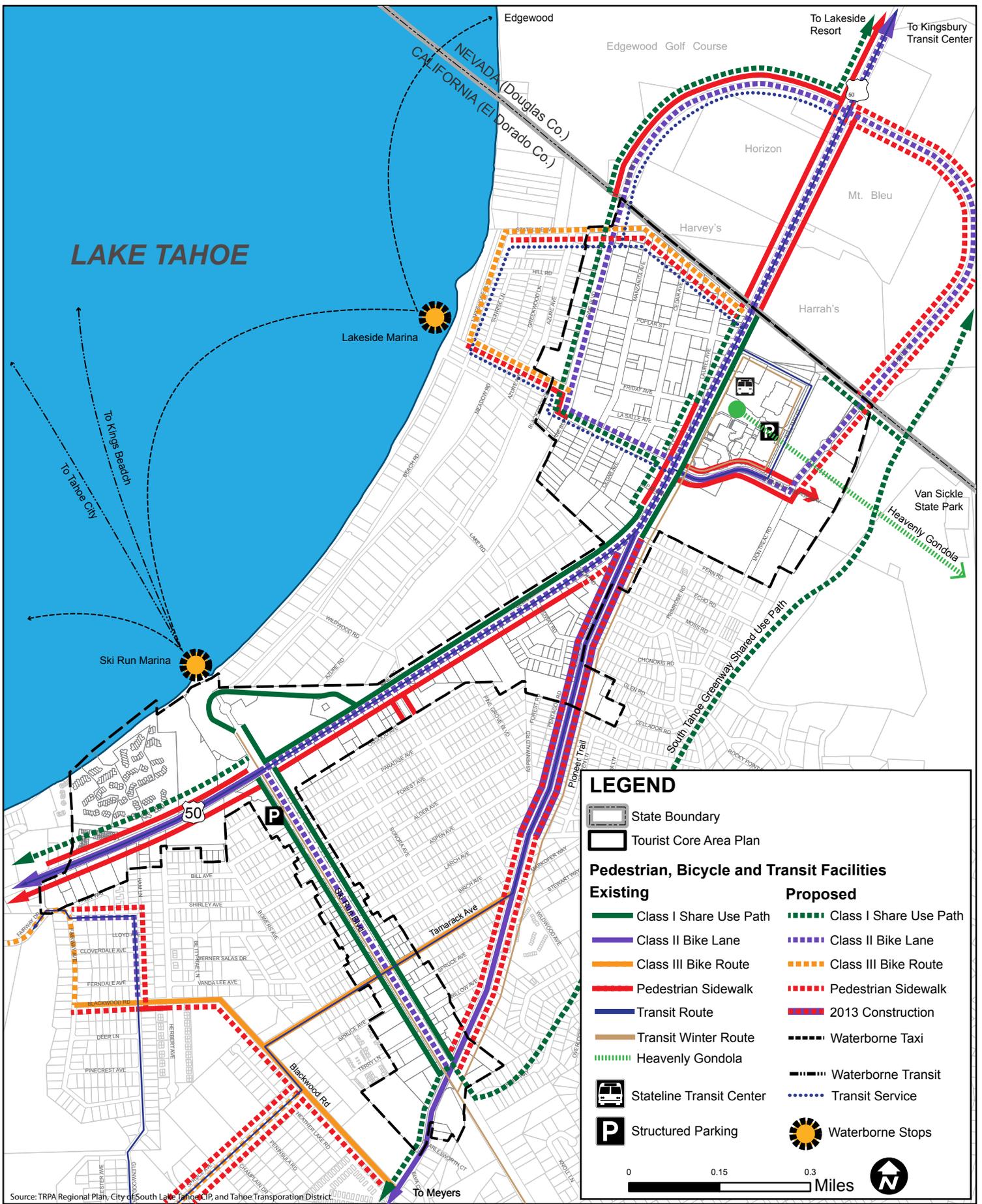
- Waterborne Transit: The TTD in collaboration with local and state governments and the private sector are evaluating a waterborne solution, such as a passenger ferry service, as an option in the "North-South Transit Connection Alternatives Analysis." The study is currently underway to apply for federal funding.

PRIVATE SECTOR

- Water Taxi: A secondary water taxi service would connect the marinas and beaches along the south shore creating a unique and convenient way for connecting people to local recreation resources. Currently, a water taxi service is provided between Camp Richardson, Timber Cove Pier and Lakeside Marina.

Future improvements to the area's transportation and circulation system will provide opportunities for residents and visitors to walk, bike or use public transit throughout the area. While slight adjustments to the existing roadway system may be possible, the greatest potential for improving the overall transportation and circulation system will be achieved through the development of a comprehensive multi-modal network. Continuing to make connections between the completed trails and sidewalks and proposed additions as well as strengthening the connections to public transportation options will create the foundation for a transportation network with the ability to improve TRPA's thresholds for Vehicles Miles Travelled (VMT), air quality, water quality and noise, support the local economy, improve public health and support a connected, walkable and bikeable community.

Figure 6-1 depicts proposed improvements to the transportation network.



Source: TRPA Regional Plan, City of South Lake Tahoe CIP, and Tahoe Transportation District.



City of South Lake Tahoe, CA
Tourist Core Area Plan

Figure 6-1
Proposed Transportation Network
 October 15, 2013

Section 7

NATURAL AND CULTURAL RESOURCES

This section sets forth Natural and Cultural Resources goals and policies for the Tourist Core Area Plan. In addition, it lists specific strategies to achieve environmental improvements in the areas of water quality, scenic resources, and Stream Environment Zones (SEZs).

7.1 GOALS AND POLICIES

This subsection outlines Conservation goals and policies for the Tourist Core Area Plan. These goals and policies implement the vision and guiding principles discussed in Section 4.

Goal NCR-1 Scenic Resources

To protect and enhance the visual connection between South Lake Tahoe and the Lake Tahoe Region's scenic resources.

- **Policy NCR-1.1**
Improve the visual quality of the built environment consistent with the general recommendations for site planning found in the TRPA Scenic Quality Improvement Program (SQIP) to attain threshold attainment for Scenic Roadway Units # 32, 33 and 45.
- **Policy NCR-1.2**
Maintain Stream Environment Zone (SEZ) restoration sites and stormwater drainage basins as view corridors and scenic resources to relieve the strip commercial character along US 50 within the Tourist Core.
- **Policy NCR-1.3**
Adopt siting and building design standards and guidelines to protect, improve, and enhance the scenic quality of the natural and built environment and take full advantage of scenic resources through site orientation, building setbacks, preservation of viewsheds, and height limits.

Goal NCR-2 Stream Environment Zones

To protect past Stream Environmental Zone (SEZ) restoration projects and areas of undisturbed SEZ within the Tourist Core Area Plan.

- **Policy NCR-2.1**
Increase the area of naturally functioning SEZs by preserving existing SEZs and initiating and completing the restoration/rehabilitation of 7 acres of disturbed SEZs.
- **Policy NCR-2.2**
Protect and direct development from SEZs, and encourage the removal and transfer of

existing development from disturbed SEZs that can be feasibly restored by creating incentives for their removal.

- **Policy NCR-2.3**
Encourage the use and access to designated open space for passive recreation uses when they conform to resource restrictions.
- **Policy NCR-2.4**
Restore SEZs and other sensitive lands within and outside of the Area Plan through transfers of existing development, development potential, and coverage to high capability lands within the Tourist Core.

Goal NCR-3 Water Quality

To protect and enhance the clarity of Lake Tahoe and water quality in the area's rivers, creeks, and groundwater

- **Policy NCR-3.1**
Ensure installation and maintenance of Best Management Practices (BMPs) on all projects delegated under the permitting authority of the Memorandum of Understanding between TRPA and the City of South Lake Tahoe.
- **Policy NCR-3.2**
Coordinate with TRPA to support and/or enforce private property BMP certification with a near-term focus on commercial and multi-family land uses that are adjacent, have connected impervious surfaces, or are in the same catchment as EIP or public projects.
- **Policy NCR-3.2**
Coordinate with TRPA to prioritize and implement Environmental Improvement Program (EIP) water quality improvement projects based primarily on their ability to reduce pollutant loads.
- **Policy NCR-3.3**
Implement the recommendations outlined in the *City of South Lake Tahoe Pollutant Load Reduction Plan (PLRP)* to achieve the Lake Tahoe TMDL five-year load reduction target for year 2016.
- **Policy NCR-3.4**
Collaborate with Lahontan to update and refine the *Pollutant Load Reduction Strategy* for load reduction targets beyond the year 2016 and update the *Pollutant Load Reduction Plan* as necessary to achieve the Lake Tahoe TMDL load reduction targets. The Tourist Core Area Plan hereby incorporates by reference all, monitoring ,operations and maintenance, and reporting required by the City's NPDES permit, the adopted Pollutant Load Reduction Plan and the Stormwater Management Plan, which will also be utilized by TRPA in the 4-year Area Plan recertification process pursuant to TRPA Code Sections 13.8.2 and 13.8.5.
- **Policy NCR-3.5**
Coordinate with Caltrans to ensure implementation of water quality improvement projects along US 50 within the Tourist Core Area Plan.

Goal NCR-4 Land Coverage

Maximize opportunities to remove or mitigate excess land coverage throughout the Tourist Core Area Plan

- **Policy NCR-4.1**
Onsite land coverage reduction will occur primarily through environmental redevelopment by providing development incentives in centers that promote the relocation and transfer of land coverage. The City will endeavor, where feasible, to reduce and avoid creating new coverage in order to benefit the objectives of the TCAP and other areas of South Tahoe.
- **Policy NCR-4.2**
The City shall consider opportunities for coverage reduction in all private and public redevelopment projects in the Tourist Core.
- **Policy NCR-4.3**
Encourage onsite landscaping in all private and public redevelopment projects that results in coverage reduction. Landscape features should be integrated with BMPs to treat stormwater runoff.
- **Policy NCR-4.4**
Priority should be given to transferring hard coverage from SEZs and other sensitive lands to high capability lands within the Tourist Core.

Goal NCR-5 Air Quality

To incorporate air quality improvements and emission reductions in the Tourist Core.

- **Policy NCR-5.1**
The City shall incorporate measures to reduce construction-generated emissions to the extent feasible on a project-specific basis. Such measures may include, but are not limited to, the following:
 - Implement measures recommended by the El Dorado County Air Quality Management District.
 - Prohibit open burning of debris from site clearing unless involved with a fuels reduction project.
 - Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.
 - Restriction of idling of construction equipment and vehicles.
 - Apply water to control dust as needed to prevent dust impacts offsite.

7.2 IMPLEMENTATION STRATEGIES

This subsection outlines natural resource strategies that implement the vision, guiding principles and the goals and policies of the Tourist Core Area Plan.

SCENIC RESOURCES

As discussed in the Section 3, Existing Conditions, TRPA Threshold Evaluations noted that the majority of roadway units with improved threshold scores fall partially or wholly within Community Plan areas. Removal of degraded structures, improvement in architectural quality of new and remodeled structures, increased landscaping, creation of open space and landscape drainage basins, installing curb, gutters and pedestrian sidewalks and consolidating highway curb cuts,

and improved signage have all contributed to a transformation in many of these units. This improvement affects both travel route and scenic quality ratings.

Within the Area Plan, two Scenic Threshold Travel Routes (Units #32 and #33) are close to threshold attainment and one (Unit #31) is in attainment. Continued improvements in the built environment by implementing the recommendations of the Scenic Quality Improvement Program, implementing design standards of the Area Plan that upgrade the overall architectural quality, preserving open space and viewsheds, installing curb and gutter along US 50 are expected to move these units into attainment. The following implementation strategies are intended to promote threshold attainment:

- Zone SEZ restoration sites and stormwater drainage basins as Open Space in the Tourist Core Area Plan
- Designate the following as scenic resources:
 - The view of the Wildwood Basins and artificial wetlands located adjacent to US Highway 50.
 - The mountain and ridgeline viewshed located at the intersection of US Highway 50 and Ski Run Boulevard looking towards East Peak and Heavenly Ski Resort.
 - The view of Lake Tahoe located at the intersection of US Highway 50 and Ski Run Boulevard looking towards Lake Tahoe and Ski Run Marina.
- Incorporate design standards that enhance the scenic quality of the natural and built environment in the Tourist Core for the following areas:
 - Architectural Style
 - Building Materials
 - Building Colors
 - Building Height
 - Access Drives
 - Parking
 - Lighting
 - Landscaping
 - Signs
 - Utility Lines
- Install pedestrian sidewalks along Pioneer Trail from the intersection of US 50 to Larch Avenue
- Upgrade the Linear Parkway.
- Install curb and gutters as part of the Caltrans US 50 Water Quality Improvement Project from just west of Ski Run Boulevard to Wildwood Avenue.
- Implement the City of South Lake Tahoe's Business Façade Improvement Program to provide low-interest loans to local businesses and Business Improvement Districts to aesthetically improve building facades.

Figure 7-1 depicts proposed new scenic resources within the Tourist Core Area Plan.

STREAM ENVIRONMENT ZONE

The Tourist Core Area Plan responds to the needed SEZ improvements. The following programs and key strategies are intended to promote SEZ threshold attainment:

- Prioritize the existing tourist accommodation uses east of the wildwood basins for SEZ restoration. Encourage property owners to use TRPA's transfer incentives to relocate the tourist accommodation units to more appropriate locations.
- Restore the disturbed SEZ on the Colony Inn parcel located along Montreal Road.

WATER QUALITY

The Tourist Core Area Plan responds to the needed EIP improvements in water quality by continuing to require installation of on-site BMPs, construction and maintenance of water quality improvement projects within the Tourist Core and implementation of the City's TMDL Pollutant Load Reduction Plan. The following programs and key strategies are intended to promote water quality threshold attainment.

BMPs:

- Focus BMP installation and compliance on commercial and multi-family projects within the Tourist Core that are adjacent, have connected impervious surfaces, or the same catchment as EIP or public projects.
- The City shall require BMPs to be installed and maintained in all projects reviewed under the City's MOU to capture a 20-year, one-hour storm or alternative BMPs if infiltration is not possible.
- Coordinate with TRPA to support and/or enforce private property BMP certification with a near-term focus on approximately 290 acres of commercial land uses that directly discharge stormwater to Lake Tahoe

EIP Projects: Implement the following Water Quality Improvement Projects (WQIPs):

- US 50 Water Quality Improvement Project: Caltrans will treat storm runoff from US 50 from the intersection of US 50 and Ski Run Boulevard to Wildwood Avenue. This project is under construction.
- Rocky Point Erosion Control Project, Phase 4b: Implement adaptive management to previously constructed water quality improvements to improve storm water treatment efficiency. Adaptive management measures include improved storm drain inlets to increase the amount of storm water captured and infiltrated in basins, vegetation restoration, rock slope protection, and addressing perceived safety issues. This project is scheduled for construction in 2013.
- Bijou Area Erosion Control Project: Phase I project focuses on two key elements: (1) replacement of the existing Bijou Creek storm drain system that conveys storm water runoff from the 1,300-acre Bijou Creek watershed to Lake Tahoe; and (2) construction of a comprehensive regional treatment system for runoff generated in the Bijou commercial core. The existing, failing fifty (50) year old Bijou Creek storm drain system will be replaced from the outlet of Bijou Meadow, under Fairway Drive and U.S. Highway 50, through the Bijou commercial core, and to Lake Tahoe, with a new underground drainage system. Replacement will allow for separation of storm water from the upper watershed from high pollutant load storm water in the commercial core. The Bijou commercial core

component is designated as a priority project in the City's Pollution Load Reduction Plan and is discussed in further detail below under the Tahoe TMDL.

Tahoe TMDL: Implement the recommendations identified in the City of South Lake Tahoe Pollutant Load Reduction Plan (PLRP) for achieving the 10 percent load reduction target for the first five-years.

The City's selected approach to meet load reduction targets combines the registration of Water Quality Improvement Projects (WQIP) completed from 2004-2016 with the implementation of a pilot program to improve road operations for water quality. Specific actions include the following:

- Register Completed WQIPs (2004-2012): The City has completed seven WQIPs. The Urban Planning Catchments (UPCs) that encompasses the seven completed project areas will be registered with the Lake Clarity Crediting Program. Of the seven WQIP projects completed by the City that will be registered, two are located within the Tourist Core Area Plan and treat runoff from within the Area Plan and from adjacent neighborhoods. The two WQIPs are Rock Point 1 & 2 and Rock Point 3 & 4.
- Construct and Register Active WQIPs (2013-2016): Three WQIPs are in active stages of planning and design. Construction is expected to be completed by the load reduction deadline of September 2016 and the UPCs associated with the three projects will be registered with the Lake Clarity Crediting Program. The three new projects identified in the Load Reduction Plan are: 1) Bijou Commercial Core, 2) Harrison Avenue and 3) Sierra Tract Phase 3 & 4. Of the three projects, only the Bijou Community Core falls partially within the Tourist Core Area Plan.

High pollutant storm water from City right-of-way, Caltrans right-of-way, and private property in the Bijou commercial core will be collected in a separate drainage system and directed through a series of underground vaults to remove sediment. Storm water will then be pumped through an underground storm drain pipe to water quality treatment basins in the upper watershed for infiltration.

- Implement a Pilot Program for Improved Road Conditions: Through a pilot program, the City will implement the following: 1) Switch to a road abrasive source with less Fine Sediment Particle (FSP) to reduce the average annual mass of FSP generated by City roads from sanding practices, and 2) Improve FSP recovery on a subset of City roads that generate high amounts of pollutants through frequent sweeping. The pilot program will target frequent sweeping of Primary Roads within UPCs that are directly connected to Lake Tahoe. Specifically, these roads include Ski Run Boulevard, Pioneer Trail, and portions of Needle Peak road and Wildwood Avenue. Of the targeted roads, Ski Run Boulevard and Pioneer Trail are located within the Tourist Core Area Plan. The targeted roads will be swept with the City's dustless regenerative air sweepers after each winter abrasive application, as road conditions allow, and once monthly otherwise.

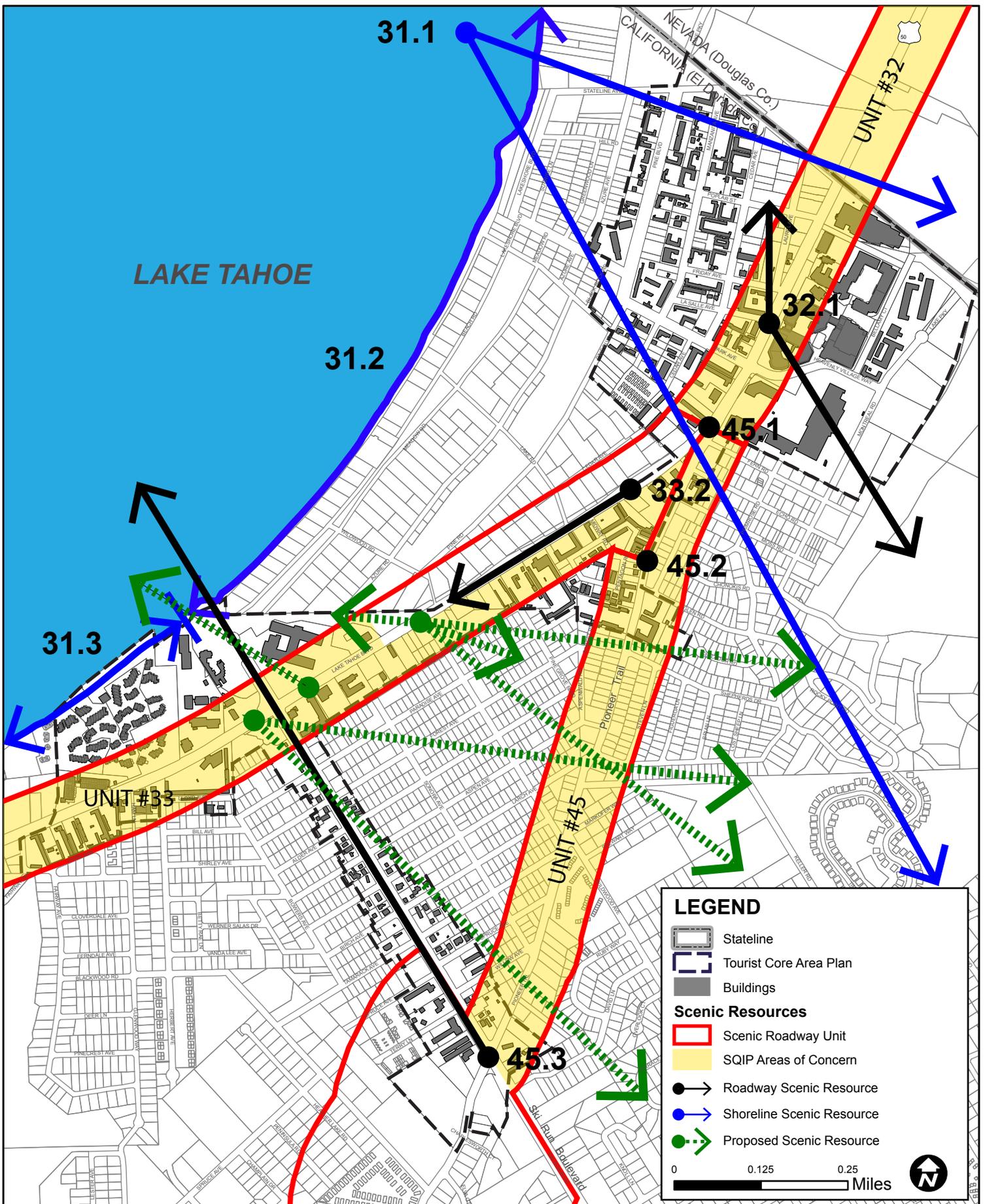
Using the Lake Clarity Credits as the defining performance metric, the PLRM analysis estimates that the City will obtain the necessary credits to achieve the 10 percent reduction by 2016.

In addition to the load reduction targets, the MS4 permit issued by Lahontan to the City of South Lake identified a number of milestones for load reduction planning efforts which include:

- Pollutant Load Reduction Progress Report – October 1, 2013
- Report of Waste Discharge and Updated Pollutant Load Reduction Plan – June 9, 2016

The City will continue to track abrasive applications and materials recovered by sweeping and vactoring, which helps identify areas with high pollutant loading. City will continue to inspect facilities during large runoff events, to determine whether constructed source control, conveyance, and treatment measures are functioning as designed. The City will also complete annual stormwater system, construction and commercial, industrial, and municipal site inspections required in the MS4 permit. These activities form the foundation of the City's internal approach to assess its stormwater management activities and provide data to support assessments and reporting of load reduction progress during the implementation of the PLRP. Moreover, it provides valuable data for updating of the PRLP for year 2016 and beyond.

Figure 7-2 depicts proposed EIP and TMDL water quality improvement projects within the Tourist Core Area Plan and its vicinity to be implemented to improve the water quality, soils and SEZ thresholds.



LEGEND

- Stataline
- Tourist Core Area Plan
- Buildings

Urban Planning Catchment

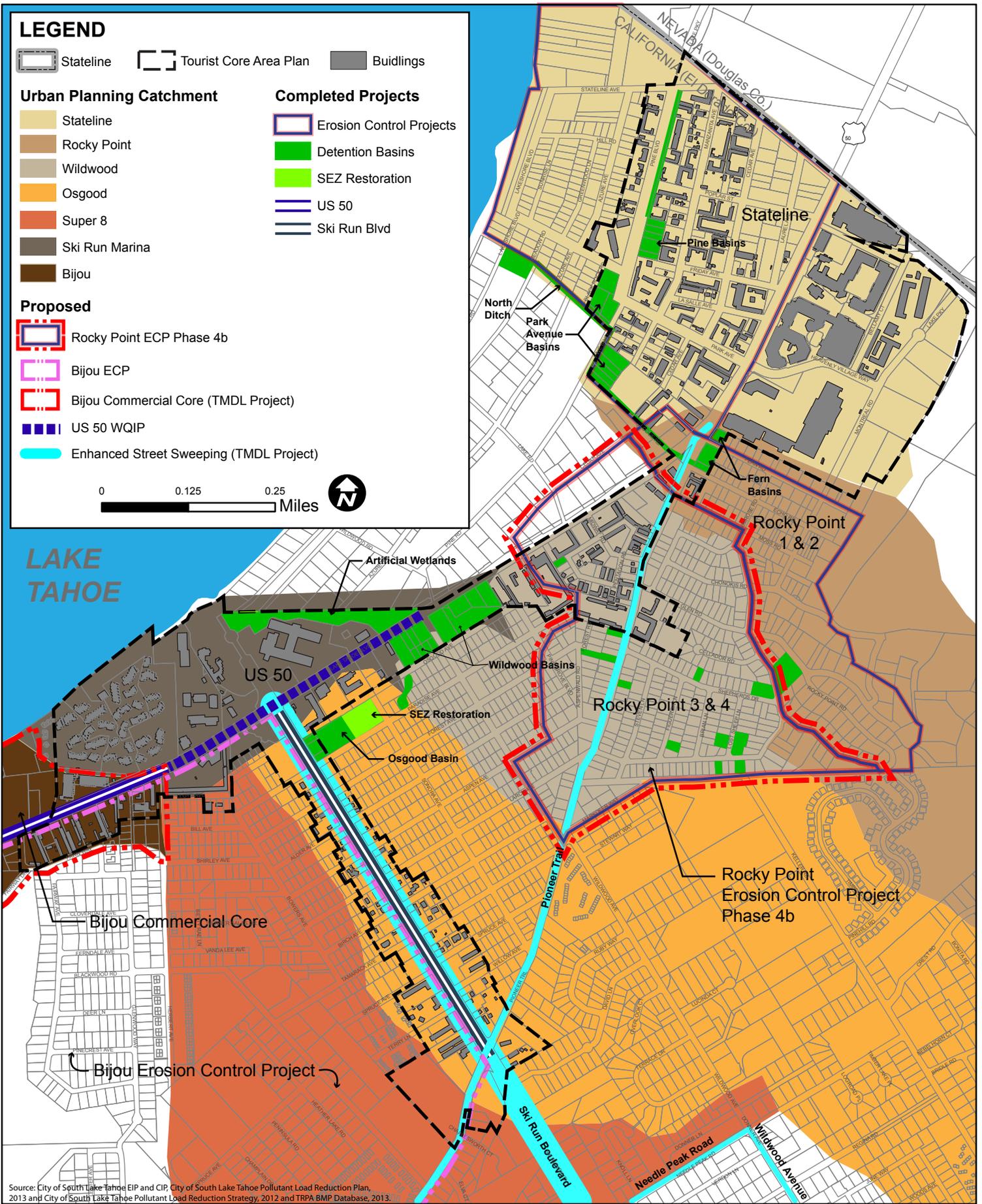
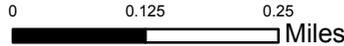
- Stataline
- Rocky Point
- Wildwood
- Osgood
- Super 8
- Ski Run Marina
- Bijou

Completed Projects

- Erosion Control Projects
- Detention Basins
- SEZ Restoration
- US 50
- Ski Run Blvd

Proposed

- Rocky Point ECP Phase 4b
- Bijou ECP
- Bijou Commercial Core (TMDL Project)
- US 50 WQIP
- Enhanced Street Sweeping (TMDL Project)



Source: City of South Lake Tahoe EIP and CIP, City of South Lake Tahoe Pollutant Load Reduction Plan, 2013 and City of South Lake Tahoe Pollutant Load Reduction Strategy, 2012 and TRPA BMP Database, 2013.



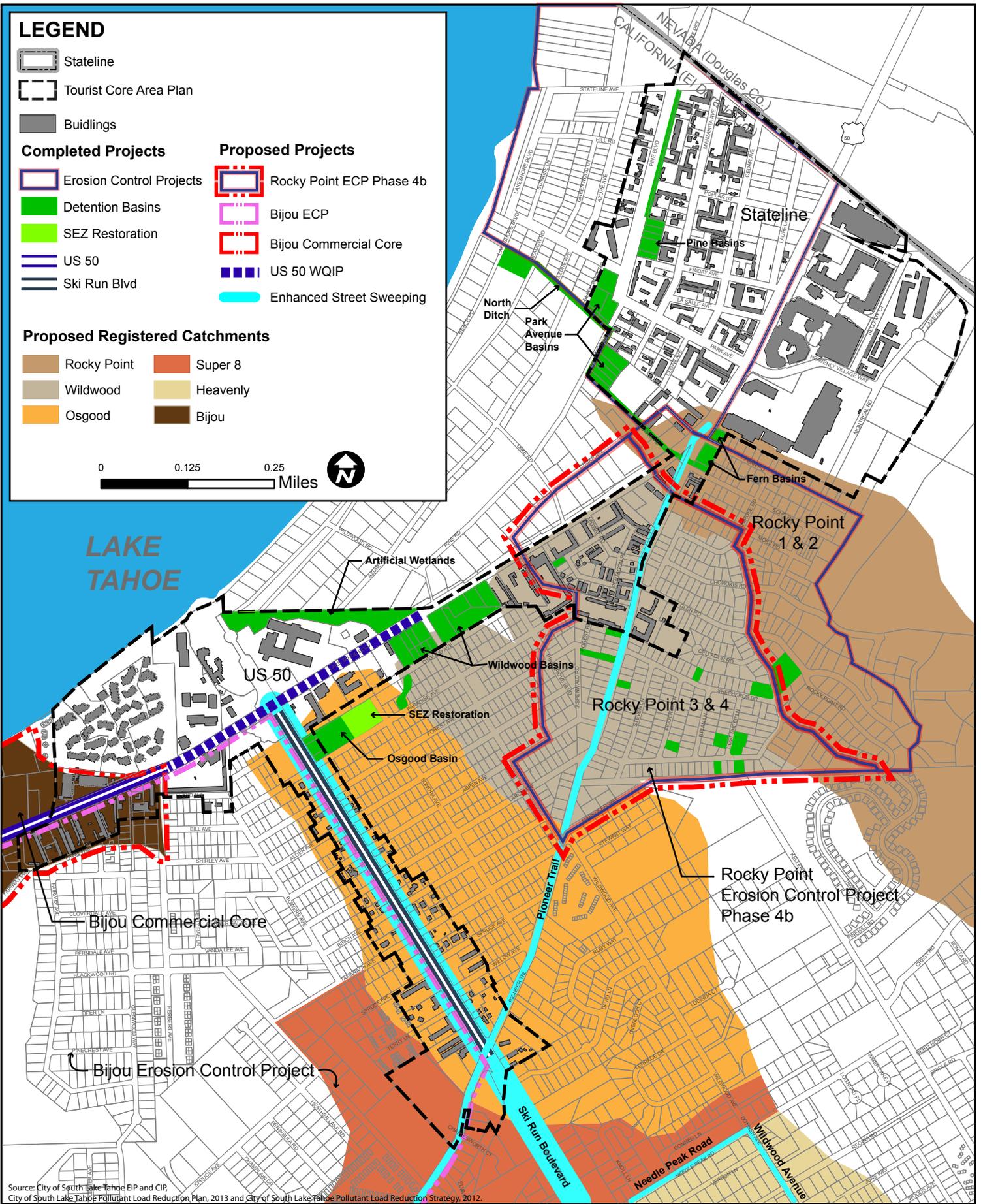
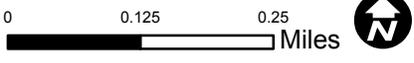
LEGEND

- Stateline
- Tourist Core Area Plan
- Buildings
- Completed Projects**
- Erosion Control Projects
- Detention Basins
- SEZ Restoration
- US 50
- Ski Run Blvd

- Proposed Projects**
- Rocky Point ECP Phase 4b
- Bijou ECP
- Bijou Commercial Core
- US 50 WQIP
- Enhanced Street Sweeping

Proposed Registered Catchments

- Rocky Point
- Super 8
- Wildwood
- Heavenly
- Osgood
- Bijou



Source: City of South Lake Tahoe EIP and CIP, City of South Lake Tahoe Pollutant Load Reduction Plan, 2013 and City of South Lake Tahoe Pollutant Load Reduction Strategy, 2012.



Section 8 RECREATION

This section outlines recreation goals and policies for the Tourist Core Area Plan. These goals and policies implement the vision and guiding principles discussed in Section 4.

8.1 GOALS AND POLICIES

Goal R-1

To preserve and enhance the high quality recreational experience in the Tourist Core

- **Policy R-1.1**
Develop an interconnected system of open spaces, gathering places, bike and pedestrian trails, and other types of public and private spaces as part of new development and redevelopment of existing sites.

Goal R-2

To increase open space opportunities within the Tourist Core.

- **Policy R-2.1**
Encourage the reduction of roadway width of US 50 thoroughfare between Park Avenue through the Casino Resort area and increase the amount of landscaping and pedestrian sidewalks on both sides of the highway.
- **Policy R-2.2**
Encourage open space to “spill” into the adjacent roadways, parking lots and commercial areas with planting islands and landscape walking trails.
- **Policy R-2.3**
Encourage landscaped, small passive parks in and around the Tourist Core.

Goal R-3

To increase connection to recreation access and opportunities.

- **Policy R-3.1**
Develop a bike trail system that links Ski Run Marina, Ski Run Boulevard, the pedestrian/tourist center at Stateline, Lakeside Beach area and Van Sickle Bi-State Park.
- **Policy R-3.2**
Provide pedestrian and bicycle access from the Tourist Center District to Lake Tahoe and Van Sickle Bi-State Park along Stateline Avenue and Park Avenue.

- **Policy R-3.3**
Install an integrated way-finding signage system to direct bicycles and pedestrians to recreation opportunities and the Lake.
- **Policy R-3.4**
Maintain and develop information centers for entertainment information and recreation opportunities in the south shore.
- **Policy R-3.5**
Incentivize the establishment of businesses and facilities that promote the south shore as an eco-tourism recreation destination.

Goal R-4

To increase public access to Lake Tahoe from the Tourist Center District.

- **Policy R-4.1**
Improve transit and trail connections that access beach recreation facilities.
- **Policy R-4.2**
Encourage increase public use of the Ski Run and Lakeside Marina through such means as public access, commercial expansion and waterborne transit.

Goal R-5

To create public gathering spaces for visitors and residents to meet, socialize, relax and interact.

- **Policy R-5.1**
Require projects over 50,000 square feet within the TSC-C district to provide informal gathering areas and places for community activities and performances.
- **Policy R-5.2**
Require all gathering places to include seating, table and other amenities attractive to shoppers and pedestrians.
- **Policy R-5.3**
Promote Art in Public Places in open space parcels, pedestrian areas as well as within and surrounding tourist accommodations and commercial shopping centers.

Goal R-6

Provide for temporary events in the Tourist Center District.

- **Policy R-6.1**
Encourage temporary events and activities within the Tourist Core on public and private lands to increase pedestrian activity in commercial areas.

8.2 IMPLEMENTATION STRATEGIES

This subsection outlines recreation improvements that implement the vision, guiding principles and the goals and policies of the Tourist Core Area Plan listed above.

- Expand the City's Way-Finding program in the Tourist Center District to direct pedestrian and bicycle traffic to recreation opportunities including but not limited to: Van Sickle Bi-State Park, Lakeside Marina, Edgewood Golf Course, Heavenly Gondola and the Nevada Beach Trail.
- Prioritize the existing tourist accommodation uses east of the wildwood basins for SEZ restoration. Encourage property owners to use TRPA transfer incentives to relocate the tourist units to higher capability lands in the Tourist Core.
- Establish a dialogue with the CTC and the USFS to consider allowing access to open space parcels for passive recreation uses that conform to resource restrictions within the Tourist Core and its surroundings.
- Modify policies on CFA and coverage allocations from the City's bank to incentivize businesses and facilities that promote the South Shore as an eco-tourism recreation destination.



Section 9 PUBLIC/QUASI-PUBLIC FACILITIES AND SERVICES

This section outlines public/quasi-public facilities and services goals and policies for the Tourist Core Area Plan. These goals and policies implement the vision and guiding principles discussed in Section 4.

9.1 GOALS AND POLICIES

Goal PS-1

To improve public and quasi-public facilities in the Tourist Core.

- **Policy PS-1.1**
Public and quasi-public service facilities should be upgraded to supporting existing development, redevelopment and planned development within the Tourist Core consistent with TRPA's Regional Plan and the City's General Plan.
- **Policy PS-1.2**
Locate appropriate public service facilities within the Tourist Core so as to increase pedestrian/bicycle transportation and serve as a catalyst for private development.

Goal PS-2

To maintain adequate water and sewer capacity within the Tourist Core.

- **Policy PS-2.1**
Support South Tahoe Public Utility District and the Lakeside Park Association in upgrading their water and sewer systems as necessary to service all properties and provide for emergency needs.

Section 10 IMPLEMENTATION

This section sets how the goals and policies of the Tourist Core Area Plan are to be implemented. This section describes environmental and capital improvement projects, mitigation fee programs, and incentive programs to implement the policies of this area plan to promote Threshold gains.

10.1 CAPITAL AND EIP PROGRAMS

TRANSPORTATION AND CIRCULATION

To improve traffic, circulation, pedestrian mobility and air quality in the area, the following improvements are planned.

Improvements	Description	Responsible Party
US 50/South Shore Community Revitalization Project.	This project would create a pedestrian and bicycle friendly commercial core between Pioneer Trail and Stateline along US Highway 50.	TTD
South Tahoe Greenway	This project would construct a Class I multi-use path from Van Sickle Bi-State Park to Meyers.	CTC
Linear Park Improvements	The Linear Park Improvements include the repair of the Class I bike path, re-landscaping and installing irrigation and new pedestrian lighting along the US Highway 50 frontage in the vicinity of the Tahoe Meadows subdivision. This project has been approved by TRPA.	CSLT
Pioneer Trail Improvements	The Pioneer Trail Pedestrian Upgrade project consists of construction of sidewalks along both sides of Pioneer Trail between U.S. Highway 50 and Larch Avenue. This project is scheduled for 2013.	CSLT
	Continue to construct pedestrian sidewalks on both sides of Pioneer Trail from Larch Avenue to the intersection of Pioneer Trail and Ski Run Boulevard.	CSLT
Ski Run Improvements	To stripe a Class II bike lane on both sides of Ski Run Boulevard from US 50 to Pioneer Trail.	CSLT
US 50 Improvements	The US 50 Water Quality Improvement Project consists of upgrading US 50 to treat stormwater runoff and installing new ADA compliant sidewalks and pedestrian streetlights from 200 feet west of Ski Run Blvd. to Wildwood Avenue on the south side of US 50. Scheduled 2013.	CALTRANS
	Construct a Class II bike lane from the intersection of Ski Run Boulevard and US 50 to the Stateline.	CALTRANS

Tourist Core Area Plan

Improvements	Description	Responsible Party
	RTP #74. US 50 Signal Synchronization and Adaptive Signals Project. Upgrade signal timing equipment at signalized intersections along US Highway 50 to improve traffic flow.	CALTRANS
	RTP #81. Signalization Upgrade. Upgrade signal timing equipment at City of South Lake Tahoe signalized intersections to improve traffic flow.	CSLT CALTRANS
Bike Paths, Lanes and Routes Improvements	Construct a Class I multi-use bike path from the intersection of Pioneer Trail to the Stateline on the lakeside of US 50.	CSLT
	Construct a pedestrian sidewalk and Class II lane from the intersection of Park and Pine Avenues down Pine Avenue to Lakeshore Boulevard.	CSLT
	Construct a Class I multi-use path connecting the Tourist Core to Van Sickle Bi-State Park in the vicinity of the state line.	TTD CTC CSLT
	Construct a Class I multi-use bike path from the US 50 and Ski Run Boulevard heading west to Lakeview Commons. Scheduled 2015.	CSLT
	Construct a Class II lane along US 50 from the intersection of Park Avenue and Pine Avenue to the state line.	CSLT
	Construct a pedestrian sidewalk and Class III route along Stateline Avenue from US 50 to Lakeshore Boulevard	CSLT PRIVATE
	Construct a Class II bike lane along Lake Parkway from Heavenly Village Way to the state line.	CSLT CALTRANS
Pedestrian Improvements	Complete the pedestrian sidewalks in the tourist core area by installing a sidewalk on the north side of US 50 from Friday Avenue to the Stateline. Schedule 2014.	PRIVATE CALTRANS

TRANSIT IMPROVEMENTS

To reduce vehicle trip ends and level of service targets; transit services should be improved.

Improvements	Description	Responsible Party
Waterborne Transit	Two forms of waterborne transit are envisioned, one would provide passenger ferry service to connect the south shore of Lake Tahoe, potentially Ski Run Marina, to the north shore, tentatively Tahoe City Marina. This service would serve as a commuter option for those traveling between north and south shore but it would also provide visitors with a quicker and more scenic alternative to driving. A secondary water taxi service would connect the marinas and beaches along the south shore creating a unique and convenient way for connecting people to local recreation resource.	Private TTD
Transit Service	Expand transit service to Lakeside Marina, Lakeside Beach and Edgewood Golf Course.	TTD

STREAM ENVIRONMENT ZONE RESTORATION PROGRAM

The purpose is to restore as much SEZ as possible where feasible to help meet TRPA threshold targets.

Improvements	Description	Responsible Party
US50/Wildwood	Prioritize the existing tourist accommodation uses east of the wildwood basins for SEZ restoration. Encourage property owners to use TRPA transfer incentives to relocate the tourist units to higher capability lands in the Tourist Core.	CSLT

WATER QUALITY IMPROVEMENTS

The purpose is to implement water quality improvement projects and programs to help achieve TRPA's water quality threshold and the California Regional Water Quality Control Board-Lahontan Region TMDL pollutant load reduction targets.

Improvements	Description	Responsible Party
US 50 Water Quality Improvement Project:	Caltrans will treat storm runoff from US 50 from the intersection of US 50 and Ski Run Boulevard to Wildwood Avenue. This project is currently under construction.	CALTRANS
Rocky Point Erosion Control Project, Phase 4b	Implement adaptive management to previously constructed water quality improvements to improve storm water treatment efficiency. Adaptive management measures include improved storm drain inlets to increase the amount of storm water captured and infiltrated in basins, vegetation restoration, rock slope protection, and addressing perceived safety issues. This project is scheduled for construction in 2013.	CSLT
Bijou Area Erosion Control Project	Phase I project focuses on two key elements: (1) replacement of the existing Bijou Creek storm drain system that conveys storm water runoff from the 1,300-acre Bijou Creek watershed to Lake Tahoe; and (2) construction of a comprehensive regional treatment system for runoff generated in the Bijou commercial core. The existing, failing fifty (50) year old Bijou Creek storm drain system will be replaced from the outlet of Bijou Meadow, under Fairway Drive and U.S. Highway 50, through the Bijou commercial core, and to Lake Tahoe, with a new underground drainage system. Replacement will allow for separation of storm water from the upper watershed from high pollutant load storm water in the commercial core. The Bijou commercial core component is designated as a priority project in the City's PLRP and is discussed in further detail below under the Tahoe TMDL. Scheduled 2013.	CSLT
Register Completed WQIPs (2004-2012):	The City has completed seven WQIPs. The Urban Planning Catchments (UPCs) that encompasses the seven completed project areas will be registered with the Lake Clarity Crediting Program. Of the seven WQIP projects completed by the City that will be registered, two are located within the Tourist Core Area Plan and treat runoff from within the Area Plan and from adjacent neighborhoods. The two WQIPs are Rock Point 1 & 2 and Rock Point 3 & 4.	CSLT

Tourist Core Area Plan

Improvements	Description	Responsible Party
Construct and Register Active WQIPs (2013-2016)	<p>Three WQIPs are in active stages of planning and design. Construction is expected to be completed by the load reduction deadline of September 2016 and the UPCs associated with the three projects will be registered with the Lake Clarity Crediting Program. The three new projects identified in the Load Reduction Plan are: 1) Bijou Commercial Core, 2) Harrison Avenue and 3) Sierra Tract Phase 3 & 4. Of the three projects, only the Bijou Community Core falls partially within the Tourist Core Area Plan.</p> <p>High pollutant storm water from City right-of-way, Caltrans right-of-way, and private property in the Bijou commercial core will be collected in a separate drainage system and directed through a series of underground vaults to remove sediment. Storm water will then be pumped through an underground storm drain pipe to water quality treatment basins in the upper watershed for infiltration.</p>	CSLT
Enhanced Street Sweeping	Through a pilot program, the City will implement the following: 1) Switch to a road abrasive source with less Fine Sediment Particle (FSP) to reduce the average annual mass of FSP generated by City roads from sanding practices, and 2) Improve FSP recovery on a subset of City roads that generate high amounts of pollutants through frequent sweeping. The pilot program will target frequent sweeping of Primary Roads within UPCs that are directly connected to Lake Tahoe. Specifically, these roads include Ski Run Boulevard, Pioneer Trail, and the portion of Needle Peak road and Wildwood Avenue. Of the targeted roads, Ski Run Boulevard and Pioneer Trail are located within the Tourist Core Area Plan. The targeted roads will be swept with the City's dustless regenerative air sweepers after each winter abrasive application, as road conditions allow, and once monthly otherwise.	CSLT
Stormwater System	City will complete annual stormwater system, construction and commercial, industrial, and municipal site inspections required in the NPDES MS4 permit.	CSLT
BMP Compliance	Focus BMP installation and compliance on commercial and multi-family projects within the Area Plan that are adjacent, have connected impervious surfaces, or the same catchment as EIP or public projects.	TRPA
	Ensure BMPs are incorporated in all projects reviewed under the City's MOU to capture a 20-year, one-hour storm or alternative BMPs if infiltration is not possible.	CSLT
	Coordinate with TRPA to support and/or enforce private property BMP certification with a near-term focus on approximately 290 acres of commercial land uses that directly discharge stormwater to Lake Tahoe	CSLT TRPA
Road Operations	The City will continue to track abrasive applications and materials recovered by sweeping and vactoring in order to identify areas with high pollutant loads.	CSLT

SCENIC IMPROVEMENTS

To continue to restore the scenic quality of US 50 and Pioneer Trail scenic roadway units and improve the overall community character within the area plan.

Improvements	Description	Responsible Party
US 50	Install curb, gutter, sidewalks, street lights and landscaping to provide a “clean edge” along the roadway. Implement the following projects: <ul style="list-style-type: none"> - US 50 Water Quality Improvement Project - Pioneer Trail Pedestrian Upgrades - Linear Park Improvements 	CALTRANS CSLT
Development and Design Standards	Implement the development and design standards and guidelines for the Tourist Core Area Plan to enhance the built environment, promote pedestrian mobility and provide for scenic viewshed protection.	CSLT
Land Use	Designate SEZ restoration sites and stormwater drainage basins as Open Space in the Tourist Core Area Plan	CSLT
Scenic Quality Ratings	Designate the following as scenic resources: <ul style="list-style-type: none"> - Wildwood Basins. - Mountain and ridgeline viewshed located at the intersection of US Highway 50 and Ski Run Boulevard looking towards East Peak and Heavenly Ski Resort. - Lake viewshed located at the intersection of US Highway 50 and Ski Run Boulevard looking towards Lake Tahoe and Ski Run Marina. 	CSLT TRPA
Business Façade Improvement Program	Implement a program to provide low-interest loans to local businesses and Business Improvement Districts to install aesthetically improved building facades.	CSLT
SQIP	Implement the SQIP recommendations in non-attainment scenic roadway units during project review.	CSLT

RECREATION IMPROVEMENTS

To improve access to public recreation opportunities.

Improvements	Description	Responsible Party
Way-Finding Signage Program	Expand the City's Way-Finding program in the Tourist Center District to direct pedestrian and bicycle traffic to recreation opportunities including but not limited to: Van Sickle Bi-State Park, Lakeside Marina, Edgewood Golf Course, Heavenly Gondola and the Nevada Beach Trail.	CSLT CALTRANS CTC Private
Parks	Prioritize the relocation of existing tourist accommodation uses east of the wildwood basins for SEZ restoration and expand the existing passive memorial park. Encourage property owners to use TRPA transfer incentives to relocate the tourist units to higher capability lands in the Tourist Core Area Plan.	CSLT CTC
	Allow open space parcels to be utilized for passive recreation and seating areas. Ensure the use conforms with resource	CSLT

Tourist Core Area Plan

Improvements	Description	Responsible Party
	restrictions such as SEZs.	CTC
Commercial Floor Area	Amend the CFA allocations procedures to add additional criteria for earning CFA from the City unallocated pool. The City should add criteria that allow projects that promote the South Shore as an eco-tourism recreation destination to access the City's CFA pool	CSLT

10.2 ECONOMIC AND SUSTAINABILITY PROGRAMS

To promote economic activity and increase pedestrian activity in the Tourist Core.

Improvements	Description	Responsible Party
Special Event Area Designation	The City shall pursue obtaining a TRPA special event permit designation for areas within the Tourist Core. Temporary activities may occur in the special event area without further TRPA review upon approval of a special event area. All other temporary events outside the identified special event area will require a temporary activity permit.	CSLT
Commercial Floor Area	Amend the CFA allocations procedures to add additional criteria for earning CFA from the City unallocated pool. The City should add criteria that allow projects that voluntarily achieve a LEED or Energy Star green building certification to access the City's CFA pool.	CSLT

10.3 INCENTIVE PROGRAMS

The purpose of this program is to provide incentives to property owners and local governments to implement improvements in the Tourist Core and support the attainment of TRPA's Thresholds.

- Alternative Excess Land Coverage Program

The purpose of this program is to reduce excess land coverage in the area plan and related hydrologic area. This system is in lieu of the TRPA excess coverage program set forth in Section 30.6 of the TRPA Code of Ordinances

Excess coverage reductions, which occur when implementing CIP/EIP projects, shall be banked for use by participants in an assessment district or other such program. Pursuant to TRPA Code Subsection 30.6.1.B.5, a land banking accounting system is established to bank and credit coverage not necessary for the CIP/EIP in the Tourist Core. The TRPA, with City concurrence, will allow individual property owners to access this land bank to meet their obligations under TRPA Code Section 30.6: *Excess Land Coverage Mitigation Program*. 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.

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

- Alternate Water Quality Fee Program

An Area Plan may propose to establish area-wide water quality treatments and funding mechanisms in lieu of certain site-specific BMPs, subject to the requirements outlined in TRPA Code section 13.5.3.B.3. All properties within the Tourist Core Area Plan that participate in an area-wide treatment system that have been implemented through public works projects will be considered as meeting the requirement of TRPA Code Chapter 60: *Water Quality* for drainage storage and treatment. Any financial contributions for these drainage systems, when onsite drainage is also provided, shall be credited to the Chapter 60 offsite mitigation fee requirements. Onsite BMP treatment such as paving and revegetation are still required where feasible as part of this program.

Public and private entities which contribute financially are eligible to participate.

- Alternate Traffic and Air Quality Fee Program

The purpose of this program is to implement the transportation improvements listed in the Transportation and Circulation Element and to provide a substitute to Subsection 65.2.4.C of the TRPA Code of Ordinances for collection of fees for offsite traffic and air quality mitigation.

The Transportation and Circulation Element of the Tourist Core Area Plan lists improvements needed to help meet the VMT and Air Quality Thresholds. Implementation of the listed improvements will provide the necessary mitigation. Fees or assessments paid equivalent to the requirements of TRPA Code Section 65.2.4 to implement the improvement listed, will be considered in lieu of the requirements of TRPA Code Section 65.2.4.

Public and private entities demonstrating equivalent contributions to the construction of the listed improvements may credit such contributions to TRPA Code Section 65.2.4 requirements.

- Land Coverage

A conforming Area Plan is eligible for the transfer of coverage program pursuant to TRPA Code Section 30.4.2: *Transferred Land Coverage Requirements*. Maximum coverage for facilities located in the Tourist Core but further than 300 feet of the High Water Line of Lake Tahoe is 70 percent of the project area located within Land Capability Districts 4 – 7, inclusive. Moreover, transfer of soft coverage from SEZs can be used for all use types in the Tourist Core Area Plan.

The following land coverage provisions in TRPA Code Section 30.6.4 are applicable throughout the Region:

- Non-motorized public trails are exempt from coverage subject to accessibility, trail route design, trail design, and designation provisions.

- Coverage exemptions for non-permanent structure up to 120 square feet subject to BMPs, land capability verification, location, and aggregate limitation provisions.
- Coverage exemptions for new residential pervious decks subject to size, design, BMPs, location, and aggregate limitation provisions.
- Coverage exemptions for legally existing decks that meet all approval criteria are met.

▪ Transfer of Nonconforming Land Coverage in Centers

Pursuant to TRPA Code Subsection 30.4.2.C of the TRPA Code of Ordinances, existing development relocated to a Town Center or a Regional Center where the sending site is restored and retired, may maintain nonconforming land coverage. The receiving site shall be developed in accordance with all applicable TRPA ordinances and the site shall be either the same size or larger than the prior site. If the new project site is smaller, the amount of nonconforming coverage transferred shall be reduced on a proportional basis. The balance of nonconforming coverage may be banked and transferred elsewhere.

▪ Offsite Excess Coverage Mitigation

A project may mitigate its excess land coverage by reducing coverage offsite in a different hydrologically related area provided the restoration occurs on more sensitive lands than the project area.

▪ Onsite Removal and Retirement of Excess Coverage in the Tourist Core Area Plan

Pursuant to TRPA Code Section 30.6.3 of the TRPA Code of Ordinances, onsite removal of remaining excess coverage in a Town Center or a Regional Center, may earn multi-residential bonus units, tourist accommodation bonus units, and/or commercial floor area.

▪ Commercial Floor Area Allocation

The City of South Lake Tahoe provides a pool of Commercial Floor Area (CFA) at a reasonable cost in order to create an investment stimulant for creating change. CFA is provided as an incentive, not an entitlement, in order to encourage property owners to move forward with projects that are beneficial to the environment, community and the economy.

Projects eligible for an allocation of CFA from the City's pools must meet the following criteria:

1. Be within an adopted community plan area,
2. Meet the criteria for CFA allocations required by the applicable community plan,
3. Meet all applicable design standards,
4. Include the construction of improvements that will benefit the public and community which are more extensive than required by the applicable community plan or City Code; and
5. Provide an economic benefit to the community with enough significance to merit the allocation of the City's CFA resource.

An additional 160,347 square feet of CFA is available from the TRPA Pool as development transfer match to Town Centers and the Regional Center. See Transfer of Development Rights to the Tourist Core Area Plan and Transfer of Existing Development to the Tourist Core Area Plan program descriptions below.

- Tourist Accommodation Bonus Units

A total of 147 tourist bonus units are available for use by projects in the Tourist Core. Twenty-five (25) bonus units are assigned to the Tourist Core, 40 bonus units are available from TRPA's Community Plan pool and 82 are available from TRPA's Special Projects Pool. Tourist bonus units from the TRPA Community Plan pool or units assigned to the area plan may be earned in accordance with TRPA Code Section 52.4 when matched with a transfer of an existing tourist accommodations unit. Tourist bonus units may also be earned from the Special Project Pool in accordance with TRPA Code Section 50.6.4.D.

In addition to the TRPA Code provisions listed above, tourist bonus units may also be earned as a transfer match for the transfer of existing development to Town Centers and the Regional Center in accordance with TRPA Code Section 51.5.3: *Transfer of Existing Development to Centers*. See Transfer of Existing Development to the Tourist Core Area Plan program description below.

- Residential Bonus Units

A total of ninety (90) residential bonus units are assigned to the Tourist Core Area Plan that may be used for affordable housing units or as a match for transferring development rights to centers. The remaining 488 in TRPA's pool that may be used region wide and 600 new residential units are available for use only in Town Centers, the Regional Center or the High Density Tourist District. Residential bonus units may be earned and used by Projects in accordance with TRPA Code Section 52.3: *Multi-Residential Incentive Program* of the TRPA Code. Residential bonus units used for affordable housing under this section does not require residential allocations. Residential bonus units used for moderate income housing required an allocation. The City of South Lake Tahoe has a Certified Moderate Income Housing Program pursuant to Section 50.5.2.B and 52.3.6 of the TRPA Code, thus moderate income housing units are eligible to earn allocations from TRPA's unused allocation pool subject to TRPA's allocation procedures.

Pursuant to TRPA Code Section 21.3.2.B, residential bonus units can also be earned under the City's Local Government Housing Program that has been certified by TRPA. The program allows for the conversion of illegal secondary units into deed restricted affordable housing unit.

In addition, residential bonus units may also be earned and used for projects in the Tourist Core in accordance with TRPA Code Section 51.3.3.C: *Transfer of Development Rights to Centers* or TRPA Code Section 51.5.3: *Transfer of Existing Development to Centers*. See Transfer of Development Rights to the Tourist Core and Transfer of Existing Development to the Tourist Core Area Plan program descriptions below.

- Transfer of Existing Development to the Tourist Core

Pursuant to TRPA Code Section 51.5.3, residential bonus units, CFA and tourist bonus unit are available as development transfer match for existing development (residential, tourist accommodation and commercial uses) that is transferred to the Tourist Core.

Receiving parcels in the plan area may earn residential bonus units, tourist bonus units or CFA at an enhanced transfer ratio based on the land capability of the sending parcels. Transfers of existing residential units are eligible for an additional enhanced transfer ratio based on the sending parcel's distance from the Tourist Core and primary transit route. Residential bonus units earned under this program does not require an allocation to construct a residential unit.

▪ Transfer of Development Rights to the Tourist Core

Residential bonus units from the TRPA Pool are available as development transfer match for transferring development rights to the Tourist Core Area Plan. Receiving parcels in the plan area may earn residential bonus units at an enhanced transfer ratio based on the land capability of the sending parcel, and its distance from the Tourist Core and primary transit routes. Residential bonus units earned under this program do not require an allocation to construct a residential unit. The transferred development right is eligible to receive an allocation from TRPA's unused allocation pool pursuant to Section 51.3.3.C.4 of the TRPA Code.

▪ Persons At One Time

Projects are eligible for the Persons At One Time (PAOT) allocations pursuant to TRPA Code Section 50.9: *Regulation of Additional Recreation Facilities* of the TRPA Code of Ordinances.

The TRPA Code requires that certain recreation uses and activities are assigned additional PAOTs from TRPA prior to a construction of a project or commencement of an activity. Uses such as marinas, boat launching facilities, information centers, recreation centers, day uses areas, beach recreation, commercial boating, water-oriented outdoor recreation concession, downhill ski facilities, developed campgrounds, group facilities, and recreational vehicle parks are eligible for PAOT allocations from the TRPA Pool.

▪ City of South Lake Tahoe Green Building Program

In November 2010, the City Council adopted the City of South Lake Tahoe Green Building Program (Resolution 2010-92). The program encourages the incorporation of energy efficiency in City buildings and facilities, and provides clear incentives for private property owners to retrofit residential, commercial, and industrial buildings to save energy and reduce the carbon foot print.

Residential projects that incorporate green building measures will be given priority for plan check, by all City Departments, over projects that meet only mandatory requirements. For projects that propose to voluntarily achieve a third party certification such as LEED, Energy Star or Green Point Rated would be eligible for the following:

- Projects would receive priority plan check, over all other projects, by all City Departments.
- Residential projects would have priority on the residential allocation waiting list – 10% of residential allocations would be offered to Green Building projects before other projects on the waiting list.
- Projects would receive recognition at a televised City Council meeting and on the City Website.

Commercial projects that voluntarily achieve LEED certification or an Energy Star Label would be eligible for the following:

- Projects would receive priority plan check, over all other projects, by all City Departments.
- Projects would be eligible for CFA allocation from the City's unallocated CFA pool.
- Project would receive recognition at a televised City Council meeting and on the City Website

▪ Change in Use

Commercial changes in use are exempt from project review if the following criteria are met:

1. The change in use is within the commercial use classification;
2. The change in use is to an allowed use;
3. The property is a member of an approved parking assessment district;
4. The change does not increase the parking requirement to a greater requirement than 1 space for 200 square feet., or the number established upon creating the district;
5. The proposed activity is consistent with the Tourist Core Area Plan, is not a project by other requirement of TRPA Code Chapter 2: *Applicability of the Code of Ordinances* of the TRPA Code of Ordinances; and
6. The change in use does not have the potential to intensify pollutant loads over and above the capability of treatment by existing installed BMPs.

▪ Offsite Parking

Use of offsite and shared parking is permissible pursuant to the parking standards in Appendix B of this Plan.

▪ Density Bonus

- Projects approved as part of the South Tahoe Redevelopment Demonstration Project No. 1 shall be subject to TRPA Code Section 31.4.3 for density calculations.

▪ Conversion of Use

Pursuant to TRPA Code Section 50.10: *Election of Conversion of Use*, the following conversion incentives are available in the Tourist Core Area Plan.

Up to 200 existing Tourist Accommodation Units (TAUs) basin wide can be converted to Existing Residential Units of Use for multi-unit projects subject to the following conditions:

1. Each converted unit maximum size is 1,250 square feet of residential floor area; and

2. The conversion must happen on the same parcel.

Conversion of an existing residential unit of use or tourist accommodation unit to a residential, tourist or commercial use may be permitted when the units are transferred from sensitive lands.

Conversion of an existing residential unit of use or tourist accommodation units to a residential, tourist, or commercial use may be permitted if the conversion results in the elimination of a non-conforming use.

Conversion of an existing residential unit to tourist or commercial use or an existing tourist accommodation unit to a commercial use or multi-family unit may be permitted onsite or for transfers if the project meets the TRPA standards applicable for a project proposed on an undeveloped project area.

Conversion of an existing residential unit of use to a tourist or commercial use or an existing tourist accommodation unit of use to a commercial use or a residential use may be permitted onsite or for transfer if the converted use is include as part of a project that has linked status pursuant to Chapter 15 of the TRPA Code.

Conversion of existing tourist accommodation units of use to residential may be permitted onsite if the converted units will be used for deed-restricted affordable housing.

10.4 MONITORING AND REPORTING PROGRAMS

TOURIST CORE AREA PLAN

The TRPA Code of Ordinances Section 13.8: *Monitoring, Certification, and Enforcement of Area Plan* requires quarterly monitoring of building permits issued by the City and an annual review and certification of the area plan.

- On a quarterly basis, the City shall provide TRPA with all building permits issued in the plan area. At a minimum the permits shall contain and make clear the necessary development information that TRPA needs to measure compliance with the terms of the area plan, such as additional land coverage, commercial floor area, residential units, or tourist accommodation units.

Annual review and certification shall be conducted by TRPA. TRPA shall select and review a sample of development permits issued within the plan area in order to certify that the permits are issued in conformance with the area plan.

LAKE TAHOE TMDL

Through the Lake Tahoe TMDL, Lahontan established five-year load reduction targets to assess a jurisdiction's progress towards meeting overall load reduction goals. The first load reduction target is specified in the NPDES permit (MS4), which requires a 10 percent Fine Sediment reduction, 7 percent Total Phosphorus, and an 8 percent Total Nitrogen from baseline pollutant loading by September 30, 2016.

In addition, the MS4 permit identifies the following milestones for load reduction planning and reporting efforts.

- On an annual basis (March 15), the City will provide Lahontan with a progress report on the City's Five Year Pollutant Load Reduction Plan.
- Pollutant Load Reduction Progress Report - October 1, 2013.
- Report of Waste Discharge and Updated Pollutant Load Reduction Plan – June 9, 2016.

The City will continue to track abrasive applications and materials recovered by sweeping and vactoring, which helps identify areas with high pollutant loading. City will continue to inspect facilities during large runoff events, to determine whether constructed source control, conveyance, and treatment measures are functioning as designed. The City will also complete annual stormwater system, construction and commercial, industrial, and municipal site inspections required in the MS4 permit. These activities form the foundation of the City's internal approach to assess its stormwater management activities and provide data to support assessments and reporting of annual load reduction progress during the implementation of the PLRP. Moreover, it provides valuable data for updating of the PRLP for year 2016 and beyond.

Appendix A REFERENCES

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Appendix B

TRPA HEIGHT FINDINGS FOR TOWN CENTERS AND THE REGIONAL CENTER

Height up to 56 feet in Town Centers and 95 feet in the Regional Center is permitted with the adoption of a conforming Area Plan. To ensure compatibility with adjacent uses, viewshed protection, and mitigation for potentially significant scenic impacts resulting from three- or four-story buildings in the Town Centers and from three- to six-story buildings in the Regional Center, a project shall meet findings 1, 3, 5, and 9 of Section 37.7 of the TRPA Code of Ordinances.

37.7.1 Finding 1

When viewed from major arterials, scenic turnouts, public recreation areas, or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table 37.4.1-1 for a 5:12 roof pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in subsection 66.3.7, Additional Visual Magnitude, or Appendix H, Visual Assessment Tool, of the Design Review Guidelines.

37.7.3. Finding 3

With respect to that portion of the building that is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.

37.7.5. Finding 5

The portion of the building that is permitted additional building height is adequately screened, as seen from major arterials, the waters of lakes, and other public areas from which the building is frequently viewed. In determining the adequacy of screening, consideration shall be given to the degree to which a combination of the following features causes the building to blend or merge with the background.

- A. The horizontal distance from which the building is viewed;
- B. The extent of screening; and
- C. Proposed exterior colors and building materials.

37.7.9. Finding 9

When viewed from a TRPA scenic threshold travel route, the additional building height granted a building or structure shall not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory. TRPA shall specify the method used to evaluate potential view loss.

Appendix C

Development and Design Standards

This section sets out the development standards, design standards and permissible uses for the land use districts in the Tourist Core Area Plan to achieve its desired urban form.

Applicability: All projects within the Tourist Core Area Plan shall meet the standards provided below. In addition, all projects are required to meet the Citywide Design Standards as well when applicable. Should a conflict occur between the Citywide standards and the Tourist Core Area Plan standards, the standards of this Area Plan shall apply. All regulations in the TRPA Code of Ordinances shall remain in effect unless superseded by the provisions of this Area Plan.

PERMISSIBLE USES

Table 1 lists the permitted primary land uses by district for the Tourist Core Area Plan and land use definitions are provided in Table 2. The regulations for the district are established by letter designations listed below. The designations apply strictly to the permissibility of land uses; applications for buildings or structures may require discretionary review. Uses not listed in the Table are prohibited.

(A) designates allowed uses subject to zoning compliance. An allowed use is one that can be established as the primary use of a building.

(S) designates uses that are permitted subject to approval of a Special Use Permit. A Special Use Permit requires discretionary approval by the City Planning Commission or Zoning Administrator following review and a determination that the nature of the proposed use, at the location proposed, is not detrimental to the public welfare or injurious to property or improvements in the neighborhood. To obtain a special use permit, the applicant must generally show that the contemplated use is compatible with the zoning ordinance and land use standards. Findings that such use would be essential or desirable to the public convenience or welfare, and will not impair the integrity and character of the zoned district or be detrimental to the public health, safety, morals or welfare are required.

(TRPA) designates uses that require TRPA review and permitting

(-) designates uses that are not permitted.

Table 1: PERMITTED USES BY LAND USE DISTRICT

Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "–" – Use Not Permitted	TSC-C	TSC-MU	TSC-MUC	TSC-NMX	TSC-G	REC	OS
RESIDENTIAL							
Domestic Animal Raising	-	-	-	-	-	S	-
Employee Housing	S	S	A	S	S	A	-
Multiple Family Dwelling	A	A	A	A	A	-	-
Multi-Person Dwelling	S	S	S	S	S	-	-
Single Family Dwelling (includes condominiums)	A8	A	A	A	A	S1	-
TOURIST ACCOMMODATION							
Bed & Breakfast Facilities	-	A	A	S	A	-	-
Hotel, Motel, Other Transient Dwelling Units	A	A	A	S	A	-	-
Time Sharing	A	A	A	S	S	-	-
RETAIL COMMERCIAL							
General Retail and Personal Services	A	A	A	S	A	-	-
Building Material & Hardware	S6	-	-	-	-	-	-
Nursery	-	-	A	-	-	-	-
Outdoor Retail Sales	A	-	S	-	-	-	-
Eating & Drinking Places	A	S	A	S	A	-	-
Service Stations	S	S	-	-	S	-	-
ENTERTAINMENT COMMERCIAL							
Amusement & Recreation	S	S	-	-	-	-	-
Privately Owned Assembly and Entertainment	S	S	-	-	-	S	-
Outdoor Amusements	-	S	S	-	S	S	-
SERVICE COMMERCIAL							
Business Support Services	A7	S	S	-	S	-	-
Health Care Services	A2,5	-	A	-	A	-	-
Professional Offices	A3,4	A	A	A	A	-	-
Schools – Business & Vocational	S	-	S	-	S	-	-
LIGHT INDUSTRIAL COMMERCIAL							
Small Scale Manufacturing	S	S	S	S	-	-	-
WHOLESALE/STORAGE COMMERCIAL							
Vehicle Storage & Parking	S	S	S	S	S	-	-
GENERAL PUBLIC SERVICE							
Religious Assembly	-	S	S	-	S	-	-
Cultural Facilities	S	S	S	-	S	-	-
Daycare Centers/Preschool	A	A	A	A	A	-	-
Government Offices	-	-	A	-	-	-	-
Local Assembly & Entertainment	S	S	-	-	-	-	-
Local Public Health and Safety Facilities	A	A	A	A	A	A	A
Public Owned Assembly & Entertainment	S	S	-	-	-	S	-
Public Utility Centers	-	S	-	-	-	-	-
Social Service Organizations	-	-	A	-	A	-	-
LINEAR PUBLIC FACILITIES							
Pipelines & Power Transmission	S	S	S	S	S	S	S
Transit Stations & Terminals	S	S	S	S	S	S	S

Table 1: PERMITTED USES BY LAND USE DISTRICT							
Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "–" – Use Not Permitted	TSC-C	TSC-MU	TSC-MUC	TSC-NMX	TSC-G	REC	OS
Transportation Routes	S	S	S	S	S	S	S
Transmission & Receiving Facilities	S	S	S	S	S	S	S
RECREATION							
Beach Recreation	-	-	-	-	TRPA-A	-	-
Boat Launching Facilities	-	-	-	-	TRPA-S	-	-
Cross Country Ski Courses	-	-	-	-	-	S	-
Day Use Areas	A	A	A	A	A	A	A
Group Facilities	-	-	-	-	-	S	-
Marinas	-	-	-	-	TRPA-A	-	-
Outdoor Recreation Concessions	-	-	-	-	S	-	-
Participant Sport Facilities[2]	S	-	-	-	-	-	-
Riding and Hiking Trails	-	-	-	-	-	S	-
Rural Sports	-	-	-	-	-	S	-
Snowmobile Courses	-	-	-	-	-	S	-
Visitor Information Centers	S	S	-	-	S	-	-
RESOURCE MANAGEMENT							
Forest and Timber Resource Management	A	A	A	A	A	A	A
Vegetation Resource Management	A	A	A	A	A	A	A
Water Quality Improvements and Watershed Management	A	A	A	A	A	A	A
Wildlife and Fisheries Resource Management	A	A	A	A	A	A	A
Range Management	-	-	-	-	-	A	-
OPEN SPACE							
Allowed in all areas of the Region	A	A	A	A	A	A	A

Note: In the Regional Center all residential projects exceeding 100,000 square feet or non-residential projects exceeding 80,000 square feet require TRPA review and approval. In the Town Center all residential projects exceeding 50,000 square feet or non-residential projects exceeding 40,000 square feet require TRPA review and approval.

1. Caretaker Residence Only
2. All Health Care Services are allowed except emergency outpatient or urgent care facilities which shall only be considered along Heavenly Village Way, formerly Park Avenue.
3. Allow Realty Offices within the district and limit financial services to ATMs.
4. Allow consideration for placement of Realty Offices within the district, and only when operated in conjunction with approved Park Avenue Redevelopment fractional ownership tourist accommodation projects. Such use shall occupy no more than five percent (5%) of the commercial floor area with any project area within the district.
5. All Health Care Services uses permissible throughout special district; provided that any Health Care Services uses proposed to front on either side of US Highway 50 and/or the intersections of Heavenly Village Way (formerly Park Avenue) and Stateline Avenue are limited to second floor or higher. See TRPA Ordinance 2009-05 Exhibit 2 for specific limitation locations.

6. Outdoor storage and display is prohibited.
7. Shall not front on US Highway 50.
8. Condominiums only.

Table 2: LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITIONS
RESIDENTIAL	
Domestic Animal Raising	The keeping, feeding, or grazing of animals as an avocation, hobby, or school project, secondary to the principal residential use of a property greater than two acres. The use applies to species commonly considered as farm animals, but does not include exotic animals. Household pets, such as dogs and cats, are included when such animals are being bred for commercial reasons. Outside storage or display is included as part of the use.
Employee Housing	Residential units owned and maintained by public or private entities for purposes of housing employees of said public or private entity.
Multiple Family Dwelling	More than one residential unit located on a parcel. Multiple-family dwellings may be contained in separate buildings such as two or more detached houses on a single parcel, or in a larger building on a parcel such as a duplex, a triplex, or an apartment building. Vacation rentals are included, up to but not exceeding a four-plex, provided they meet the Local Government Neighborhood Compatibility Requirements as defined in the TRPA Code of Ordinances. One detached secondary residence is included-
Multi-Person Dwelling	A building designed primarily for permanent occupancy by individuals unrelated by blood, marriage, or adoption in other than single-family dwelling units or transient dwelling units. A multi-person dwelling includes, but is not limited to, facilities such as dormitories and boarding houses, but not such facilities as hotels, motels, and apartment houses.
Single Family Dwelling (includes condominiums)	One residential unit located on a parcel. A single-family dwelling unit may be contained in a detached building such as a single-family house, or in a subdivided building containing two or more parcels such as a town house condominium. Vacation rentals are included provided they meet the Local Government Neighborhood Compatibility Requirements as defined in the TRPA Code of Ordinances. A caretaker residence is included.
TOURIST ACCOMMODATION	
Bed & Breakfast Facilities	Residential-type structures that have been converted to or constructed as tourist accommodation facilities where bedrooms without individual cooking facilities are rented for overnight lodging, and where at least one meal daily is provided. The use does not include "Hotels and Motels," which are defined separately; nor rooming and boarding houses (see "Multi-Family Dwellings").
Hotel, Motel, Other Transient Dwelling Units	Commercial transient lodging establishments, including hotels, motor- hotels, motels, tourist courts, or cabins, primarily engaged in providing overnight lodging for the general public whose permanent residence is elsewhere. This use does not include Bed and Breakfast Facilities or Vacation Rentals.
Time Sharing	A right to exclusively use, occupy, or possess a tourist accommodation unit, according to a fixed or floating time schedule on a periodic basis occurring annually over a period of time in excess of three years.

Table 2: LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITIONS
RETAIL COMMERCIAL	
General Retail and Personal Services	An establishment for the retail sale of merchandise or the provision of personal services. A retail facility includes but is not limited to antique or art shops, clothing, drug, dry good, florist, furniture, gift, grocery, hobby, mailing services, office supply, package liquor, paint, pet, shoe, sporting, bike or moped, boats, golf carts, snowmobiles, jet skis, automobile parts, books, toy stores, and other miscellaneous retail shopping goods (auto, mobile home and vehicle sales are not included in this definition). A personal service facility includes facilities primarily engaged in providing non-medical services generally involving the care of persons, such as: beauty and barber shops; shoe repair shops; saunas and hot tubs; laundromats (self-service laundries); dry cleaning pick-up stores and small-scale dry cleaners without pick-up and delivery services; clothing rental; dating and escort services; offsite rental of sporting equipment; and wedding chapels. The use may also include the accessory retail sales of products related to the services provided.
Building Material & Hardware	Retail trade establishments within buildings primarily engaged in selling lumber and other building materials, including paint, wallpaper, glass, hardware, nursery stock, and lawn and garden supplies. The use includes all such stores selling to the general public, even if contractor sales account for a larger proportion of total sales. Outside storage or display is included as part of the use. Establishments primarily wholesaling plumbing, heating and air conditioning equipment, and electrical supplies are classified in "Wholesale and Distribution."
Nursery	Commercial retail and wholesale establishment where plants are grown or stored for transplanting at other sites. Outside storage or display is included as part of the use.
Outdoor Retail Sales	Retail trade establishments operating outside of buildings on a daily or weekly basis, such as: roadside stands; flea markets; swap meets; seasonal sales involving Christmas trees, pumpkins, or other seasonal items; regular sales of art or handcrafted items in conjunction with community festivals or art shows; and retail sales of various products from individual motor vehicles locations outside the public right-of-way, not including bakery, ice cream, and similar vending vehicles that conduct all sales within the right-of-way and do not stop in any location except on customer demand. Outside storage or display is included as part of the use.
Eating & Drinking Places	Restaurants, bars, and other establishments selling prepared foods and drinks for on-premise consumption, as well as facilities for dancing and other entertainment that are accessory to the principal use of the establishment as an eating and drinking place. The use also includes drive-in restaurants, lunch counters, and refreshment stands selling prepared goods and drinks for immediate consumption.

Table 2: LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITIONS
Service Stations	Retail trade establishments primarily engaged in the sale of gasoline, which may also provide lubrication, oil change and tune-up services, and the sale of automotive products incidental to gasoline sales. The use may also include as accessory uses towing, mechanical repair services, car washing and waxing, and trailer rental. The use does not include storage of wrecked or abandoned vehicles, paint spraying body and fender work, and retail sale of gasoline as an accessory use to food and beverage retail sales when limited to not more than two pumps.
ENTERTAINMENT COMMERCIAL	
Amusement & Recreation	Establishments providing amusement or entertainment for a fee or admission charge, such as: arcades and coin-operated amusements; billiard and pool halls; bowling alleys; card rooms; clubs and ballrooms that are principal uses rather than being subordinate to an eating or drinking place; dance halls; gymnasiums; health and athletic clubs; ice skating and roller skating facilities; indoor sauna, spa, or hot tub facilities; motion picture theaters; reducing salons; and tennis, handball, racquetball, indoor archery and shooting ranges, and other indoor sports activities.
Privately Owned Assembly and Entertainment	Commercially operated facilities for public assembly and group entertainment with a capacity of greater than 300 people, such as: auditoriums; exhibition and convention halls; theaters, meeting halls and facilities for "live" theatrical presentations or concerts by bands and orchestras; amphitheaters; meeting halls for rent; and similar public assembly uses.
Outdoor Amusements	Commercial establishments for outdoor amusement and entertainment such as: amusement parks; theme and kiddie parks; go cart and miniature auto race tracks; and miniature golf courses. Outside storage or display is included as part of the use.
SERVICE COMMERCIAL	
Business Support Services	Service establishments within buildings that provide other businesses with services including maintenance, repair and service, testing, and rental. This includes establishments such as: outdoor advertising services, mail advertising services (reproduction and shipping); blueprinting, photocopying, and photofinishing; computer-related services (rental, repair, and maintenance); commercial art and design (production); film processing laboratories; and services to structures such as window cleaning, exterminators, janitorial services, and business equipment repair services.
Health Care Services	Service establishments primarily engaged in furnishing medical, mental health, surgical, and other personal health services such as: medical, dental, and psychiatric offices; medical and dental laboratories; outpatient care facilities; and allied health services. Associations or groups primarily engaged in providing medical or other health services to members are included. Nursing homes and similar long-term personal care facilities are classified in "Nursing and Personal Care," and mental health-related services, including various types of counseling practiced by licensed individuals other than medical doctors or

Table 2: LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITIONS
	psychiatrists or unlicensed individuals, are included under Professional Offices.
Professional Offices	A place where the following kinds of business are transacted or services rendered: engineering, architectural and surveying; real estate agencies; educational, scientific and research organizations; financial services; writers and artists; advertising agencies; photography and commercial art studios; publishing with offsite printing facilities; broadcasting studios; employment services; off premise concessions (OPC); reporting services; computer services; management, public relations, and consulting services; organizational offices; detective agencies; professional services; attorneys; and counseling services (other than licensed psychiatrists; see "Health Care Services"). Incidental offices are considered accessory uses to a primary use.
Schools – Business & Vocational	Business and vocational schools offering specialized trade and commercial courses.
Secondary Storage	The outdoor storage of various materials or the public display of merchandise on the same site as a principal building or use that supports the activities or conduct of the principle use and does not increase the intensity of the use. This does not apply to primary uses that include outside storage and display as part of the use.
LIGHT INDUSTRIAL COMMERCIAL	
Industrial Services	Service establishments providing other businesses with services, including maintenance, repair, service, testing, publishing, and rental. This includes establishments such as: welding repair, armature rewinding, and heavy equipment repair, vehicle repair, (except vehicle repair; see "Auto Repair and Service"); research and development laboratories, including testing facilities; soils and materials testing laboratories; equipment rental businesses that are entirely within buildings (for equipment rental yards, see "Sales Lots"), including leasing tools, machinery and other business items except vehicles; and other business services of a "heavy service" nature. Outside storage or display is included as part of the use.
Small Scale Manufacturing	Establishments primary engaging in retail sales and secondarily as a fine art or craftsman demonstration workshop of light industrial nature such as sculptor, potter, weaver, carver, jeweler, or other similar art that requires artistic skill . Outside storage or display would require approval of a Special use Permit.

Table 2: LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITIONS
WHOLESALE/STORAGE COMMERCIAL	
Vehicle Storage & Parking	Service establishments primarily engaged in the business of storing operative cars, buses, or other motor vehicles. The use includes both day use and long-term public and commercial garages, parking lots, and structures. Outside storage or display is included as part of the use. The use does not include wrecking yards (see "Recycling and Scrap").
GENERAL PUBLIC SERVICE	
Religious Assembly	Religious organization assembly or institutional facility operated for worship or promotion of religious activities, including churches and incidental religious education. Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals, and other potentially related operations (such as a recreational camp) are not considered a religious assembly and are classified according to their respective activities.
Cultural Facilities	Permanent public or quasi-public facilities generally of a noncommercial nature, such as art exhibitions, planetariums, botanical gardens, libraries, museums, archives, and arboretums.
Daycare Centers/Preschool	Establishments used for the care of seven or more children residing elsewhere.
Government Offices	Buildings containing office for public agencies, including administrative offices, and meeting rooms that are incidental and accessory to another government use such as transit terminals, vehicle storage, campground, or storage yards.
Local Assembly & Entertainment	Facilities for public assembly and entertainment for the local community, not to exceed a capacity of 300 people, such as community centers, meeting halls, and multi-purpose centers.
Post Office	Establishments providing mail service and delivery, such as postal substations and neighborhood delivery centers.
Local Public Health and Safety Facilities	Facilities operated by public or quasi-public entities for the local protection of the public, such as: fire stations and other fire prevention facilities; police and sheriff substations; satellite highway maintenance and snow removal facilities; water tanks, pumps, wells and related facilities; monitoring facilities; sewage pumps and related facilities; and emergency services. Outside storage or display is included as part of the use.
Public Owned Assembly & Entertainment	Facilities owned and operated by a public or nonprofit entity for public assembly and group entertainment with a capacity of greater than 300 people, such as: public auditoriums; exhibition and convention halls; civic theaters, meeting halls and facilities for live theatrical presentations or concerts by bands, choirs, and orchestras; meeting halls for rent; community centers; and similar public assembly uses.

Table 2: LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITIONS
Public Utility Centers	Public and quasi-public facilities serving as junction points for transferring utility services from one transmission to another or to local distribution and service, such as: electrical substations and switching stations; major telephone switching centers; natural gas regulating and distribution facilities; public water system wells, treatment plants and storage; and community wastewater treatment plants and settling ponds. Outside storage or display is included as part of the use. The use does not include office or service centers (see "Professional Offices or Government Offices").
Social Service Organizations	Public and quasi-public establishments providing social services and rehabilitation services, counseling centers, welfare offices, job counseling and training centers, or vocational rehabilitation agencies, serving persons with social or personal problems requiring special services and the handicapped and the disadvantaged. The use includes organizations soliciting funds to be used directly for these and related services. The use also includes establishments engaged in community improvement and neighborhood development.
LINEAR PUBLIC FACILITIES	
Pipelines & Power Transmission	Transportation facilities primarily engaged in the pipeline transportation of refined products of petroleum, such as: gasoline and fuel oils; natural gas; mixed, manufactured, or liquefied petroleum gas; or the pipeline transmission of other commodities. The use includes facilities for the transmission of electrical energy for sale, including transmission and distribution facilities. Outside storage or display is included as part of the use. The use does not include offices or service centers (see "Professional Offices"); equipment and material storage yards (see "Storage Yards"); distribution substations (see "Public Utility Centers"); and power plants (see "Power Generating Plants").
Transit Stations & Terminals	Passenger stations for vehicular and mass transit systems; also, terminal facilities providing maintenance and service for the vehicles operated in the transit system. The use includes, but is not limited to, buses, taxis, railway, and ferries. Outside storage or display is included as part of the use.
Transportation Routes	Public right-of-ways that are improved to permit vehicular, pedestrian, and bicycle travel.
Transmission & Receiving Facilities	Communication facilities for public or quasi-public, commercial, and private electronic, optic, radio, microwave, electromagnetic, and photo-electrical transmission and distribution, such as: repeater and receiving facilities, feeder lines, and earth stations for satellite communications for radio, television, telegraph, telephone, data network, and other microwave applications. The use includes local distribution facilities such as lines, poles, cabinets, and conduits. Outside storage or display is included as part of the use. The use does not include uses described under Broadcasting Studios.
RECREATION	

Table 2: LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITIONS
Beach Recreation	Recreational use of a beach, supported by developed facilities such as sanitation facilities, parking, and picnic sites, and nearshore facilities such as multiple-use piers and buoys. Nearshore and foreshore facilities are included in Chapter 81, <i>Permissible Uses and Structures in the Shorezone and Lakezone</i> , of the TRPA Code of Ordinances.
Boat Launching Facilities	Recreational establishments that provide boat launching, parking, and short-term trailer storage for the general public. The storage, mooring, and maintenance of boats are included under "Marinas." Raft launching is included under "Day Use Areas." Outside storage or display is included as part of the use.
Cross Country Ski Courses	
Day Use Areas	Land or premises, other than Participant Sports Facilities, designated by the owner to be used by individuals or the general public, for a fee or otherwise, for outdoor recreation purposes on a daily basis such as regional and local parks, picnic sites, vista points, snow play areas, rafting facilities, and playgrounds.
Developed Campgrounds	Land or premises designed to be used, let, or rented for temporary occupancy by campers traveling by motorized vehicle or recreational vehicles, and that contain such facilities as campsites with parking area, barbecue grills, tables, restrooms, and at least some utilities.
Group Facilities	Establishments that provide overnight accommodations and outdoor recreation to organized groups such as recreational camps, group or organized camps, and religious camps.
Marinas	Establishments primarily providing water-oriented services, such as: yachting and rowing clubs; boat rentals; storage and launching facilities; sport fishing activities, excursion boat and sightseeing facilities; and other marina-related activities, including but not limited to fuel sales and boat and engine repair. Marinas contain water-oriented facilities and structures, which are regulated and defined in Chapter 81. Outside storage or display is included as part of the use. The use does not include condominiums, hotels, restaurants, and other such uses with accessory water-oriented, multiple-use facilities.
Outdoor Recreation Concessions	Facilities that are dependent on the use of outdoor recreation areas, such as onsite food and beverage sales, onsite recreational equipment rentals, parasailing, rafting, and onsite recreation instruction. The use also includes outfitter or guide service establishments whose base facilities are located on or near a recreation area, such as horse packing outfitters or snowmobiling outfitters. Outside storage or display is included as part of the use.
Participant Sport Facilities	Facilities for various outdoor sports and recreation including, but not limited to, tennis courts, swim and tennis clubs, ice skating rinks, and athletic fields (non-professional). Outside storage or display is included as part of the use.
Recreation Centers	Indoor recreation establishments operated by a public or quasi-public agency providing indoor sports and community services, such as swimming pools, ice skating rinks, multi-purpose

Table 2: LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITIONS
	courts, weight rooms, and meeting and crafts rooms.
Riding and Hiking Trails	Planned paths for pedestrian, bike, and equestrian traffic, including trail heads.
Rural Sports	Establishments that provide for special outdoor recreation group activities, such as: outdoor archery, pistol, rifle, and skeet clubs and facilities; hunting and fishing clubs; and equestrian facilities, stables, and exhibition facilities. The use does not include indoor shooting facilities (see "Amusements and Recreational Services").
Snowmobile Courses	Mapped areas, pathways, and trails utilized in, and approved for, commercial snowmobile operations.
Visitor Information Centers	Nonprofit establishments providing visitor information and orientation.
RESOURCE MANAGEMENT	
Forest and Timber Resource Management	Activities associated with the protection, restoration, and management of timber such as reforestation, regeneration harvest, sanitation salvage cut, selection cut, special cut, thinning and timber stand improvement.
Vegetation Resource Management	Activities associated with the protection, restoration, and management of vegetation including fire detection and suppression, fuels treatment and management, insect and disease suppression, prescribed fire and burn management.
Water Quality Improvements and Watershed Management	Activities associated with the protection, restoration, and management of watersheds including erosion control, runoff control and stream environment zone restoration.
Wildlife and Fisheries Resource Management	Activities associated with the protection, restoration, and management of wildlife and fisheries resources.
Range Management	Activities associated with range management including range pasture management, range improvement and grazing.
OPEN SPACE	
Allowed in all areas of the Region	Land with no land coverage and maintained in a natural condition or landscaped condition consistent with best management practices, such as deed-restricted properties and designated open space area

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

The maximum community noise equivalent level for this Area Plan is as follows:

DISTRICT	TSC-C	TSC-MU	TSC-MUC	TSC-G	TSC-NMX	REC	OS	US 50
CNEL	65	65	65	65 (55 within the shorezone)	65	55	55	65

DEVELOPMENT STANDARDS

The development standards for the Tourist Core are intended to provide physical development requirements to implement the South Shore Tourism Core Area Plan’s vision, goals, and policies; implement the goals and policies of the recently adopted General Plan and the Regional Plan Update, and enable the South Shore Tourism Core Area Plan to be found as a conforming Area Plan by the TRPA Governing Board. The standards were developed based on a review of the TRPA Regional Plan Update policies, the TRPA Area Plans Framework, the General Plan, the Stateline/Ski Run Community Plan, the City of South Lake Tahoe Code and Design Manual, Redevelopment Demonstration Plan, and the South Shore Vision Plan.

Form-based coding techniques are used for development standards. The standards of each district list density and lot coverage limits, lot dimensional requirements, building location standards, height requirements, parking and access provisions, and minimum open space and landscaping requirements. Furthermore, supplemental standards address building orientation and design, pedestrian access, and bicycle parking. Buildings are required to be oriented toward and include a public entrance on a public street. Building design standards are intended to avoid bulky and “box-like” buildings and encourage appropriate architectural features.

Tables 4 through 9 prescribe the development standards for Tourist Center Districts. Individual letters in parentheses refer to additional regulations that directly follow the table. The numbers in each illustration below refer to corresponding regulations in the “#” column in the associated table.

LOT AND DENSITY

Maximum allowed densities are consistent with the limits set in the Regional Plan Update. The Regional Plan Update allows maximum densities of 25 units per acre for multi-family residential development and 40 units per acre for tourist accommodation with the adoption of an Area Plan. Existing lot size and dimension requirements are proposed to be carried forward. Lot coverage standards reflect the allowances established in the Regional Plan Update, 50 percent within 300 feet of the High Water Mark of Lake Tahoe, 70 percent beyond 300 feet.

DISTRICT	TSC-C	TSC-MU	TSC-MUC	TSC-G	TSC-NMX	REC	#
Maximum Density: Employee Housing Family (dwelling units/ acre)	15	15	15	15	15	15	
Maximum Density: Multi-	25		25	25	25	n/a	

TABLE 4: LOT AND DENSITY STANDARDS

DISTRICT	TSC-C	TSC-MU	TSC-MUC	TSC-G	TSC-NMX	REC	#
Maximum Density: Employee Housing Family (dwelling units/ acre)	15	15	15	15	15	15	
Maximum Density: Multi-Person Dwelling (persons/ acre)	25	25	25	25	25	n/a	
Maximum Density: Multi-Family (dwelling units/ acre)	25	25	25	25	25	n/a	
Maximum Density: Single Family Dwelling	1 unit per parcel for parcels less than one acre 2 units per parcel for parcels greater than or equal to one acre, provided one unit is an authorized secondary residence						
Maximum Density: Tourist Accommodation (dwelling units/ acre)	40	40	40	40	40	n/a	
Minimum Lot Size (sq ft)	10,000 (A)	10,000 (A)	10,000 (A)	10,000 (A)	6,000 (A)	10,000 (A)	
Minimum Lot Width (sq ft)	80 (A)	80 (A)	80 (A)	80 (A)	60 (A)	80 (A)	
Minimum Lot Depth (sq ft)	100 (A)	100 (A)	100 (A)	100 (A)	100 (A)	100 (A)	
Maximum Land Coverage-Base + Transferred (% of project area located within land capability districts 4-7)	Within 300 feet of the High Water Mark of Lake Tahoe, maximum coverage shall be 50 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive. Further than 300 feet from the High Water Line of Lake Tahoe, maximum land coverage shall be 70 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive. Also see Section 30.4 of the TRPA Code of Ordinances						

- A. **Reduced Minimum Lot Size and Dimensions.** Smaller lots may be approved as part of a condominium, or other airspace subdivision pursuant to City Code Section 32-18.

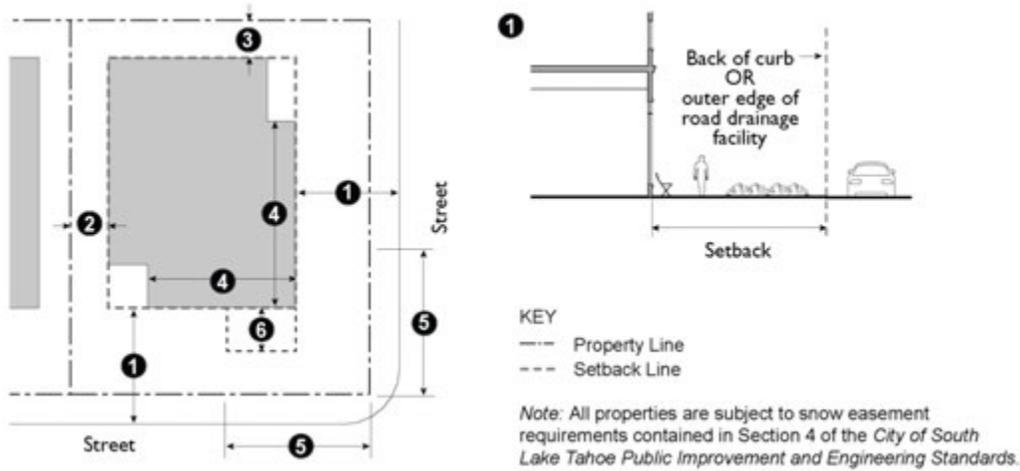
BUILDING PLACEMENT

Minimum building setbacks and street frontage improvements are established to complement a walkable, tourist center district. Along Highway 50/Lake Tahoe Boulevard, buildings are required to be setback 30 feet from the back of the curb. The setback area is to consist of a 10 foot sidewalk/use area in which a minimum of six feet clear must be reserved for pedestrian movement and the other area must be improved as part of a wider sidewalk or provide outdoor dining/seating area or landscaping.

Along all other street frontages, with exceptions as noted in the standards, buildings are required to be setback 20 feet from the back of the curb or the outer edge of road or drainage improvements where no curb exists. This setback would include a five-foot sidewalk, while the remaining area would be improved as part of a wider sidewalk or provide outdoor dining/seating area or landscaping.

Standards require buildings to be built at this setback line for a certain percentage of the linear street frontage in order to establish a consistent and engaging street frontage and improve the pedestrian experience. Additional regulations require pedestrian-oriented street frontage improvements such as the provision of street trees and lighting. Awnings, overhangs, and other elements to provide a covered walkway, public plaza, or outdoor eating area are allowed to project into the setback area.

TABLE 5: BUILDING PLACEMENT STANDARDS

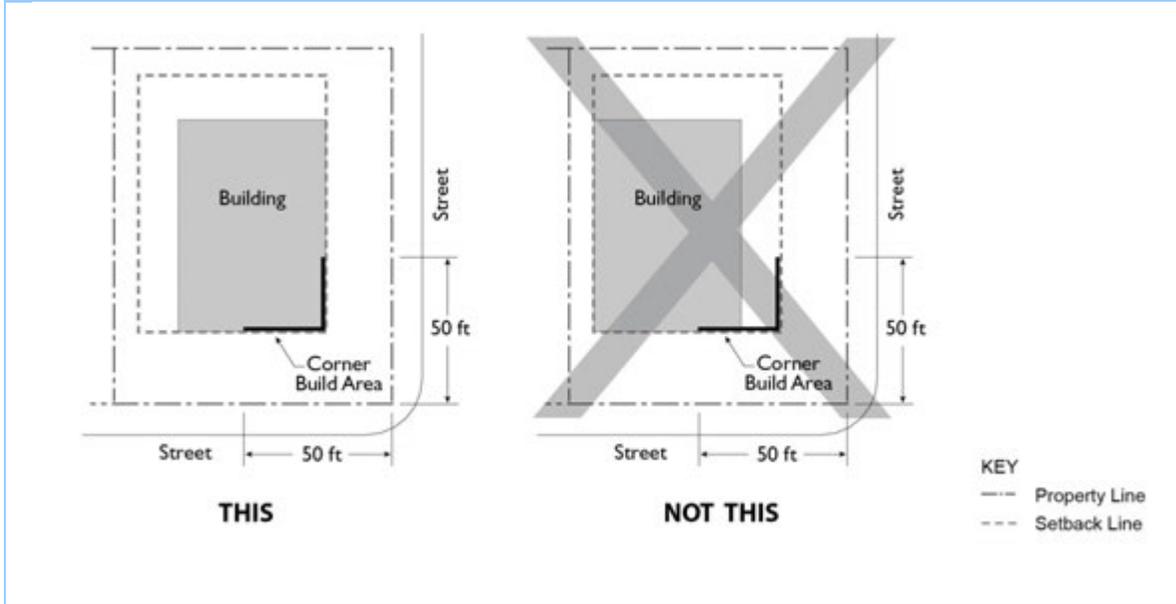


DISTRICT	TSC-C	TSC-MU	TSC-MUC	TSC-G	TSC-NMX	REC	#
Minimum Setbacks (ft)							
Street Frontage, Hwy 50/Lake Tahoe Blvd (measured from back of curb)	30 ft., must include a 10 ft. sidewalk/use area with a minimum 6 ft. wide clear sidewalk for pedestrian movement and the balance of the area improved as part of wider sidewalk, outdoor dining/seating area, or landscaping; (A)					n/a	1
Street Frontage, Ski Run Boulevard north of Hwy 50/Lake Tahoe Blvd (measured from back of curb)	75 ft. (A)	n/a		75 ft. (A)	n/a		1
Street Frontage, Montreal Road and Lake Parkway (measured from back of curb)	n/a	50 ft.	n/a	n/a	n/a	50 ft.	1
Street Frontage, all other streets (measured from back of curb or outer edge of road or drainage improvements if no curb)	20 ft., must include a five-foot sidewalk. The balance of the area is required to be improved as part of wider sidewalk, outdoor dining/seating area, or landscaping; (A)					n/a	1
Interior Side	Nonresidential Uses: 0; 10 adjacent to residential district Residential Uses: 10				10		2
Rear	Nonresidential Uses: 0; 10 adjacent to residential district Residential Uses: 10				10		3
Minimum Building Frontage at Street Setback Line (% of linear street frontage)	75 east of intersection with Pioneer Trail (C)	50 (B)	50 (B)	50 (B)	50 (B)	n/a	4
Corner Build Area (ft.)	50 (C)	50 (C)	50 (C)	50 (C)	n/a		5

Maximum Projection into Setback	Awnings and overhangs to provide a covered walkway, public plaza, or outdoor eating area may project up to 10 ft. into the required setback.	n/a	⑥
Shorezone Setback	100 ft. from the high waterline or in accordance with TRPA Shorezone Ordinances, whichever is more restrictive		

- A. **Street Frontage Improvements.** New development shall provide street frontage improvements in accordance with the following or in accordance with the improvements outlined in this Area Plan that contains specific streetscape standards:
1. **Street Trees.** A minimum of two trees and four shrubs shall be planted for every 50 linear feet of street frontage.
 2. **Lighting.** Pedestrian scaled lighting consistent with City pedestrian lighting standards. Lighting standards that include attachments from which banners identifying the area or announcing community events may be hung are encouraged.
- B. **Build-to Line.** Buildings shall be constructed at the required setback for the percent of linear street frontage identified in Table 5. This requirement may be modified or waived by the Director of Development Services upon finding that:
1. Entry courtyards, plazas, entries, or outdoor eating areas are located between the build-to line and building, provided that the buildings are built to the edge of the courtyard, plaza, or dining area; or
 2. The building incorporates an alternative entrance design that creates a welcoming pedestrian entry feature facing the street.
- C. **Corner Build Area.** Buildings must be located at the point of intersection of the two setback lines at street corners, and must occupy the street frontage at the setback line for at least 50 feet from the street corner property line. Public plazas may be at the street corner provided buildings are built to the edge of the public plaza. Where a parcel is bounded by more than two streets, this requirement only applies to the primary street frontage and one side street frontage. Corners in designated Scenic Corridors are exempt from this requirement.

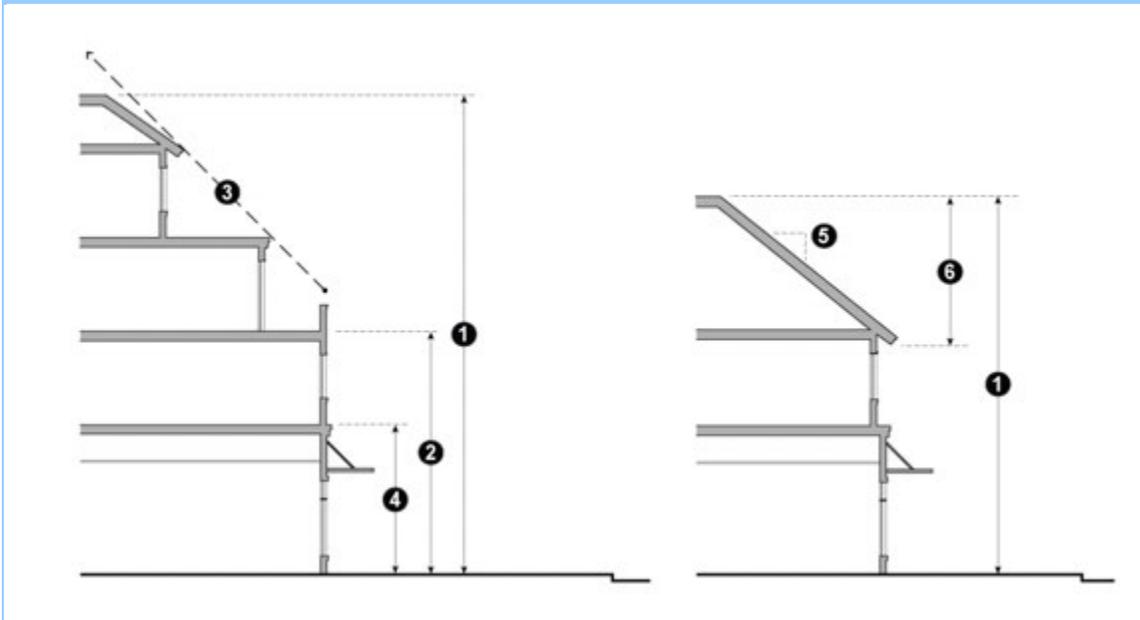
FIGURE C-1: CORNER BUILD AREA



HEIGHT

Maximum height limits proposed in the Regional Plan Update have been refined to reflect the nature of development in each sub district. Buildings are required to step back within a daylight plane along street frontages and adjacent to residential areas to address massing, protect viewsheds, allow light and air, and limit winter shading in public areas. Minimum heights are proposed for ground floors in order to establish a consistent building frontage along the street and to accommodate a wide range of uses. Roofs are required to be sloped to support alpine character in design. Limited areas of flat roofs are allowed as long as they are not visible from the public right-of-way.

TABLE 7: HEIGHT AND ROOF STANDARDS



DISTRICT	TSC-C	TSC-MU	TSC-MUC	TSC-G	TSC-NMX	REC	#
Building Height Maximum (feet)	95 75 at the northeast corner of Ski Run/US Highway 50	56	56	42	36	36	①
Building Height Maximum (stories)	6 (D)	4 (D)	4 (D)	3 (D)	3 (D)	3 (D)	①
Minimum Number of Stories at the Street Wall along Hwy 50/Lake Tahoe Blvd	2 (Stateline Node Only)	n/a					②
Building Stepbacks							
Street Facing	Structures shall not interrupt a line of a 1:1 slope extending upward from 30 feet above existing grade of the street facing setback line				n/a		③
Adjacent to Residential District	Structures shall not interrupt a line of a 1:1 slope extending upward from 25 feet above existing grade of the setback line adjacent to the residential district (E)				n/a		③

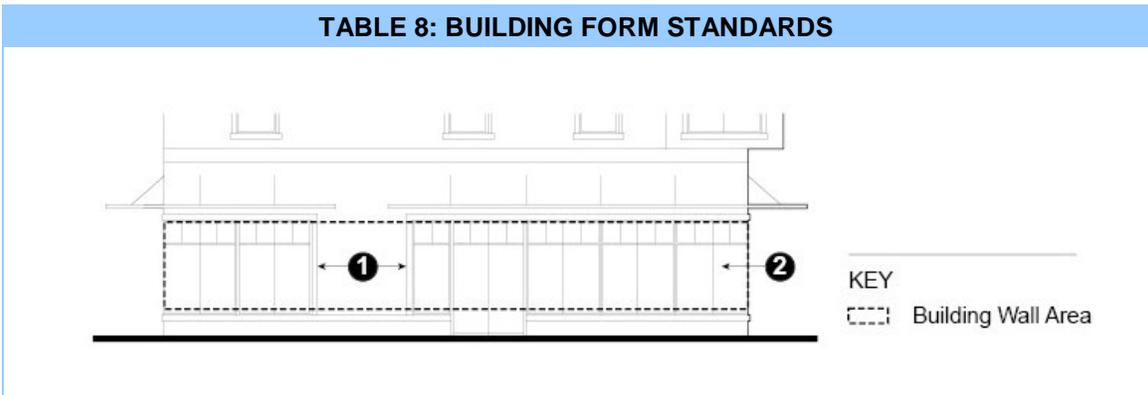
Ground Floor Minimum Height, Non-Residential Uses (ft)	15	15	15	n/a	n/a	4
Roof Slope	5:12 to 12:12 (F)					5
Roof Height	For buildings one to three stories, the height of the sloped roof must be a minimum 40% of the height of the building. (F)					6

- D. **Viewshed Protection.** To ensure compatibility with adjacent uses and viewshed protection, buildings must not project above the forest canopy, ridge lines, or otherwise detract from the viewshed and the review authority must make findings 1, 3, 5, and 9 of Section 37.7 of the TRPA Code of Ordinances in approving any project consisting of three or more stories (see Appendix B).
- E. **Transition Height.** To ensure compatibility with adjacent residential uses, buildings that are permitted additional height shall have additional buffering in addition to the required setback. Provisions may include, but are not limited to the following:
- Reduced height
 - Increase side yard or rear yard setback
 - Building orientation
 - Landscaping buffering with oversized trees
- F. **Roof Design.** Buildings shall have a definitive “top” that steps, slopes, or otherwise breaks the rectangular form of the building. Dormer windows and other roof appurtenances (chimneys, towers, or other special features) are encouraged within the sloping roof area. A portion of the roof area may be flat. Flat roof area is limited to 50 percent of the building footprint and shall not be within the predominant view of the public right-of-way. Covered parking and parking structures are exceptions and may be permitted to have flat roofs, but must be concealed through architectural design or landscaping. Rooftop equipment shall be concealed from view and/or integrated within the building architecture.

BUILDING FORM

Building form standards limit blank walls, require a minimum amount of building transparency (i.e. windows and doors providing views into work areas, display areas, sales areas, or similar active spaces) along street frontages, and require the modulation of building facades to create visual interest and engage pedestrians.

TABLE 8: BUILDING FORM STANDARDS



DISTRICT	TSC-C	TSC-MU	TSC-MUC	TSC-G	TSC-NMX	#
Maximum Length of Blank Wall	25 (G)	25 (G)	25 (G)	25 (G)	25 (G)	①
Required Transparency (% of building wall area)	75 (G)	60 (G)	75 (G)	60 (G)	n/a	②
Building Modulation	Any building over 50 feet wide shall be broken down simulate a series of buildings no wider than 50 feet each				n/a	

G. **Building Transparency and Blank Wall Limits; Required Openings for Non-Residential Uses.** Exterior walls facing and within 20 feet of a front or street side property line or pedestrian walkway shall include windows, doors, or other openings for at least the percentage stated in Table 8 of the building wall area located between 2.5 and seven feet above the level of the sidewalk or adjacent ground grade. No wall may run in a continuous horizontal plane for more than 25 feet without an opening or transparency on the ground floor of a building.

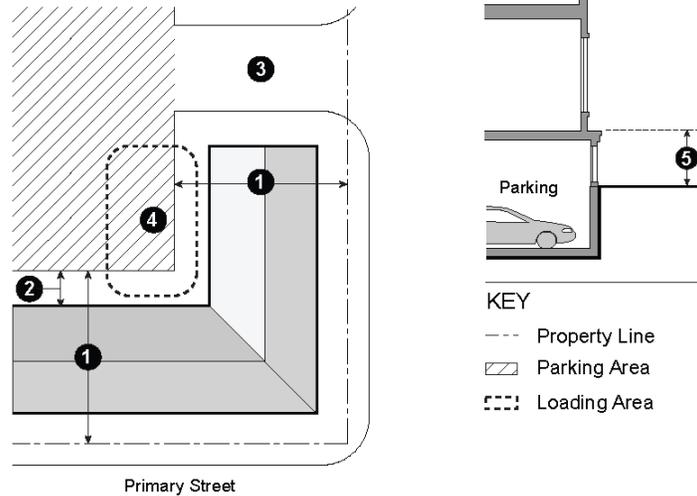
1. **Design of Required Openings.** Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.
2. **Exceptions for Parking Garages.** Multi-level garages are not required to meet the building transparency requirement of this subsection. Instead, they are subject to the building setback standards in Table 5, Building Placement Standards and the following standard:
 - a. *Parking Garage Rooftop Planting.* Uncovered parking on the top level of a parking structure shall have rooftop planters with a minimum dimension of 24 inches along perimeter walls of the top floor that face public streets or other public areas.
3. **Alternatives through Director Review.** Alternatives to the building transparency requirement may be approved if the Development Services Director finds that:
 - a. The proposed use has unique operational characteristics with which providing the required openings is incompatible, such as in the case of a cinema or theater; and
 - b. Street-facing building walls will exhibit architectural relief and detail, and will be enhanced with landscaping in such a way as to create visual interest at the pedestrian level.

PARKING, LOADING, LANDSCAPING AND OPEN SPACE

The proposed parking and loading location standards are intended to enhance walkability and reduce the visual dominance of surface parking lots in the area by setting them back from the street. Parking in each district is required to be setback from the street property line with access from a side street or alley wherever possible. Limitations on the number of curb cuts and driveway widths from the South Tahoe Redevelopment Demonstration Plan have been carried forward. To support a “park once” atmosphere where visitors park once and patronize multiple businesses, new parking facilities are to be designed to accommodate cross-access to/from adjacent properties to allow parking areas to become joint use facilities even if initially serving only one development.

Standards are established for the minimum amount of open space and landscaping. Residential open space is required in all residential and mixed-use development. A key component of the vision for the Tourist Center District is to provide areas for public gathering. To implement this vision, public open space is required with substantial developments (developments over 50,000 square feet of nonresidential floor area on site greater than two acres in size) in the TSC-C and TSC-MUC districts.

TABLE 9: PARKING, LOADING, LANDSCAPING, AND OPEN SPACE STANDARDS



DISTRICT	TSC-C	TSC-MU	TSC-MUC	TSC-G	TSC-NMX	#
Minimum Setback from Street Property Line (ft)	30 (H)	20 (H)	20 (H)	20 (H)	20 (H)	1
Setback from Buildings and Public Plazas (ft)	Above ground parking shall be setback from buildings and public plazas with a walkway and/or landscaping.			n/a	n/a	2
Access Location	Side street or alley wherever possible					3
Shared Access	See additional regulations (I)					3
Curb Cuts	Minimized and in areas least likely to affect pedestrian circulation; maximum one driveway per frontage for lots with 150 feet of frontage or less, maximum two driveways for lots with more than 150 feet of frontage					
Loading/Service Areas	Side or rear of lot; must be screened from public ROW					4
Underground Parking Visibility	Maximum height of underground parking area visible from the street (parking podium) is 3 feet from finished grade.					5
Parking, Driveway and Loading Standards	See South Lake Tahoe City Code, Chapter 5, Land Use Development Standards, Article VIII. Parking, Driveway and Loading Spaces.					
Minimum Residential Open Space (sq ft per unit)	100 (J)	100 (J)	100 (J)	100 (J)	100 (J)	
Minimum Public Open Space, sites two acres or more in size	(K)	n/a	(K)	n/a	n/a	
Minimum Amount of Landscaping (% of site)	10	15	15	15	20	

- H. **Limitations on Location of Parking.** Parking shall be located underground, behind a building, or on the interior side or rear of the site. Parking may be located within the required setback, subject to the following requirements.
1. **Underground and Partially Submerged Parking.** Parking completely or partially underground, may be located within the required setback.
 2. **Surface Parking.** Above ground surface parking may be located within the required setback with Development Services Director approval provided:
 - a. Buildings are built close to the public sidewalk to the maximum extent feasible;
 - b. The parking area is screened along the public right-of-way with public art, hedge, trellis, and/or landscaping; and
 - c. The site is small and/or constrained such that locating parking outside the required setback is not feasible.
- I. **Shared Access.** To encourage shared parking and shared access points on public streets, new parking facilities shall be designed to accommodate cross-access to/from adjacent properties to allow parking areas to become joint use facilities even if initially serving only one development. When cross-access for vehicles is deemed impractical by the Development Services Director, the requirement for cross-access may be waived if bicycle and pedestrian connections are provided between adjacent development.
- J. **Residential Open Space.** Residential open space may be common or private open space. Private areas typically consist of balconies, decks, patios, fenced yards, and other similar areas outside the residence. Common areas typically consist of landscaped areas, walks, patios, swimming pools, barbeque areas, playgrounds, turf, or other such improvements as are appropriate to enhance the outdoor environment of the development. Landscaped courtyard entries that are oriented towards a public street are considered common areas. All areas not improved with buildings, parking, vehicular accessways, trash enclosures, and similar items shall be developed as common areas.
1. **Minimum Dimensions.**
 - a. *Private Open Space.* Private open space located on the ground level (e.g., yards, decks, patios) shall have no horizontal dimension less than 10 feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet.
 - b. *Common Open Space.* Minimum horizontal dimension of 20 feet.
 2. **Usability.** A surface shall be provided that allows convenient use for outdoor living and/or recreation. Such surface may be any practical combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust free surfacing. The maximum slope shall not exceed 10 percent. Seating areas and plazas should be located in areas with good solar exposure.
 3. **Accessibility.**
 - a. *Private Open Space.* The space shall be accessible to only one living unit by a doorway to a habitable room or hallway.
 - b. *Common Open Space.* The space shall be accessible to all the living units on the lot.

- K. **Public Open Space.** Developments with 50,000 square feet or more of nonresidential floor area on sites two acres or more in size shall provide public open space according to the following standards:
1. **Minimum Area.** Forty square feet for every 1,000 square feet of nonresidential floor area for the first 100,000 square feet of floor area, plus 20 square feet for every 1,000 square feet of nonresidential floor area over 100,000 square feet.
 2. **Minimum Dimensions.** Minimum horizontal dimension of 40 feet.
 3. **Usability.** A surface shall be provided that allows convenient use for outdoor living, recreation, and public gathering. Such surface may be any practical combination of high quality plant and hardscape materials such as bricks, stone, concrete, permeable paving, or tile. Surfaces shall be sloped for positive drainage and constructed to withstand snow removal and de-icing maintenance. The maximum slope shall not exceed 10 percent. Seating areas and plazas should be located in areas with good solar exposure.
 4. **Accessibility.** On-site public space shall be visible from a public street and from on-site areas normally frequented by nearby retail uses.
 5. **Amenities.** On-site public space shall include benches or other seating. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including but not limited to trees and other landscaping, shade structures, drinking fountains, water features, public art, trash receptacles, information kiosks, or performance areas.

SUBSTITUTE DESIGN STANDARDS

Substitute Design standards address site design and amenities, building orientation and design, pedestrian access, bicycle parking, landscaping, lighting, signage, parking, driveway and loading spaces.

Buildings are required to be oriented toward and include a public entrance on a public street. Building design standards are intended to avoid bulky and “box-like” buildings and encourage appropriate architectural features.

On-site access and circulation standards require a system of pedestrian walkways that connect all buildings on a site to each other, to on-site parking areas, and open space or pedestrian amenities. Regular connections are to be provided to the public sidewalk as well as to adjoining commercial and residential areas. Walkway standards establish requirements for minimum width, paving, grade separations, bollards, landscaping, lighting, or other means to clearly delineate pedestrian areas for both day and night use.

Standards are for the amount, design, and location of bicycle parking is incorporated. The standards have different requirements for long- and short-term bicycle parking that reflect the varying needs of visitors, locals, and employees.

Landscape standards reinforce the resort destination experience in the Area Plan by guiding the desired design of planting and hardscape materials while providing for opportunities to accommodate stormwater runoff.

Lighting standards for streets and exterior spaces is provided that are necessary to provide safety and security as well as provide, in limited areas, the night lighting that will allow for a festive atmosphere enhancing the qualities of an active civic place.

All projects within the Tourist Core Area Plan shall meet the standards listed below and the standards in the Citywide Design Standards and the Parking, Driveway and Loading Space Standards in Chapter 5 of the City Code and the Sign Standards in Chapter 25 of the City Code. Should a conflict occur between the standards of this Area Plan and the standards of the City Code, the standards of the area plan shall apply. All regulations in the TRPA Code of Ordinances shall remain in effect unless superseded by the provisions of this Area Plan.

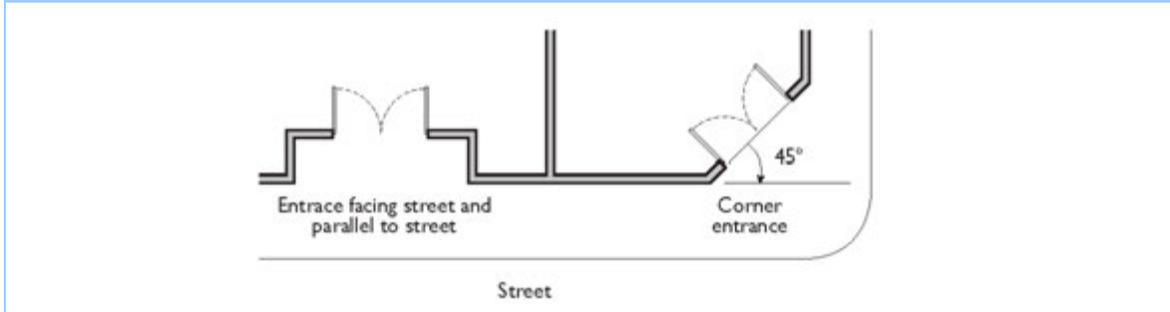
A. Site Design and Amenities.

1. Site design shall consider adjoining properties to avoid creating nuisances such as noise, light intrusion, invasion of privacy, and traffic, particularly when development is adjacent to sensitive uses such as residential development.
2. Outdoor parking areas shall be designed to decrease visual impacts associated with large expanses of pavement and vehicles. They can be divided into smaller parking areas and/or include landscaping within and around them. Consider using perimeter landscaping and landscaped islands as bio-swales with a lower grade than the paved surface to reduce irrigation requirements and meet stormwater retention requirements.
3. Site design shall consider pedestrian safety during snow conditions. Sidewalks, plazas and other pedestrian areas should be designed for maximum solar exposure, with snow melt systems, or for efficient snow removal.
4. Trash and recycling receptacles shall be provided and conveniently located in areas with heavy pedestrian use.
5. Ski and snowboard racks shall be provided in areas where there will be a need to temporarily store them. Racks should be located at areas adjacent to ski related facilities, public areas, transit stops, and destination locations.
6. For developments with multiple commercial or service tenants, include directional/directory maps on-site to orient and direct pedestrians.

B. Building Orientation and Entrances.

1. Primary building entrances for all buildings shall be located facing a public street.
2. Building entrances shall be emphasized with special architectural and landscape treatments, shall provide covered overhead protection in the form of recessed arcades or protruding canopies, and shall ensure protection from unloading roof snow.
3. Entrances located at corners shall generally be located at a 45 degree angle to the corner and shall have a distinct architectural treatment to animate the intersection and facilitate pedestrian flow around the corner. Different treatments may include angled or rounded corners, arches, and other architectural elements. All building and dwelling units located in the interior of a site shall have entrances from the sidewalk that are designed as an extension of the public sidewalk and connect to a public sidewalk.
4. Entrances to residential units shall be physically separated from the entrance to the permitted commercial uses and clearly marked with a physical feature incorporated into the building or an appropriately scaled element applied to the façade.

FIGURE C-2: BUILDING ORIENTATION AND ENTRANCES



C. **Building Design and Articulation.** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and “box-like” appearance.

1. **Exterior Building Materials and Colors.**

- a. A unified palette of quality materials shall be used on all sides of buildings.
- b. Colors shall be used to help delineate windows and other architectural features to increase architectural interest.
- c. A variety of natural-appearing materials should provide contrast on building facades.
- d. Colors should be chosen to blend in with the setting and to minimize reflectivity. Bright colors should be used for accent only and should be applied to a maximum of 10 percent of the building façade.
- e. Roofs, including mechanical equipment and skylights, shall be constructed of non-glare finishes and earth tone colors that minimize reflectivity.

2. **Building Details.** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and “box-like” appearance.

- a. Building façades shall include building projections or recesses, doorway and window trim, textured materials, differentiated piers and columns, awnings, and other details that provide architectural articulation and design interest.
- b. Cornices, balconies, roof terraces, and other architectural elements should be used, as appropriate, to terminate rooflines and accentuate setbacks between stories.
- c. All applied surface ornamentation or decorative detailing shall be consistent with the architectural style of the building.
- d. Each side of the building that is visible from a public right-of-way shall be designed with a complementary level of detailing. Particular attention shall be given to the detailing within the pedestrian’s range of touch and view, such as the use of special store-front detailing and façade ornamentation to reinforce the pedestrian character of the street.

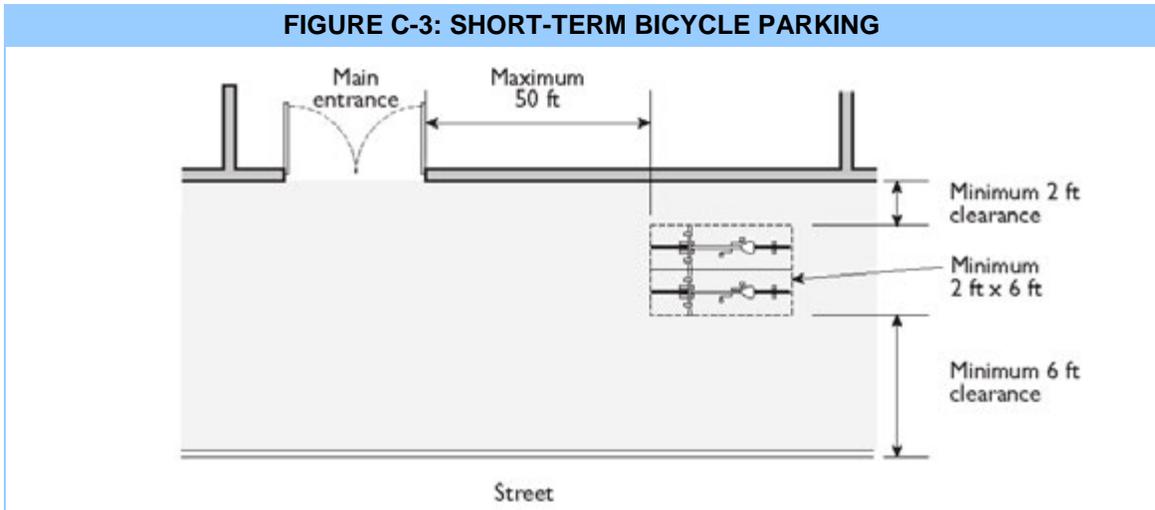
3. **Green Building.** New buildings and retrofits to existing buildings are long term investments and should feature quality design/materials, flexible design to deal

with changing demands and be built green. The City encourages residential, commercial and industrial properties to consider incorporating green building measures. Property owners who participate in the City Green Building Incentive Program (See Appendix D) are eligible for the following incentives:

- a. Projects will receive priority plan check by City Departments.
 - b. Residential projects will receive priority on the residential allocation waiting list.
 - c. Commercial projects are eligible for CFA allocations from the City's CFA pool.
 - d. Projects will receive recognition by the City Council.
- D. **Pedestrian Orientation and Access.** On-site pedestrian circulation and access must be provided according to the following standards.
1. **Internal Connections.** A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
 2. **To Circulation Network.** Regular connections between on-site walkways and the public sidewalk shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.
 3. **To Neighbors.** Direct and convenient access shall be provided from commercial and mixed-use projects to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.
 4. **To Transit.** Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.
 5. **Interior Pedestrian Walkway Design.**
 - a. Walkways shall have a minimum clear unobstructed width of six feet, shall be hard-surfaced, and paved with concrete, stone, tile, brick, pervious paving, or comparable material.
 - b. Where a required walkway crosses driveways, parking areas, or loading areas, it must be clearly identifiable through the use of a raised crosswalk, a different paving material, or similar method.
 - c. Where a required walkway is parallel and adjacent to an auto travel lane, it must be raised or separated from the auto travel lane by a raised curb at least four inches high, bollards, or other physical barrier.
- E. **Bicycle Parking.**
1. **Short-Term Bicycle Parking.** Short-term bicycle parking shall be provided in order to serve shoppers, customers, messengers, guests and other visitors to a site who generally stay for a short time.
 - a. **Parking Spaces Required.** The number of short term bicycle parking spaces shall be at least 10 percent of the number of required automobile parking spaces, with a minimum of two spaces per establishment, for commercial, mixed-use, and multi-family structures.

- b. *Location.* Short-term bicycle parking must be located within 50 feet of a main entrance to the building it serves. Bicycle parking shall be visible from the street or from the main building entrance, or a sign must be posted at the main building entrance indicating the location of the parking. Bicycle parking shall be located outside of the public right of way except with an encroachment permit in the TSC-C and TSC-MUC districts, provided an unobstructed sidewalk clearance of six feet is maintained for pedestrians at all times.
- c. *Anchoring and Security.* For each short-term bicycle parking space required, a stationary, securely anchored object shall be provided to which a bicycle frame and one wheel can be secured with a high-security U-shaped shackle lock if both wheels are left on the bicycle. One such object may serve multiple bicycle parking spaces.
- d. *Size and Accessibility.* Each short-term bicycle parking space shall be a minimum of two feet in width and six feet in length and shall be accessible without moving another bicycle. Two feet of clearance shall be provided between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces.

FIGURE C-3: SHORT-TERM BICYCLE PARKING



- 2. **Long-Term Bicycle Parking.** Long-term bicycle parking shall be provided in order to serve employees, residents, commuters, and others who generally stay at a site for four hours or longer.
 - a. *Parking Spaces Required.*
 - i. Residential Uses. A minimum of one long-term bicycle parking space shall be provided for every five units for multi-unit residential and group residential projects.
 - ii. Parking Structures. Long-term bicycle parking shall be provided at a minimum ratio of one space per 50 vehicle spaces.
 - b. *Location.* Long-term bicycle parking must be located on the same lot as the use it serves. In parking garages, long-term bicycle parking must be located near an entrance to the facility.
 - c. *Covered Spaces.* At least 50 percent of required long-term bicycle parking must be covered. Covered parking can be provided inside buildings,

- under roof overhangs or awnings, in bicycle lockers, or within or under other structures.
- d. **Security.** All long-term bicycle parking must be located in a secure area such as the following:
 - i. An enclosed bicycle locker;
 - ii. A fenced, covered, locked or guarded bicycle storage area;
 - iii. A rack or stand inside a building that is within view of an attendant or security guard or visible from employee work areas; or
 - iv. Other secure area approved by the Development Services Director.
 - e. **Size and Accessibility.** Each bicycle parking space shall be a minimum of two feet in width and six feet in length and shall be accessible without moving another bicycle. Two feet of clearance shall be provided between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces.
- F. **Snow Storage:** Accommodating snow removal and storage presents unique challenges to site planning and design. During snow months, roofs, parking areas, and walkways become areas which need to be cleared of snow for safety and convenience. When snow is not disposed of off-site, provisions need to be made to store the snow on-site. Of consideration in planning for snow storage is the ability to meet surface water discharge standards.
- 1. Standard: Commercial, tourist accommodation, industrial, public service, recreation and multi-residential projects shall provide, within the project area, snow storage areas of a size adequate to store snow removed from parking, driveway and pedestrian areas or have arrangements by means of recorded easements or arrangements to remove and store accumulated snow off-site. Adequacy and location of snow storage shall be approved by the city.
 - 2. Standard: Snow storage infiltration shall conform to the TRPA's Handbook of Best Management Practices.
- G. **Landscape Design:** Landscaping can be used to successfully integrate the built environment into the natural environment. It can also provide pleasant outdoor spaces for people, mitigate noise and air quality impacts, and help screen undesirable elements. Regional climatic and physiographic conditions generally impact landscape and plant materials, and must be taken into account early in the design process. It is recommended that landscape design and planning take advantage of the different visual environments in formulating a design theme or concept as well as to conserve water.
- 1. Standard: Landscape Plan: A landscape plan shall take into consideration the following elements.
 - a. Planning and design: Develop a landscape plan that allows for proper placement of plants and material.
 - b. Grouping of plant selection: Group by water needs (hydrozones)
 - c. Soil analysis: Determine the type of soil and plant the appropriate plant material that will flourish.

- d. Efficient irrigation: Design and installation shall reflect hydrozones. (Also see Water Conservation, Standard I.2.)
 - e. Practical turf areas: Place turf in appropriate areas to achieve maximum use.
 - f. Use of surface mulches: By using mulches, water at the root basins will last longer.
 - g. Appropriate maintenance: Maintenance includes a sound water management plan. In order to establish newly installed plant materials, some form of irrigation system shall be provided. Once established, some form of permanent irrigation system shall be provided that will insure the growth and survivability of the plant materials. Fertilizer use must be well thought out and carefully managed in accordance with the TRPA BMP Handbook and is prohibited in SEZ's.
2. Standard: Species on the TRPA recommended native and adapted plant list shall be used for lawns and landscaping. Modifications to these standards may be considered on a case by case basis by both the City and TRPA.

Plant species not found on the recommended native and adapted plant list (Table 3) may be used minimally in the landscape as accent plantings. Such plants shall be limited to borders, entry ways, flower beds, and other similar locations to provide accents to the overall native or adapted landscape design.

3. Standard: Minimum Plant sizes and spacing for projects other than single family home projects, and erosion control/revegetation projects, the following spacing shall be required for woody plant materials at time of planting:
- a. Trees shall be a minimum of six feet tall or 1-1/2 inch diameter at breast height.
 - b. Shrubs shall be a minimum of three gallon pot size where: upright shrubs have a minimum height of 18 inches and minimum spread of 18 inches; and spreading shrubs have a minimum spread of 18-24 inches.
 - c. Groundcovers shall be a minimum four inch pot size or one gallon container and shall be a maximum 24 inches on center spacing.
4. Standard: US 50 Landscape Concept
- a. To create a clean and attractive edge to the built environment, a turf edge shall be installed along the Highway frontage at a minimum, between the curb line and the sidewalk, except at:
 - i. locations of existing or restored meadows, or
 - ii. where a significant length of frontage is not developed and has existing natural vegetation.
 - b. To restore a vertical natural element to the Highway and to reduce the impact of the built environment, each property shall be responsible for having randomly spaced evergreen trees within the front yard setback, said evergreen trees shall be Jeffrey Pine or approved equal. The number of trees required shall be based on a ratio of one tree per 35 feet of highway frontage. The exception to this standard shall be meadows and lake views which front on US 50.

5. Standard: Obstruction of views: New landscaping shall not be located in such a manner that would create safety problems or obstruct significant views, either when first installed or upon maturity.
6. Standard: Landscaped Setbacks: All structures shall have a landscaped setback (either existing natural vegetation or introduced plantings) from any public roadway. The existing practice of having no landscaping between the facade of a structure and the roadway is not allowed.
7. Standard: Irrigation: In order to establish newly installed plant materials, some form of irrigation system shall be provided. Once established, some form of permanent irrigation system shall be provided that will insure the growth and survivability of the plant materials. The purpose of the irrigation system is to effectively manage the flow of water.

Landscape irrigation shall:

- a. Incorporate low flow sprinkler heads.
 - b. Incorporate soil moisture sensing device or automatic timer in all irrigation systems.
 - c. Incorporate drip emitter heads for shrubs and trees.
 - d. Select low water usage plant materials, including drought tolerant turf grasses.
 - e. Develop and follow an irrigation schedule.
 - f. Water at night or early in the morning to minimize evaporation.
 - g. Optimize use of irrigated turf grass by minimizing the amount of turf grass area and targeting only selected areas. Exceptions to this is in a playground, park, or golf course where a majority of the site may need to be landscaped with turf.
8. Tourist Core Area Plan Landscape Design. In addition the following landscape standards apply to the Tourist Core Area, Modifications to these standards may be considered on a case by case basis by both the City and if applicable , TRPA:
- a. Plant Materials: Invasive species are prohibited. Plants adapted to the Lake Tahoe basin region are listed on TRPA's recommended species list. See list following Landscaped Standards. Plants not on the recommended list (Table 3) may be considered and used in locations that have the following characteristics:
 - i. The character of the place is urban and the proposed landscape character is not natural landscape condition. This would be characterized by little natural vegetation existing on a site. This may also include street trees, areas that accents entries, exterior dining areas, and areas of high pedestrian use.
 - b. Size and Conditions of Plant Material Installed: Landscape materials for projects other than single-family residential projects, shall be a minimum of 3 inch caliper for deciduous trees, 14 feet for coniferous trees, 5 gallon container for shrubs and 1 gallon containers for perennials or

groundcovers. New Plant materials shall be healthy, disease free, and be planted in prepared soils.

- i. Street trees in paved areas shall have a soil volume of at least 75 cubic feet per tree. This assumes the depth of soil is 3 feet.
 - ii. Trees not within paved areas shall have adequate space to provide protection from vehicle traffic that would compact soils in the root zone.
- c. Location of Required Landscape Areas: Required landscape areas shall be the following:
- i. A minimum space of 20 feet between the street and surface parking lots shall be landscaped to buffer and screen the parking lot from the street view. Within this area sidewalks are permitted.
 - ii. Within surface parking lots an area equal to at least 15% of the parking lot shall be used for landscape planting. This zone may also be used for snow storage provided the design allows for landscaping that can also store snow.
 - iii. Landscape shall be required for the street frontage that enhances the pedestrian zone and creates a continuous street edge. This includes street trees, and landscape that creates interest, color, and identification of entries. The optimum spacing of street trees is no less than 30 feet along primary and secondary streets. However, this is an average condition and trees spacing may include close groupings or gaps for view.
 - iv. Landscape shall be used to screen service yards and drives. This may be done in conjunction with screen walls or other architectural features that create full screening.
 - v. Parking structures that face the primary and secondary streets shall have screen planting that buffers the garage from the public streets.
- d. Recommended design for landscape: These are suggested design practices for the Area Plan:
- i. Use deciduous trees in areas where visibility is needed to retail frontages.
 - ii. Create a canopy of trees to create and improve the shade conditions on pedestrian areas. This will reduce the reflectance from pavements, lower ground and air temperatures, and provide comfortable outdoor spaces.
 - iii. Create a quality built environment with the inclusion of amenities such as street furnishing, plantings, art works, and water features to enhance the places that people will walk, gather, or recreate. These spaces should be artfully designed and attractive for their functions.
 - iv. Minimize the use of turf but when used place turf in appropriate areas to achieve maximum use as a recreation amenity rather than a visual amenity.
- e. Landscape applications in Low Impact Development: Low impact development refers to the integration of systems and practices that use or

mimic natural processes to infiltrate, evapotranspire (return water to the atmosphere either through evaporation or by plants), or to accommodate stormwater runoff on the site where it is generated. Low Impact Development elements reduce the impact of built areas and promote the natural movement of water within an ecosystem or watershed. The following practices should be integrated with the overall design of landscape areas to combine the functions of stormwater treatment with aesthetically pleasing landscape features:

- i. Pervious materials that allow water to pass through the paving and infiltrate into the ground are encouraged for pedestrian applications. Other pavement surfaces may incorporate pervious surfaces but shall be designed in conjunction with the site's BMPs. Pervious surfaces are defined as any surface that allows at least 75 percent of precipitation to directly reach and infiltrate the ground throughout the life of the surface.
- ii. Preserving existing trees should be planned for with efforts on preserving large groups of forest rather than individual trees that are subjected to changes of runoff, grades, or surface coverage. The protection zone for trees extends to the drip-line of the tree's canopy.
- iii. As part of surface water management, small areas of infiltration catchments are to be incorporated into the final contour of the landscape. These features will offer the reduction in run-off from each site.

TABLE 3:TRPA SITE TYPE RECOMMENDED SPECIES LIST

Scientific Name ^{1, 2}	Common Name	Wetland	SEZ/Riparian- Wet Meadow	Upland—Generic	Upland—Full Shade	Upland—Full Sun/ Dry Site	Upland— High Disturbance
Grasses, Rushes, and Sedges							
<i>Achnatherum lemmonii</i>	Lemmon's needlegrass			•		•	
<i>Achnatherum occidentale</i>	western needlegrass			•		•	
<i>Agrostis exarata</i>	spike bentgrass		•				
<i>Bromus carinatus</i>	California brome		•	•		•	
<i>Bromus marginatus</i>	mountain brome			•			
<i>Calamagrostis canadensis</i>	bluejoint	•	•				
<i>Carex praegracilis</i>	slender sedge		•				
<i>Danthonia californica</i>	California oatgrass			•			
<i>Deschampsia caespitosa</i>	tufted hairgrass		•				
<i>Deschampsia elongata</i>	slender hairgrass		•				
<i>Elymus elymoides</i>	squirreltail			•		•	
<i>Elymus glaucus</i> ³	blue wildrye	•	•		•		
<i>Elymus trachycaulus</i>	slender wheatgrass,		•	•		•	
<i>Festuca brevipila</i>	hard fescue			•			•
<i>Festuca ovina</i> 'Covar'	sheep fescue, 'Covar'			•		•	•
<i>Festuca rubra</i> ³	red fescue		•		•		•
<i>Festuca rubra ssp. arenaria</i> ³	Boreal creeping red fescue		•		•		•
<i>Glyceria striata</i> ³	fowl mannagrass		•		•		
<i>Hordeum brachyantherum</i>	meadow barley		•				
<i>Hordeum brachyantherum ssp. californicum</i>	California barley		•				
<i>Juncus arcticus ssp. littoralis</i>	mountain rush	•	•				
<i>Juncus effusus</i>	common rush	•	•				
<i>Leymus triticoides</i>	beardless wildrye		•				
<i>Melica californica</i>	California oniongrass			•			
<i>Phalaris arundinacea</i>	reed canarygrass		•				
<i>Phleum alpinum</i>	alpine timothy		•				
<i>Poa ampla</i> , 'Sherman'	big bluegrass, 'Sherman'			•		•	•
<i>Poa secunda</i>	Sandberg bluegrass			•		•	•
<i>Thinopyrum intermedium</i>	intermediate wheatgrass			•			•
<i>Thinopyrum intermedium</i> 'Greenar'	intermediate wheatgrass, 'Greenar'			•			•
<i>Thinopyrum intermedium</i> 'Oahe'	intermediate wheatgrass, 'Oahe'			•			•
Forbs							
<i>Achillea millefolium</i>	common yarrow		•	•			•
<i>Aconitum columbianum</i>	Columbian monkshood		•				
<i>Agastache urticifolia</i>	nettle-leaf giant hyssop		•				
<i>Anaphalis margaritacea</i>	western pearly everlasting		•	•			
<i>Aquilegia formosa</i>	crimson columbine				•		
<i>Arnica cordifolia</i> ³	heartleaf arnica				•		•

TABLE 3:TRPA SITE TYPE RECOMMENDED SPECIES LIST

Scientific Name ^{1, 2}	Common Name	Wetland	SEZ/Riparian- Wet Meadow	Upland—Generic	Upland—Full Shade	Upland—Full Sun/ Dry Site	Upland— High Disturbance
<i>Artemisia douglasiana</i>	Douglas' sagewort		•				
<i>Balsamorhiza sagittata</i>	arrowleaf balsamroot			•			•
<i>Caltha leptosepala</i>	white marsh marigold		•				
<i>Chamerion angustifolium</i>	fireweed		•	•			•
<i>Delphinium glaucum</i> ³	mountain larkspur		•		•		
<i>Epilobium ciliatum</i>	fringed willowherb		•	•			•
<i>Erigeron compositus</i> ⁴	cutleaf daisy			•			
<i>Eriophyllum lanatum</i>	common woolly sunflower			•			
<i>Fragaria virginiana</i>	wild strawberry		•				•
<i>Geranium richardsonii</i>	Richardson's geranium		•				
<i>Geum macrophyllum</i> ³	big leaf avens		•		•		
<i>Geum triflorum</i>	old man's whiskers		•	•			
<i>Gilia capitata</i>	bluehead gilia			•		•	
<i>Heracleum maximum</i>	common cowparsnip		•				
<i>Ipomopsis aggregata</i>	scarlet gilia			•		•	
<i>Linum lewisii</i>	Lewis flax			•		•	
<i>Lotus nevadensis</i>	Nevada bird's-foot trefoil			•			
<i>Lotus unifoliolatus</i> var. <i>unifoliolatus</i>	American bird's-foot trefoil			•			•
<i>Lupinus argenteus</i>	silvery lupine			•		•	•
<i>Lupinus fulcratus</i>	greenstipule lupine			•		•	•
<i>Lupinus grayi</i>	Sierra lupine			•		•	•
<i>Lupinus lepidus</i>	Pacific lupine			•		•	•
<i>Lupinus polyphyllus</i>	bigleaf lupine		•				
<i>Mertensia ciliata</i>	tall fringed bluebells		•				
<i>Mimulus cardinalis</i> ³	scarlet monkey flower		•		•		
<i>Mimulus guttatus</i>	common monkey flower	•	•				
<i>Nasturtium officinale</i>	Watercress	•					
<i>Osmorhiza occidentalis</i>	western sweetroot				•		
<i>Oxyria digyna</i> ⁴	alpine mountainsorrel			•			
<i>Paeonia brownii</i>	Brown's peony			•			
<i>Pedicularis groenlandica</i>	elephant heads		•				
<i>Penstemon rydbergii</i>	Rydberg's penstemon		•				
<i>Penstemon speciosus</i>	royal penstemon			•		•	
<i>Phacelia ramosissima</i>	branching phacelia			•			
<i>Potentilla fruticosa</i>	shrubby cinquefoil		•				
<i>Potentilla glandulosa</i>	sticky cinquefoil		•				•
<i>Potentilla gracilis</i>	slender cinquefoil			•			
<i>Ranunculus occidentalis</i>	western buttercup		•				
<i>Rumex salicifolius</i>	willow dock	•	•				•
<i>Solidago canadensis</i>	Canada goldenrod		•	•			•
<i>Symphotrichum spathulatum</i> var. <i>spathulatum</i>	western mountain aster		•				

TABLE 3:TRPA SITE TYPE RECOMMENDED SPECIES LIST

Scientific Name ^{1, 2}	Common Name	Wetland	SEZ/Riparian- Wet Meadow	Upland—Generic	Upland—Full Shade	Upland—Full Sun/ Dry Site	Upland— High Disturbance
<i>Thalictrum fendleri</i>	Fendler's meadow-rue		•				
<i>Urtica dioica ssp. holosericea</i>	stinging nettle		•				•
<i>Wyethia mollis</i>	woolly mule-ears			•		•	•
Subshrubs, Shrubs, and Trees							
<i>Acer circinatum</i>	vine maple				•		
<i>Acer glabrum</i>	Rocky Mountain maple		•				
<i>Alnus incana ssp. tenuifolia</i>	thinleaf alder		•				•
<i>Amelanchier alnifolia</i>	western Serviceberry		•				
<i>Amelanchier utahensis</i>	Utah serviceberry			•			
<i>Arctostaphylos patula</i>	greenleaf manzanita			•		•	•
<i>Arctostaphylos nevadensis</i>	pinemat manzanita			•			
<i>Arctostaphylos uva-ursi</i>	bearberry			•			
<i>Artemisia tridentata ssp. vaseyana</i>	mountain big sagebrush					•	
<i>Calocedrus decurrens</i>	incense cedar			•	•		•
<i>Ceanothus cordulatus</i>	whitethorn			•		•	•
<i>Ceanothus prostratus</i>	prostrate ceanothus, squawbush			•		•	
<i>Ceanothus velutinus</i>	tobaccobrush			•			
<i>Cercocarpus ledifolius</i>	curl-leaf mountain mahogany					•	
<i>Chrysolepis sempervirens</i>	chinquapin			•			
<i>Cornus sericea</i>	redosier dogwood		•				
<i>Ericameria nauseosa</i>	rubber rabbitbrush					•	•
<i>Eriogonum nudum</i>	naked buckwheat					•	•
<i>Eriogonum umbellatum</i>	sulphur-flower buckwheat			•		•	•
<i>Holodiscus discolor</i>	oceanspray creambush		•				
<i>Juniperus occidentalis</i>	western Sierra or Sierra juniper					•	
<i>Lonicera involucrata</i> ³	twinberry		•		•		
<i>Mahonia aquifolium</i>	Oregon grape				•		•
<i>Penstemon deustus</i>	hot-rock penstemon			•		•	
<i>Penstemon newberryi</i>	mountain pride		•	•		•	
<i>Pinus contorta var. murrayana</i> ⁵	Sierra lodgepole pine		•				•
<i>Pinus flexilis</i> ⁶	limber pine					•	
<i>Pinus jeffreyi</i>	Jeffrey pine			•		•	•
<i>Pinus monticola</i>	western white pine			•			
<i>Pinus ponderosa</i>	Ponderosa pine			•		•	•
<i>Populus balsamifera ssp. trichocarpa</i>	black cottonwood		•				
<i>Populus tremuloides</i>	quaking aspen		•				•
<i>Prunus virginiana</i>	western chokecherry		•	•			

TABLE 3:TRPA SITE TYPE RECOMMENDED SPECIES LIST

Scientific Name ^{1, 2}	Common Name	Wetland	SEZ/Riparian- Wet Meadow	Upland—Generic	Upland—Full Shade	Upland—Full Sun/ Dry Site	Upland— High Disturbance
<i>Purshia tridentata</i>	antelope bitterbrush			•		•	
<i>Quercus vaccinifolia</i>	huckleberry oak			•	•		
<i>Rhus trilobata</i>	skunkbush			•			
<i>Ribes aureum</i>	golden currant		•	•			
<i>Ribes cereum</i>	wax currant			•		•	
<i>Ribes montigenum</i>	gooseberry currant			•			
<i>Ribes nevadense</i>	Sierra currant		•				
<i>Ribes roezlii</i>	Sierra gooseberry			•			
<i>Rosa woodsii</i>	Woods' rose		•	•			•
<i>Rubus parviflorus</i>	thimbleberry		•	•			•
<i>Salix exigua</i>	narrow leaved willow	•	•				
<i>Salix geyeriana</i>	Geyer's willow		•				
<i>Salix lemmonii</i>	Lemmon's willow		•				
<i>Salix lucida ssp. lasiandra</i>	Pacific willow	•	•				
<i>Salix scouleriana</i>	Scouler's willow		•				
<i>Sambucus nigra ssp. cerulea</i>	blue Elderberry		•				
<i>Sambucus racemosa</i>	red elderberry		•				
<i>Sorbus scopulina</i>	Greene's mountain ash		•				
<i>Spiraea douglasii</i>	rose spirea		•				
<i>Spiraea splendens</i> ³	rose meadowsweet		•		•		
<i>Symphoricarpos mollis</i>	creeping snowberry				•		

Notes:

- 1 – Nomenclature follows U.S. Department of Agriculture’s PLANTS Database.
- 2 – Names of nonnative species are displayed in bold font.
- 3 – Mesic shaded uplands only
- 4 – Talus, rocky alpine slopes only
- 5 – Invasive of wet meadows
- 6 – Subalpine sites only

- H. **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.

Protection of the night sky will be addressed by the type of permitted lighting. Lighting of the area will be provided for function, safety and security by directing light toward the locations where it is needed. The night sky will be protected from fugitive light with cut-off shields and other devices that direct light onto surfaces, rather than having wide visibility of the lighting source.

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. Lighting shall be limited to Incandescent, High Pressure Sodium, Metal Halide, Compact Florescent, or LED type lighting in all applications for exterior use.
4. Standard: Seasonal Lighting may be displayed and shall not be used to create advertising messages or signs.
 - a. Temporary and seasonal installation of string lights, rope lights, or other decorative lighting is allowed for seasonal lighting between November 26th and March 1st subject to the following criteria:
 - b. Lights shall not be installed for more than 90 days;
 - c. Lights shall be LED or low voltage (24 volts or less);
 - d. Installation may be subject to building or fire department inspection.
5. Installation of string lights, rope lights, or other decorative lighting for a period longer than 90 days or outside of the November 26th through March 1st season will require approval of a minor review application. Review of the application will include a review of the total amount of exterior lighting on a site, curfew hours for lighting to be turned off, and energy efficiency. Lights shall be LED or low voltage (24 volts or less). A building permit may also be required for some lighting installations and installations may be subject to building and/or fire department inspection.
6. Pedestrian Zone Lighting
 - a. Pedestrian areas, including pedestrian plaza spaces, sidewalks and pedestrian only areas will have the opportunity to use light standards, bollards, lighting that spans the space as liner strings and lighting from architectural features (such as soffits).
 - b. Light standards may establish the level of light fixture up to 20 feet tall as measured from the finished grade.
 - c. The entire lighting assembly (pole and fixture) shall be painted a dark matte color such as brown, black or green,

- d. General light level shall not exceed 5.0 foot candles in pedestrian spaces or approved locations unless approved by the planning commission.
 - e. Lighting shall not be attached to trees except for seasonal winter displays.
7. Street Lighting
- a. Street lighting along primary and secondary streets will be designed in conjunction with the vehicular and pedestrian level needs.
 - b. Light fixtures shall not exceed 20 feet in height except for cobra head fixtures placed at major intersections of state highways which conform to the state standard for height of such poles. The entire lighting assembly (pole and fixture) shall be painted a dark matte color such as brown, black or green. When lighting pedestrian spaces and sidewalks in conjunction with roadway lighting, pedestrian lighting shall be designed to have lower pole heights, rather than use the street light poles to illuminate pedestrian use areas.
 - c. Safety and security lighting needs are to be focused on the crossing points, street intersections and in areas where pedestrians are exposed to conflicts with traffic.
8. Lighting for Safety and Security
- a. Secondary pedestrian areas or landscape zones with minor uses may be illuminated for security and pedestrian safety. These may include illumination level not to exceed 2.5 foot candles and may be a combination of pole lighting, feature lighting, bollards and lighting from architectural structures.
 - b. Level changes and features like steps are to be illuminated for pedestrian safety. Built in lighting or wall lights are the preferred design choice. Other methods will require approval by the planning commission.
 - c. Walkways in all zones allow for lighting to ensure safety at night with bollard, feature, or pole standards. Lighting levels for pathways may not
9. Standard: Lighting may be used for 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. Up-lighting for any purpose including the lighting of architectural or landscape architectural is not permitted except with overhead shields to prevent nighttime sky-lighting
 - b. The light source (bulbs), within a fixture as seen in elevation, shall not be visible, including the cobra head fixture style.
 - c. No light (freestanding or building mounted) shall spray off site. The use of cutoff shields, or other devices as approved by staff shall be required, including parking garages (Note: parking garages shall not have fluorescent lighting)

- d. The maximum height of exterior architectural building lighting and landscape lighting shall be 26 feet and the light source is shielded from view except for areas designated as Tourist Center District (TSC-C).
- e. Feature Lighting for Architectural Highlight and Landmarks in the Tourist Center District (TSC-C)
 - i. Architectural feature lighting and accents may be included as part of a lighting plan to prevent dark, uninviting, and oppressive building surfaces above the first floor. Illumination shall be for selective architectural features that serve to landmark, or otherwise highlight design features. Specifically, lighting of distinguished architectural features such as entries, arcades, chimneys, cornices, balconies, exterior trusses, highly textured material, knee braces, enriched architectural facades or landmark features are permitted subject to the following criteria:
 - (1) The lighting is subject to a visual analysis.
 - (2) Wall lighting of blank wall or repetitive wall facades shall not be permitted.
 - (3) Light features may be attached to buildings or structures as down lights, soffit lights or wall mounted lights.
 - (4) All accent lighting shall be directed downward.
 - (5) Lighting shall be restricted to incandescent type lights.
 - (6) 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.
 - ii. Landscape lighting is allowed to highlight elements of the landscape architecture or existing landscape features through the use of down lighting. Down lighting landscape can be done with concealed fixtures or fixtures with lens hoods to screen the light source. Landscape lighting fixtures must be dark colors including brown, gray, black or green.
 - (1) The lighting is subject to a visual analysis.
 - (2) The entire freestanding lighting assembly (pole and fixture) shall be painted a dark earth tone color such as black, dark green or dark brown, so as to blend into the forest character of the city.
 - (3) Lighting levels shall not exceed a maximum of 25 foot-candles, measured within one foot of the base at ground level.
 - (4) 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.
 - (5) The entire freestanding lighting assembly (pole and fixture) shall be painted a dark earth tone color such as black, dark green, or dark brown, so as to blend into the forest character of the city.

- (6) Lighting levels shall not exceed a maximum of 25 foot-candles, measured within one foot of the base at ground level.
 - (7) Lighting levels shall not exceed a maximum of 25 foot-candles, measured within one foot of the base at ground level.
 - (8) Low pressure sodium lights (monochromatic orange color) are not allowed.
- I. **Water Conservation:** Water conservation is accepted as a practical and economical water management technique. Water conservation measures increase water supplies, save energy, and save money. Residential water use includes water used indoors and outdoors. The largest share of that typically is used for landscape irrigation. Bathroom fixtures typically account for the largest share of indoor water use. Water-using fixtures and appliances have in the past been designed with little or no regard for water efficiency. Today's appliances however, are designed with a greater sensitivity toward efficiency.
- 1. Standard: Water conservation devices shall be installed in new facilities or when replaced in existing facilities.
 - 2. Standard: Irrigation systems shall conform to water conservation standards contained within the landscaping standards (Standard 7) of this manual which is consistent with AB 325 (see also City Resolution No. 1992-97).
- J. **Street Right-of-Way Improvements:** The improvement of the public right-of-way is necessary for the safety and convenience of the residents, improving the quality of the community and the lake and unifying the appearance of the community with the establishment of a consistent set of improvement standards.
- 1. Standard: All new road construction projects or the repair of existing improvements within the publicly owned right-of-way shall comply with the City of South Lake Tahoe Public Improvement Engineering Standards.
 - 2. Standard: Road fixtures, including but not limited to retaining walls, safety barriers, traffic signals and controllers, light standards, and other structures, shall be designed and installed in compliance with the with the City of South Lake Tahoe Public Improvement Engineering Standards.
 - 3. Standard: Color of road fixtures (other than signals, their auxiliary equipment and sign standards). Refer to the City of South Lake Tahoe Public Improvement Engineering Standards for specific details.
 - 4. Standard: Signal poles and their ancillary equipment and sign structures. Refer to the City of South Lake Tahoe Public Improvement Engineering Standards for specific details.
 - 5. Standard: Retaining walls and other erosion control devices. Refer to the City of South Lake Tahoe Public Improvement Engineering Standards and Chapter 36, City Grading Ordinance, for specific details.
 - 6. Standard: Street improvements required. Public and private projects shall be required to construct off-site improvements including curb, gutter, sidewalk and other improvements required by the city engineering division, consistent with the standards contained within the City of South Lake Tahoe Public Improvement Engineering Standards, including street right-of-way improvements and landscaping standards, SLTCC 5-24, or at the discretion of the city engineer provide in-lieu fees when:

- a. The project involves new construction on raw land, a vacant lot and/or is a demolition and reconstruction project;
 - i. The project is processed as a special use permit and is determined by the city engineering division that the off-site improvements are necessary for the orderly development of the area;
 - ii. A public project, not subject to the special use permit process, is determined by the city engineering department to need off-site improvements for the orderly development of the area. (Ord. 903; Ord. 1002)

K. **Scenic Highway Corridors:** The Lake Tahoe Region offers many outstanding opportunities to view and photograph scenic resources. Many of these opportunities are available while driving around the lake on the main highways (US 50, State Routes 28, 89, 207, 267 and 431, and Pioneer Trail). The highways listed are also travel routes used in TRPA's scenic quality thresholds. Maintaining and in some cases upgrading the scenic quality of the view from the road is the primary goal behind both scenic highway corridors and scenic quality thresholds.

All projects which are within the scenic highway corridors, as defined by the TRPA, of US 50, 89 and Pioneer Trail shall meet design standards listed below. (Note: A scenic corridor is defined as including the street right-of-way and property abutting such right-of-way, a distance of 300 feet.)

- 1. Standard: All new electrical lines which operate at 32 kilovolts or less, including service connection lines, shall be placed underground. Exceptions to this requirement will be based on the city finding that undergrounding would produce a greater environmental impact than above-ground installation. When new electrical lines are permitted to be installed above ground, the new lines, poles and hardware shall be screened from view of the scenic highway to the maximum extent possible.
- 2. Standard: All new communication lines including telephone lines, cable television lines, and service connection lines shall be placed under- ground. Exceptions to this requirement will be based on the city finding that undergrounding would produce a greater environmental impact than above-ground installation. When new communication lines are permitted to be installed above ground, the new lines, poles, and hardware shall be screened from view of the scenic highway to the maximum extent possible.
- 3. Standard: See also standards for street right-of-way improvements.
- 4. Standard: TRPA Code Section 66.2 development standards for rural transitional corridors shall apply to the applicable sections of Pioneer Trail.

L. **Shorezone:** The shorezone is regulated by the TRPA Code, Chapters 80 through 86, and not reiterated here. As a result, all projects which fall within this area shall be referred to the TRPA for review. The city's review will be limited to providing input into the TRPA process and processing the project through the city permit process.

M. **Signage**

Article I. Purpose and Scope

25-1 Authority.

This chapter is prepared pursuant to the TRPA Code of Ordinance is prepared pursuant to the TRPA Code of Ordinances, Section 38.2.3, which permits local jurisdictions to prepare equal or superior sign standards to the TRPA Sign Ordinance, contained in Chapter 38.

25-2 Purpose.

The purpose of this chapter shall be to coordinate the type, placement and scale of signs within the different land-use categories and to recognize the commercial communication requirements of all sectors of the business community; to improve the visual quality of South Lake Tahoe; encourage the innovative use of design; to promote both renovation and proper maintenance; to allow for special circumstances; and to guarantee equal treatment under the law through accurate record keeping and consistent enforcement. This shall be accomplished by regulation of the display, erection, use, and maintenance of signs. The use of signs is regulated according to category. The placement and scale of signs are regulated primarily by business square footage, number of streets that access the business, vehicle speed limit, designation of the street, height of sign, setback, and angle of the sign to the street.

Scope: This chapter shall not relate to building design. Nor shall the City Ordinance regulate official traffic or government signs (Note: the TRPA, Chapter 38 shall regulate the signs); the copy and message of signs; signs not intended to be viewed from a public right-of-way; interior window displays; scoreboards on athletic fields; flags of any nation or government; gravestones; religious symbols; memorial signs; the residential display of street numbers; or any display or construction not defined herein as a sign.

The primary intent of this Ordinance shall be to regulate signs of a commercial nature intended to be readable from any public street, recreation area, bike trail or from Lake Tahoe.

Article II. Definitions

25-3 Definitions.

1. "Abandoned Sign" means a sign, non-conforming or conforming which no longer identifies or advertises a bonafide business, lessor, service, owner, product or activity for a period of six months or longer. For Compliance, see SLTCC 25-19.
2. "Access" means any public vehicle access. Does not include pedestrian or service vehicle access.
3. "Animated Sign" (also see and note difference from changeable sign) means a sign or display manifesting either kinetic or illusionary motion occasioned by natural, manual, mechanical, electrical, or other means. Animated signs include the following types:
 - a. Naturally Energized: Signs whose motion is activated by wind or other atmospheric impingement. Wind-driven signs include flags, pennants, streamers, spinners, metallic disks, windsocks other similar devices designed to move in the wind.
 - b. Mechanically Energized: Signs manifesting a repetitious pre-programmed physical movement or rotation in either one or a series of planes activated by means of mechanically based drives.

- c. Electrically Energized: Illuminated signs whose motion or visual impression of motion is activated primarily by electrical means. Electrically energized animated signs are of two types:
 - i. Flashing Signs: Illuminated signs exhibiting a pre-programmed repetitious cyclical interruption of illumination from one or more sources in which the duration of the period of illumination (on phase) is either the same as or less than the duration of the period of darkness (off phase), and in which the intensity of illumination varies from zero (off) to 100 percent (on) during the programmed cycle.
 - ii. Illusionary Movement Signs: Illuminated signs exhibiting the illusion of movement by means of a pre-programmed repetitious sequential switching action in which illuminated elements of the sign are turned on or off to visually simulate the impression of motion characteristic of chasing, running, blinking, oscillating, twinkling, scintillating, or expanding and contracting light patterns.
- 4. "Appurtenant Sign" means a sign, emblem, or decal informing the public of goods, facilities, or services available on the premises, e.g., a credit card sign or a sign indicating hours of business, membership affiliation, chain service, spa, phones, business association.
- 5. Area. See "Sign, area of."
- 6. "Area identification sign" identifies an area of a distinct character composed of more than one ownership, such as a neighborhood, subdivision, shopping or industrial area, or a large parcel(s) of land reserved for visual or usable open space, such as a conservatory area and the like.
- 7. "Awning" means a shelter projecting from and supported by the exterior wall of a building constructed of canvas, plastic or similar nonrigid materials on a supporting framework. Compare "Marquee."
- 8. "Awning sign" means a sign painted on, printed on, or attached flat against the surface of an awning.
- 9. Backlit Awning. See "Electric awning sign."
- 10. "Balloon" means an inflatable bag filled with air or gas used for advertising or promotional purposes, whether or not it contains letters, words, phrases or logos.
- 11. "Banner Sign" means a piece of cloth or other flexible material such as plastic/vinyl sheets or canvas, that contains copy.
- 12. "Base Reference Budget (BRB)" means the amount of sign area, prior to adjustments, available to a business or a multiple business complex (MBC). This amount is calculated from:
 - a. Gross floor area of buildings; and
 - b. Number of streets that access the property; and
 - c. Whether the business is part of a multiple business complex.
- 13. "Building Sign" means any sign attached to a building and supported by a wall of a building, or the wall of a structure, including a mansard roof. Any permanent window signs shall be considered a building sign. For the purpose of this definition the following signs are considered as a part of the building sign area (see definition for more clarification).
 - a. Awning signs;
 - b. Canopy signs;

- c. Marquee signs;
 - d. Landscape wall signs;
 - e. Mansard roof signs;
 - f. Permanent window signs.
14. "Business" means a single commercial unit of operation. There may be more than one business within a building (see "Multiple business complex"); or there may be a single business in one building on one project area.
- 14.1 "Can sign" means a sign in which the sign copy is placed on a transparent face, which is attached to an enclosed box or can, usually made of metal, that has an internal light source.
15. "Canopy Sign" means a sign affixed or applied to the exterior facing surface or surfaces of a building canopy or freestanding canopy.
16. "Canopy (Building)" means a structure or roof covered with fabric, metal or other material and supported by a building at one or more points or extremities and by columns or posts embedded in the ground at other points or extremities. May be illuminated by means of internal or external sources. (compare "Marquee")
17. "Canopy (Freestanding)" means a structure or roof covered with fabric, metal or other material supported by columns or posts embedded in the ground. May be illuminated by means of internal or external sources.
18. "Changeable Sign" means a sign whose informational content can be changed or altered by manual or electric, electro-mechanical, or electronic means.
Changeable signs include the following types:
- a. Manually Activated: Signs whose alphabetic, numeric, pictographic, or symbolic informational content can be changed or altered by manual means. (See also seasonal copy change)
 - b. Electrically Activated: Signs whose alphabetic, numeric, pictographic, or symbolic informational content can be changed or altered on a fixed display surface composed of electrically illuminated or mechanically driven changeable segments. Includes the following two types:
 - i. Fixed Message Electronic Signs: Signs whose basic informational content has been pre-programmed to include only certain types of information, such as time, temperature, predictable traffic conditions, or other events.
 - ii. Computer Controlled Variable Message Electronic Signs: Signs whose informational content can be changed or altered by means of computer-driven electronic impulses.
19. City. Unless the context clearly discloses a contrary intent, the word "city" shall mean the city of South Lake Tahoe.
20. "Clearance (of a sign)" means the smallest vertical distance between the grade of the adjacent street, highway, or street curb and the lowest point of any sign, including framework and embellishments, extending over that grade.
21. "Clear Zone" means the area at a street corner or driveway defined as follows:
- a. Street corner clear zone is created by extending the front property line and street side property line to a point and measuring from the point along the front property line and street side yard property line to a distance of 15 feet and connecting these two points to create a triangular area.

- b. Driveway clear zone is created by measuring, from the point of driveway and property line intersection, along the driveway and property lines to a distance of 15 feet and connecting these two points to create a triangular area.
- 21.1 “Community Benefit Sign” means a temporary sign displayed by a non-profit organization, to raise funds for a community wide benefit, such as the community blood drive and the like. It does not include advertising for a commercial for profit enterprise, such as a ski sale or private arts and craft show and the like.
 - 22. “Construction sign” means a temporary sign identifying an architect, contractor, subcontractor, material supplier, funding sources and other related information pertinent to the property on which the sign is located.
 - 23. “Copy” means the graphic content of a sign surface in either permanent or removable letter, numeric, symbolic, or alphabetic form. Also see “Mural.”
 - 24. “Copy area” means the area shall be calculated by enclosing the perimeter of the copy within a rectilinear geometric figure which encloses the extreme limits of the copy and measuring the area within the perimeter.
 - 25. “Deceptive sign” means any sign which by varying the size of print, by wording, by coloration, or by any other device, give a normal viewer a false or deceptive impression of prices or rates, charges or services, or number of units available.
 - 26. “Directional/Information Sign” means any sign which is used solely for the purpose of traffic or pedestrian information, direction or safety, and placed on the property to which or on which the public is directed and which contains no advertising copy.
 - 27. “Double-faced sign” means a sign with two faces, essentially back-to-back. Each sign face is to be calculated to determine sign area.
 - 28. “Electric awning sign” means an internally illuminated, fixed space-frame structure with translucent, flexible reinforced covering, designed to awning form and with graphics or copy applied to the visible surface of the awning.
 - 29. “Electrical sign” means a sign or sign structure in which electrical wiring, connections, or fixtures are used.
 - 30. Electronic Message Center. See “Changeable signs, electrically activated.”
 - 31. “Embellishment” means a portion of a sign structure intended to accent a sign rather than to provide or carry additional message area, e.g., framing, roofing, foundations, landscaping and the like.
 - 32. “Facade” means the entire building elevation including the parapet.
 - 33. “Festoons” means a string of ribbons, tins, or pinwheels.
 - 34. “Flag” means an article of cloth on flexible material displayed to the public.
 - a. Official Flag. The flag of any nation, state, county, city or other recognized governmental entity, flown in accordance with the state and federal laws governing such displays. A U.S. flag shall be flown in conjunction with any foreign flag.
 - b. Insignia Flag. A flag bearing the insignia, name, device, rank, logo type, or similar designation of specific activities, political parties, person, agencies, private business, and the like.
 - 35. Flashing Sign. See “Animated sign, electrically energized.”
 - 36. “Freestanding Sign” means a sign which is permanently supported in a fixed location on the ground by poles, braces, a foundation, a planter, pedestal,

retaining wall or other structure and not attached to or supported by any building.. Such signs include building wing wall signs(See also “Low Profile Sign)

37. “Frontage, street” means that portion of a project area bounded by public roadway.
38. “Graphic” means the use of letters, symbols, numbers to convey a message.
- Note: Adding graphics to a mural creates copy.
39. “Government sign” means any temporary or permanent sign erected and maintained by the city, county, state, or federal government for traffic direction or for designation of or direction to any school, hospital, historical site, or public service property or facility.
40. “Grade” means the surface elevation of the street, or the natural ground elevation beneath the sign.
- 40.1 “Grand opening temporary activity” means a use which proposes a temporary activity to promote the opening of a new business at that location. For the purpose of the sign ordinance, a use shall have only one “grand opening temporary activity” and it shall occur no later than 30 days after issuance of city business license, change of operation review and/or an occupancy permit for the new business. As a “grand opening temporary activity,” it shall be subject to the same requirements as all temporary activities (SLTCC 32-21.1) including obtaining a planning permit. A “grand opening temporary activity” may have the limited use of balloons as outlined in SLTCC 25.5.1(G).
41. “Gross floor area (GFA)” means the measure of commercial square footage calculated as the floor area within the outer walls of a building or store space, including storage space. This shall not include stairwells and airshafts.
- If more than one business is occupying the same floor space, the floor space shall be counted once to determine the gross floor area.
- If a business occupies one floor of a two story business, the GFA shall be based on the one floor. Should the business extend to the second floor, its new sign area shall be recalculated including the second floor. Should the business revert back to the first floor, then the GFA reverts back to floor one. Any signage increase resulting from the expansion to the second floor shall now have to be reduced accordingly.
42. “Height (of a Sign)”, means
- Freestanding Sign: the vertical distance measured from the highest point of the sign structure, including decorative embellishments, to the curb grade of the adjacent street or the surface grade beneath the sign, whichever is less.
- Building Sign: the vertical distance measured form the highest point of the sign or sign structure to the building grade.
- 42.1. “Icon sign” means three-dimensional representation of an object that does not contain copy. Examples include a child’s building blocks to denote a children’s store or an ice cream cone to denote an ice cream shop. The intent of the icon sign is to provide business identification in a highly concentrated pedestrian environment (Mainstreet district of the South Tahoe redevelopment plan area) in a whimsical and entertaining manner without using copy. For sign area and locational standards, see SLTCC 25-45(C)(2)(a).
43. “Identification sign” means a sign whose copy is limited to the name and address of a multiple family or condominium complex, building, institution, or person or to the activity or occupation being identified.

44. "Individual sign area" is computed from the BRB and is the allowable sign area for a specific individual sign, taking into account the following adjustments:
 - a. Specific individual sign setback;
 - b. Vehicle speed on the closest street;
 - c. Specific individual sign angle using the street frontage as a reference plane; and
 - d. Height.
45. "Illegal sign" means a sign which does not meet the requirements of this code, including but not limited to the placement or installation of a sign without first obtaining a city sign permit or installing a sign that is not consistent with the sign permit and which has not received legal nonconforming status.
46. "Illuminated sign" means a sign with an artificial light source incorporated internally or externally for the purpose of illuminating the sign. The following are types of illumination:
 - a. Diffuse. "Diffused lighting" is where the light source is internal and located behind a translucent sign face; i.e., internally illuminated electric can sign.
 - b. Indirect. "Indirect lighting" is where the copy and/or the sign face are illuminated by an external light source. The external light source should be shielded from public view.
 - c. Direct. "Direct lighting" is where the sign copy is the light source, e.g., individual light bulbs organized to create the sign copy.
47. "Kiosk" means a pedestrian-oriented freestanding sign within public right-of-way used for display of information. All kiosk locations as well as information content shall be subject to the city use permit process.
48. "Landscape wall sign" means a sign attached to a retaining wall which is integrated into the project area landscape and the single sign face is parallel to the street.
49. "Lot" means a parcel of land legally defined on a subdivision or parcel map recorded with the El Dorado County recorder.
50. "Low profile sign" means a type of freestanding sign mounted directly to the ground with maximum height not to exceed six feet.
51. "Maintenance" means, for the purposes of this chapter, upkeep, or preservation of the condition of a sign in order to keep the existing components safe, neat and orderly in condition and appearance and to prevent corrosion or deterioration caused by weather, age or other conditions. Maintenance includes cleaning, painting, repair or replacement of defective parts of a sign. Maintenance does not include any changes to sign area, the copy, graphic design, or the external dimensions of the sign or structure.
52. "Mansard roof" means normally the roof slope exceeds 45 degrees (12:12). A roof-like facade architecturally comparable to a building wall.
53. "Mansard roof sign" means a sign attached to a mansard roof.
54. "Marquee" means a permanent roof-like structure or canopy of rigid materials supported by and extending from the facade of a building. Compare "Awning" and "Canopy sign."
55. "Memorial signs" means tablets for names of buildings, date of erection, architects, etc. when built into the walls of a building.

56. Monument Sign. See “Low profile sign.”
57. “Motor fuel price sign” means that portion of a freestanding sign which advertises the price of motor vehicle fuel offered for sale.
58. “Motor vehicle signs” means a sign attached, affixed or painted upon the exterior of a motor vehicle.
59. “Multiple business complex” means a building or group of buildings within a single architectural plan and within one project area housing two or more businesses with one or more parcels.
60. “Multiple business complex sign” means a sign whose purpose is to identify the MBC, not individual tenants.
61. “Multiple-faced sign” means a sign containing three or more sign faces, not necessarily in back-to-back configuration. Each sign face shall be calculated to determine sign area.
62. “Mural” means a picture pictograph (especially large) painted or applied directly on a wall, ceiling or roof, contains no copy and is not a visual representation of a business or service so as to be viewed as advertisement for the business or service.
63. “Nameplate” means a nonelectric, on-premises residential identification sign giving only the name and address of an occupant.
64. “Nonconforming sign” means a sign which was erected legally, but which does not comply with subsequently enacted sign restrictions and regulations.
65. “Occupancy” means the portion of a building or premises owned, leased, rented, or otherwise occupied for a given use.
66. “Off-Premise Sign” means a sign erected or maintained on a parcel or project area advertising an establishment, merchandise, service, or entertainment, which is not sold, produced, manufactured, or furnished at the property on which the use or activity advertised by the sign is not located.
67. “On-Premise Sign” means a sign erected or maintained on a parcel or project area on which the use or activity advertised by the sign is located.
68. “Official signs” means traffic, fire and police signs, signals, devices and markings of public agencies and utilities for which illumination and motion is permitted, other safety signs, and legal notices.
69. “Opaque background” means a sign background that doesn’t transmit light. For the purpose of this chapter the amount of light transmitted shall be limited to the range of approved background colors shown in Exhibit 3 (see also SLTCC 25-34).
70. “Owner” means the legal owner of record. This information may be available through a search of the county recorder’s records or as shown on the most recent property tax roll provided by El Dorado County assessor. For the purposes of this chapter, the owner of property on which a sign is located is presumed to be the owner of the sign unless facts to the contrary are officially recorded or otherwise brought to the attention of the city, e.g., a sign leased from a sign company.
71. “Parapet” means the extension of a false front or wall above a roofline.
72. “Parking signs” means signs that state “Private Parking Only – Consent of the Owner Required” and shall be otherwise consistent with the California Vehicle Code Section 22658A.

73. "Parked motor vehicle sign" means a sign attached to, located on, or located within any motor vehicle trailer or other related device, when parked for the primary purpose of displaying signage or to augment existing signage of a business located on the parcel, lot, or project area where the parked motor vehicle is located. A parked motor vehicle sign meets this definition if the copy is easily readable from a vehicle or pedestrian traveling upon a public right-of-way (of a scenic corridor). Examples of such signs are, business delivery vehicle(s), personal vehicles and the like. Excluded from this are vans or trucks which have short term deliveries of merchandise and goods to the retailer or restaurant.
74. "Pedestrian scale" means copy, graphics, proportions and locations that are easy to comprehend and intended to be primarily read by pedestrians.
- 74.1 "Pedestrian Sign" means a permanent sign in "pedestrian scale" which provides information and directions to pedestrians, such as a "directory/information sign" and kiosk sign."
75. "Pennant" means a piece of cloth, plastic, paper, or other such material varying in size, shape or design to draw attention to the site where located.
76. "Permanently affixed" shall mean painted or permanently attached with glue, adhesive, bolts, nails, approved concrete footings, not intended to be easily removed. Tape shall not be considered as meeting this definition.
77. "Person" means any individual, corporation, association, firm, partnership, or similarly defined interest.
- 77.1 "Plant List" means the Recommended Native and Adaptive Species List adopted by TRPA.
78. "Point of purchase display" means advertising of a retail item accompanying its display, e.g., an advertisement on a soft drink or water dispenser, tire display, ice machines, etc.
79. "Pole cover" means cover enclosing or decorating poles or other structural supports of a sign.
- 79.1 "Political Sign" means a sign advertising a candidate for public office, a proposition, or other issue to be voted on by the general public.
22. "Portable Sign" means any sign designed to be moved easily and not permanently affixed to the ground or to a structure or building.
23. "Project area" means one or more parcels or leases that are linked together for a common and definitive purpose, such as parking, or access, or utilities, or are under one umbrella management unit.
24. "Projecting Sign" means a sign, other than a flat building sign, which projects form and is supported by a wall of a building, and is not mounted parallel to the plan of the wall.
83. "Public right-of-way" means that portion of land owned by the public in which the street, sidewalk and utilities are placed. Note: Normally the public right-of-way is wider than the paved street.
84. "Real estate sign, on-premises" means a temporary sign advertising the real estate upon which the sign is located as being for rent, lease, or sale.
85. "Roofline" means the top edge of a roof or building parapet, whichever is higher, excluding any mansards, cupolas, pylons, chimneys, or minor projections.
86. "Roof sign" means any sign erected over or on the roof of a building. No roof sign dormer can extend above the roofline as measured in elevation.

87. "Room rate" means the posting of room rate signs and shall be consistent with this chapter and SLTCC 28A-6.
88. Rotating Sign. See "Animated sign, mechanically energized."
89. Scenic Corridor. The following roads are considered scenic corridors: Lake Tahoe Boulevard, U.S. 89, U.S. Highway 50 and the Loop Roads.
90. "Sculpture" means to cut, carve, chisel, cast, weld, mold, etc., into statues or figures.
91. "Seasonal Change of Copy" means the changing of the sign face copy, to reflect the different seasons or seasonal uses.
92. "Seasonal graphics and murals" means such graphics and murals that depict seasonal events with no commercial messages. Examples include Christmas, Valentine's Day, Easter, Mother's and Father's Day, Homecoming and the like.
93. Setback: Setback, for all signs shall be measured from the property-line.
94. "Sign" means any character, letter, figure, symbol, design, model or device or combination of these used to attract attention or convey a message and which is visible from a public street, public recreation area, bicycle trail or from Lake Tahoe. The term includes banners, pennants, streamers, moving mechanisms and lights. The term does not include scoreboards or ball field signs where the sign is oriented to the recreation use.
95. "Sign, Area of" means the sum total of display areas of one or more sign faces (also see sign face). If the sign is composed of individual letters or symbols using the wall as the background with no added decoration, the sign area shall be calculated by enclosing the perimeter of each word within a rectilinear geometric figure which encloses the extreme limits of the copy and measuring the area within the perimeter.
96. "Sign dormer" means a structure attached to the roof that provides a vertical mounting surface on a sloping roof. The dormer is usually constructed of the same material as the roof.
97. "Sign face" means the plane of a sign on which the copy is placed. A normal size frame is not considered as a part of the sign face.
98. "Snipe sign" means a temporary sign or poster affixed to a tree, fence, telephone pole, etc.
99. "Subdivision identification sign" means a freestanding or wall sign identifying a recognized subdivision, condominium complex or residential development.
100. "Temporary Sign" means any sign not intended for long term
101. "Under-canopy pedestrian-oriented sign" means a sign suspended beneath and not projecting beyond the face of a canopy, ceiling, roof, or marquee.
102. "Unit of operation" means an individual and separate unit of activity or function within a building, such as a single shop within a business complex or a single business occupying an entire building.
103. "Use" means the purpose for which a building, lot, sign, or structure is intended, designed, occupied, or maintained.
104. "Window" means an opening in a building for letting in light or air or for looking through, and having a pane(s) of glass set in a frame or sash. Note: Placing a false window on a building does not meet the definition of window and window signs. Also see "Parked motor vehicle sign."

105. "Window Sign" means all signs placed in a window which are intended to be primarily visible from a public right-of-way, includes permanent and temporary signs.
- Note: A temporary window sign does not count as building sign area if it is within the 25% window area devoted to window signs.
- 25-5 Compliance Required: It shall hereafter be unlawful for any person to erect, place, or maintain a sign in the City of South Lake Tahoe except in accordance with the provisions of this chapter.
- 25-5.1 Signs Prohibited: The following types of signs are prohibited in all districts:
- A. Pennants, festoons, search lights;
 - B. Signs imitating or resembling official traffic or government signs or signals;
 - C. Snipe signs, when located in the public right-of-way;
 - D. Off premise parked motor vehicle signs
 - E. Portable signs not specifically permitted by this Ordinance, i.e., real estate signs
 - F. Animated signs
 - G. Balloons; except for a "grand opening temporary activity" as part of a city-approved TRPA permit for a temporary activity/use. The "grand opening temporary activity" use of balloons shall not exceed 72 continuous hours
 - H. Changeable copy signs; computer controlled variable message electronics signs.
Exceptions:
 - 1. Computer controlled variable message electronic signs that are include in City gateway signage and publicly owned community event signs.
 - 2. Manually activated, changed seasonal copy changes
 - I. Insignia flags, unless otherwise allowed by this chapter.
 - J. Flags in the form of pennants or festoons, and the like, unless approved as part of a Temporary Activity Permit.
 - K. Sound producing signs
 - L. Illegal signs
 - M. Off-premise signs, except for "off premise" temporary real estate residential open house signs (see SLTCC 25-7) and garage sale signs (See SLTCC 25-7) allowed by this chapter.
 - N. Appurtenant Signs, unless counted as a part of approved signage area and each sign does not exceed 12" x 12". Further, no appurtenant sign shall be hung from or otherwise attached to a freestanding sign unless the attachment is included as a part of the sign face copy
 - O. All signs riot specifically noted
 - P. The display of sculpture, murals and seasonal graphics, unless approved by the City Planning Division.
 - Q. Window signs not contained within the 25% allowable window signage area.
 - R. Freestanding signs in clear zones that have height between 3' and 1'- from grade or with pole/base support larger than 12 inches in diameter
 - R. Signage for prohibited uses.
 - S. Signs not in compliance with this Chapter.
 - T. Hand held signs for commercial use
- 25-6 Planning Permits Required: Unless otherwise provided by this Ordinance, all signs shall require a Planning Permit and payment of fees as described in Article VII of this chapter.
- 25-7 Signs and Activities Not Requiring Permits: The following types of signs are exempt from permit requirements but shall be standards of this chapter.
- A. Maintenance or cleaning of a sign.

- B. Memorial signs, when cut into masonry surfaces or when constructed of bronze or other metals and affixed to a wall, that do not exceed three square feet in area.
- C. Temporary government signs indicating danger and/or service and safety information.
- D. In residential areas, (1) name plates, (2) names on mailboxes or newspaper tubes, (3) private property parking or warning the public against trespassing or danger from animals, provided they do not exceed two square feet.
- E. Signs not readable from a public street, recreation area, bicycle trail, or Lake Tahoe, such as window placards denoting community special events.
- F. Directional and information signs on private property which conform to the following: 12" x 18" or smaller, which limit access, provide direction, parking admittance or pertain to security provisions; signs 18" x 18" or smaller, defining entrance or exit; and octagonal stop signs, 24" or smaller. Any sign larger than the limits described shall be counted as either freestanding or building sign as appropriate.

Larger signs may be allowed in those instances where a business is located on a public street which is being repaired or reconstructed that negatively affects the economic viability of a business(s). Size of sign shall be subject to City review on a case by case basis. At a minimum, the sign shall not exceed 6 feet high and be setback a minimum of 5 feet from all property lines and be outside a defined corner clearzone.

- G. Highway signs, street signs and other regulatory and directional signs which are located on a public right-of-way shall conform to the applicable sign standards set forth in the Manual on Uniform Traffic Control Devices, 1978, or other standards which may be contained in a memoranda of understanding between the TRPA and a public agency with jurisdiction over the travel way or upon design approval by the TRPA and a public agency with jurisdiction over the travel way.
- H. Seasonal graphics and murals. At such time as the Seasonal Graphic or Mural has business related copy, the Seasonal Graphic or Mural is considered to be a business sign and the entire Seasonal Graphic or Mural, including copy, is considered sign area and requires a permit.
- I. Off premise temporary real estate residential "Open House" signs provided the following standards are met:
 - 1. The signs shall not exceed 3 square feet. Within the 3 square feet, all copy shall be placed including arrows, logos, name of real estate office, address and the like. The height of sign shall not exceed 3 feet. For the purpose of this provision, the 3 foot high signs may be placed on top of a snow berm.
 - 2. All signs shall not be located within the public right-of way.
 - 4. The signs shall not be allowed within the Tahoe Keys Blvd. median, the 15th street median and parkway, or the Loop Road median and parkway.
 - 5. The maximum number of signs per "Open House" shall be limited to three (3).
 - 6. The "Open House" signs shall be either freestanding, mounted on a stake, or an "A-frame." The location and/or size of such signs shall not create a traffic hazard.
 - 7. The "Open House" signs shall be displayed only during the hours which the house is open for viewing, and the open house signs shall be immediately removed when the open house is closed for the day.
- J. On-premise temporary real estate signs provided the following standards are met;

1. Residential
 - a. One "For Sale" sign per premise, unless the property for sale has both a front and rear street frontage, in which case, two "for sale" signs are permitted;
 - b. On the day of showing, one "Open House" sign per premise;
 - c. The standards for all signs shall be:
 - i. If freestanding, the sign area shall not exceed 3 square feet. Should the sign be mounted on a stake, the stake shall not exceed 5 feet in height. The sign or its supports shall not encroach into the public right-of-way and shall not create a traffic hazard or encroach into a clear zone area. Said sign may be double faced.
 - ii. If a wall sign, the area shall not exceed 3 square feet.
 - iii. Shall not be illuminated; and
 - iv. Shall not contain more than two sign riders each a maximum side of 6"X18"; and
 - v. Shall not contain more than one flier box.
- 2 .Commercial
 - a. One "For Sale" sign per premise, unless the property for sale has both a front and rear street frontage, in which case, two "for sale" signs are permitted;
 - b. The standards for all signs shall be:
 - ii. If freestanding, the sign area shall not exceed 32 square feet; shall not exceed 6 feet in height. The sign or its supports shall be a minimum of five feet from the property lines and shall not encroach into a clear zone area. Said sign may be double faced;
 - iii. If a wall sign, the area shall not exceed 32 square feet;
 - iv. Shall conform to the design standards contained in SLTCC 25-38 and 25-39; and
 - v. Shall not be illuminated.
- K. Motor vehicle signs which conform to the following: non-projecting and permanently affixed to the exterior of the vehicle. Painted and magnetic signs are considered permanently affixed. Taped signs are not.
- L. Commercial street address numbers which do not exceed 3 square feet. If greater than 3 square feet, shall require a permit and shall be calculated as a part of the sign area.
- M. Open/closed signs which do not exceed 12 square inches and credit identification signs. This applies to all illuminated and non-illuminated signs and credit identification.
- N. Window signage that does not exceed 25% of the window area. Each window shall have a maximum of 25 percent of window area for use of all permanent and temporary signs except for seasonal graphic displays. In a single façade which contains a group of windows that is visible from a street, the window signage for that façade may be concentrated in one window of that group. The permissible area shall be based on the total window of that façade's widow grouping.
- O. Banners and sandwich board signs in compliance with the following standards:Displayed only during the following holiday periods: the month of December, New Year's Eve day and New Year's Eve, Martin Luther King weekend, President's Day weekend, Memorial Day weekend, July 4th weekend, Labor Day weekend, Thanksgiving weekend, or during City sanctioned community events;

- i. Signs are not within a street right of way, sidewalk, bicycle path, pedestrian walkway, designated parking spaces, ADA accessible zone or path, or clear zone;
 - ii. Signs do not impede pedestrian or bicycle circulation; and
 - iii. Signs are professionally designed and manufactured; or
 - iv. Banner signs that are community benefit signs in areas designated by a community plan.
- Q. Garage sale signs displayed Friday, Saturday, Sunday, or Monday of a holiday weekend. Must be outside of street rights of way and must not impeded pedestrian, bicycle, or vehicle traffic.
- R. The following temporary signs:
 - i. Temporary government signs.
 - ii. Temporary window signs, provided they are within the 25 percent allowable window area for signs.
 - iii. Temporary on- and off-premises real estate signs.
 - iv. "Community benefit" temporary activity signs at the Chamber of Commerce area and those "community benefit" temporary activity signs placed off-premises as a part of an approved community plan or area plan.

25-8. Maintenance.

All signs shall be properly maintained. Exposed surfaces shall be clean and painted if paint is required. Defective parts shall be replaced. The [City] TRPA shall have the right to order the repair or removal of any sign which is defective, damaged, or substantially deteriorated as defined in the Uniform Building Code.

25-9. Lighting.

Unless otherwise prohibited by this Ordinance, all signs may be illuminated consistent with this chapter.

25-10. Sign Contractor's License or Exemption.

No person shall engage in the business of erecting, altering, relocating, constructing or maintaining signs without a valid contractor's license and meeting the provisions for all required state and federal licenses (unless said maintenance does not require a state or federal license) or meets the Uniform Building code "Owner/Builder", Section.

25-11 Insurance.

All persons involved in the business of maintenance, installation, alteration, or relocation of signs shall maintain all required insurance and shall file with the state a satisfactory certificate of insurance to indemnify the TRPA, state, county, or city against any form of liability.

25-12 Signs Permitted in all PAS.

Unless otherwise noted, the following signs requiring Planning Division permits, are permitted in all Plan Areas, and they shall conform with all standards of this chapter:

- A. Political signs which conform to the following: for each parcel, one temporary sign per street frontage which is not greater than 12 square feet in area, is not internally illuminated, and is not displayed for more than 30 days in a calendar year, except that for 60 days preceding a general, primary or special election more than one such sign may be placed on each parcel, provided they are removed immediately after the election. (TRPA Section 2.3.4.E).

- B. Area identification signs which conform to the following additional standards:
1. Signs shall not exceed 25 square feet in area;
 2. Signs shall be low profile signs and not exceed five feet in height, with the following exception:
The height of an area identification sign may exceed five feet, when:
 - a. The sign is placed on public property (or property which acts as public property such as property dedicated for public use), outside the public right-of-way;
 - b. The sign is placed within an approved community plan;
 - c. The sign is placed within a community plan which allows multi-story buildings (above two);
 - d. The sign shall be constructed as part of a project subject to city review and approval;
 - e. The project shall have all of the following public infrastructure: curb, gutter, sidewalk, street lighting and drainage improvements;
 - f. The sign setback shall conform to the freestanding sign setback and height chart shown in SLTCC 25-35(D);
 - g. The number and location of signs shall be included in each community plan;
 - h. Signs shall be landscaped as required by Article VIII, Sign Design Standards, with the following exceptions:
The landscaping requirements may be reduced when:
 - i. The sign will be constructed as a part of a project where the city has review and approval;
 - ii. The sign placement within the project is pedestrian oriented hardscape and therefore not conducive to meet the landscaping standards in Article VIII; and
 - iii. The project shall have full public improvements, including any of the following: curb, gutter, sidewalk, street lighting, and drainage improvements.
- C. Construction Signs. One construction sign may be erected on site, provided it not exceed 32 square feet, six feet in height, shall be set back a minimum of five feet from all property lines and conform to the design standards contained in SLTCC 25-33 and 25-34. Such signs shall not be erected prior to the issuance of the project building permit and shall be removed within 10 days of completion of construction or building occupancy, whichever occurs first.
- D. All public use signs.
- E. Directional signs on public property which provide direction to public and semi-public uses, such as recreation uses, churches, hospitals, schools and the like. Said signage shall be no larger than 18 inches by 18 inches. If located on Caltrans right-of-way, a Caltrans encroachment permit is required before issuance of this sign permit. If located on city right-of-way, a city encroachment permit is required before issuance of the sign permit.

25-13 Signs permitted in residential PAS.

For all signs not requiring permits, see SLTCC 25-7.

- A. The following signs do not require planning division permits: all signs listed in SLTCC 25-7.
- B. The following signs requiring planning division permits are allowed in residential PAS. They shall conform with all standards of this chapter:
 - 1. All signs permitted in all PAS (SLTCC 25-12).
 - 2. Identification sign provided the following standards are met:
 - a. Sign area shall not exceed 32 square feet; and
 - b. One sign per street entrance.
 - 3. For permitted nonresidential uses, including places of worship, but excluding home occupations, the following standards shall be required: (a) freestanding sign not to exceed 32 square feet in sign area, and (b) building sign not to exceed 32 square feet in area.
- C. Special regulations for residential PAS are as follows: all allowed freestanding signs shall be a low profile sign with a height limit of six feet and be set back a minimum of 15 feet from any public right-of-way.

25-14 Signs Permitted in Commercial/ Tourist Plan Areas.

- A. The following signs do not require planning division permits: all signs not requiring permits (SLTCC 25-7).
- B. The following signs require issuance of a permit by the planning division and are allowed in the above plan areas, provided they conform to the following standards and all other standards of this chapter:
 - 1. All signs permitted in all PAS (SLTCC 25-12).
 - 2. a. Under-canopy pedestrian-oriented signs shall not be counted as building signs provided they conform to the following:
 - i. Placed at right angle to pedestrian walk; and
 - ii. Located at or near the public entrance to the building; and
 - iii. Not internally illuminated; and
 - iv. Do not exceed five square feet (each side) and are a minimum of eight feet above grade of the pedestrian walk.
 - b. Those under-canopy signs which do not conform to subsection (B)(2)(a) of this section shall be considered to be a building sign subject to requirements contained in SLTCC 25-39 through 25-41, and if in the Stateline/Ski Run CP, see SLTCC 25-42 through 25-45.
 - 3. Building and Freestanding Signs. For information on size, location, setback, height, etc., see SLTCC 25-39 through 25-41, and if in the Stateline/Ski Run CP, see SLTCC 25-42 through 25-45.
 - 4. Seasonal change of sign copy is subject to a limit of two changes per year: one summer and one winter.
- C. Special regulations for tourist accommodations uses are as follows: the maximum sign area for tourist accommodation use is:
 - 1. For properties with entrance on one street, the maximum sign area shall be 120 square feet. Of that 120 square feet, a maximum of 80 square feet shall be permitted for a freestanding sign.

2. For properties with major entrances on two, three or four street(s) (excluding service drives), the maximum sign area shall be 240 square feet, 360 square feet, and 480 square feet, respectively. Of the maximum allowed per street frontage, a maximum of 80 square feet may be used for any one freestanding sign.

Article V. Construction Specifications

25-15 Construction Specifications.

All signs shall be installed in compliance with the building and electrical codes as required by the city building division.

Article VI. Administration and Enforcement

25-16 Planning Divisions.

Planning division is authorized to process applications for sign permits and enforce and carry out all provisions of this chapter through a memorandum of understanding (MOU) between the TRPA and the city. The division is authorized to promulgate regulations, interpretations and procedures consistent with this function.

[The division is empowered, upon presentation of proper identification, to enter or inspect any building, structure, or premises in the city for the purpose of inspection of a sign. Should potential building and/or electrical code problems occur in this inspection, the division is authorized to request the building division to inspect the sign for possible building and electrical code violations in accordance with applicable provisions of state and federal law.]

25-17 Application for Permits.

Application for a sign permit for the erection, relocation, or change of copy shall be approved by the planning division upon a form provided by the division. Incomplete applications shall result in the immediate return of the application to the applicant without a decision.]

25-18 Permit Fees.

All applications for a sign permit shall be accompanied by the payment of a fee based upon the city council adopted fee schedule. Failure to provide the fee at the time of application submittal shall result in the immediate return of the application to the applicant without a decision.]

25-19 Permit Issuance.

The division staff shall issue a sign permit for the erection, relocation, or change of copy provided it is in receipt of a valid application (including fee) and provided the sign conforms to all applicable laws and regulations of this chapter.]

25-20 Revocation.

The division may revoke a sign permit for any false statement or misrepresentation of fact in the application. Any sign which has been erected, relocated, change of copy or color, based upon a false statement or misrepresentation, shall be considered an illegal sign and subject to the terms and conditions of this chapter.

25-21 Inspection Upon Completion.

Any person erecting, relocating, changing copy or color, for which a sign permit has been issued, shall notify the division when the work has been completed. The division shall inspect the sign for conformance with the permit. This inspection shall not relieve the applicant from obtaining any other inspection from other divisions or agencies.

25-22 Exceptions

- A. Exceptions to those design standards contained in Article IX and X of this chapter may be allowed, provided the following findings can be made:
 - 1. The situation exists whereby strict application of the standard is unfair and infeasible to the applicant; and
 - 2. The exception is in harmony with the purpose and intent of this chapter; and
 - 3. The approval of the exception will not have a significant effect upon other property owners or occupants of property in the vicinity; and
 - 4. The exception produces benefits equal to the benefits contained in this chapter.
- B. In granting each exception the planning division staff may attach additional conditions necessary to carry out the spirit and purpose of this chapter in the public interest, including, but not limited to:
 - 1. Removal of other nonconforming signs.
 - 2. Copyrighted colors on logos. Those logos which do not conform to the standard with regard to color contrast would be allowed if the logo is placed on a dark background which would not be less than 40 percent of the sign area.
 - 3. Reduction in sign area. This may involve the reduction in sign area for freestanding or building signs. The proposals which reduce the sign area for those signs that are visible from the scenic corridor shall provide more mitigation than those which are not.
- C. A scenic analysis shall be required for any exception on a scenic threshold travel unit or recreation area. Those exemptions not on a scenic threshold travel unit or recreational area may require a scenic analysis.
- D. Designated locally unique signs pursuant to Section 25-23 may be granted exceptions in order to preserve their locally unique attributes.

25-23 Locally Unique Signs.

- i. A business or property owner may apply to have a sign designated as a “locally unique” sign. The application shall be made to the city planning division on a designated form and include a fee set by the planning division fee schedule.
- ii. The application will be considered by the city planning commission. Approval will be based on the following criteria:
 - a. The sign is in good condition and is in compliance with all building and safety code requirements;
 - b. The sign has historically been well maintained;
 - c. The sign advertises a business that is currently in operation and/or products or services currently provided by that business;
 - d. The sign does not degrade the scenic quality of the area;
 - e. The sign does not impede existing, or planned for, vehicle, transit, bicycle, or pedestrian circulation;
 - f. The sign demonstrates a creative and unique design or construction technique;
 - g. The sign is a widely recognizable icon or landmark within the city.

- iii. The decision of the planning commission regarding the locally unique sign application shall be final and binding and applicant may not appeal this decision to any other decision making body.

25-24 Partial Compliance to Nonconforming Signs.

Modifications to existing nonconforming signs that bring a sign closer to compliance with this chapter shall be permitted provided:

- i. The property owner has not received notification of a violation of this chapter or notification of nonconforming sign compliance requirements;
- ii. The sign does not create a safety hazard as determined by the city manager or his/her designee;
- iii. The sign is in good aesthetic condition as determined by the city manager or his/her designee; and
- iv. The property owner enters into a signed written agreement with the city agreeing that the sign will be brought into full compliance within five years from the date of enactment of this amended ordinance and that failure to do so shall result in enforcement proceedings as set forth in this chapter.

25-25 Violations.

- A. Signs Displayed Without a Permit and Modifications to Existing Signs Without a Permit. If any sign is or has been installed or placed on any property prior to the receipt of a required city sign permit, it is in violation of this chapter. Signs in violation of this chapter shall be removed within 10 days of notification of the violation to the property owner. If not removed according to the notice, a monetary penalty shall be required pursuant to the planning division fee schedule. The payment of the penalty shall not relieve any person of any other requirements or penalties within this chapter.
- B. Installed Signs Existing Prior to May 1, 1994 (Previously Legal Nonconforming). Signs not brought into compliance within 90 days of city notification to the property owner that the amortization period for legal nonconforming signs has expired (expired May 2009) and legal nonconforming signs shall therefore be brought into compliance with this chapter. Failure to bring signs into compliance according to the notice will result in a monetary penalty pursuant to the planning division fee schedule.

25-26 Appeals.

Decisions of city staff on the approval or denial of a permit or determination of violations of this chapter may be appealed to the planning commission within five days of receipt of notification of the decision. The decision of the planning commission shall be final and binding and the applicant may not appeal this decision to any other decision-making body.

The following additional appeals procedures shall apply only to locally unique signs (SLTCC 25-23): The final decision of the planning commission may be appealed to the city council. Notice of appellant's intent to appeal to the city council shall be served upon the city clerk in writing no later than five days following the planning commission's decision.

Article VI. Conflict, Severability and Effective Date

25-27 Conflict.

If any portion of this chapter is found to be in conflict with any other provision of any zoning, building, fire, safety, or health ordinance of the city code, the provision which establishes the more restrictive standard shall prevail.]

25-28 Severability.

If any section, subsection, sentence, clause, or phrase of this chapter or its application to any person or circumstance is held invalid by the decision of any court of competent jurisdiction, the remainder of this chapter or the application of the provision to other persons or circumstances is in effect and shall remain in full force and effect.

Article VIII. Sign Design Standards

25-29 Applicability.

The following design standards are applicable to all signs erected, relocated, or change of copy within the city, including the community plan areas unless the community plan has a standard specific to the area.

These standards have been developed to improve the scenic quality ranking of the scenic corridor.

25-30 Copy.

- A. **Standard.** This chapter shall not regulate the copy message.
Guideline. Copy should be simple to read and limited to six to eight words, and denote the name and type of business or services rendered; using copy to display menus, products and the like adds to the complexity of the copy.
- B. **Standard.** In Section 13531 et seq. of the Business and Professions Code, which regulates motor fuel price signs, the following shall be required:
 - 1. The sign shall not advertise more than three major grades of motor vehicle fuel offered for sale (propane is not considered a motor vehicle fuel).
 - 2. The numerals designating the price of motor fuel shall be the minimum size as allowed under Section 13531 et seq. of the Business and Professions Code.
- C. **Standard.** Sign area containing copy required by law (such as state required gas prices, security exchange commission (NASAD)) will not be deducted from the maximum allowable sign area, provided the copy does not exceed the minimum size requirements of the law.
- D. **Standard.** Any increase in sign area copy beyond what is required by law is allowable provided the additional area is deducted from the appropriate BRB.
- E. **Standards for Tourist Accommodations Only.**
 - 1. **Standard.** The display of amenities and affiliations provided shall be limited to the list of city-approved symbols based on The Symbol Sourcebook. Should a symbol not exist then the city shall determine the appropriate symbol and include it in the list of city-approved symbols. The symbols shall be 12 inches by 12 inches and located in the bottom one-third of the sign face. Copy is not permitted in lieu of the symbols. (See Exhibit 1.)
Guideline. The uniform symbols are intended to provide the public a consistent and easily understood set of amenities and affiliation symbols throughout the city and to also reduce the copy on signs.

In the design of the sign face, owners should allow for change of symbols, keeping in mind that the chapter does not allow changeable copy signage. For example, on internally illuminated signs, the symbols could be made of vinyl attached to the face. Should the owner desire to change the symbol, it could be done by simply changing the one vinyl symbol.

2. **Standard.** The vacancy/no vacancy signage shall be limited to a maximum height of letters of six inches.

Guideline. If exposed fluorescent tubing direct lighting is to be used for vacancy/no vacancy, the color red is suggested, as it is most visible as well as provides the public with a consistent color and symbol.

25-31 Lighting.

- A. **Standard.** All illuminated signs shall have either or both indirect or diffused lighting.

Guideline. Indirect backlighting of individual letters is the encouraged method of sign illumination.

- B. **Standard.** Indirect lighting sources shall be shielded to prevent the light source from being visible from a public right-of-way or adjacent property.

Guideline. Methods that can be used include an enclosure that extends past the light source sufficiently that will channel the light onto the sign face and not spill light to other areas. Landscape materials and mounding may also be used. Approval of the shielding method and its design will be based on how well the standard is met.

- C. **Standard.** The intensity of lighting shall not create a visual hazard to the public.

- D. **Standard.** All internally illuminated signs shall have a background which transmits a limited amount of light. (For the standard, see SLTCC 25-34, Color.)

25-32 Landscaping.

- A. **Standard.** All freestanding signs shall be placed wholly within a landscaped area. The minimum landscape area shall be equal to the city standard setback, and across the property frontage, excluding driveways. Should a sign not be located within the standard property setback, the sign shall be placed in a landscape island. The island shall have a minimum depth from each sign face/edge of 10 feet. (Also see SLTCC 5-24, Landscaping. Planning commission design manual shall apply.)

Guideline. See the city design manual and SLTCC 5-24.

- B. **Standard.** In the event that the landscaping provisions cannot be met as they pertain to freestanding signs, because of the physical limitations of the property, the staff may grant an exception under SLTCC 25-22, Exceptions.

Multiple partial compliance applications may be approved prior to the required compliance deadline; however, additional new measures towards compliance must be provided for each application.

- C. **Standard.** A security deposit for the installation of the required sign landscaping may be allowed by the staff based on the winter ground disturbance prohibition from October 15th through April 30th of each year. Staff may place conditions, as appropriate, to ensure timely compliance.

25-33 Construction.

- A. **Standard.** All supporting devices and braces shall be an aesthetic contribution to the sign structure and not a utilitarian appendage to hold up a sign, e.g., angle iron, pipes, guy wires are not allowed.

- B. **Standard.** Freestanding signs shall be supported by two or more poles/supports or a monument base.

Guideline. The use of monument bases in conjunction with low-profile signs is encouraged.

25-34 Color.

- A. **Standard.** Internally illuminated signs shall have backgrounds of a dark color, or opaque material which does not transmit light. If opaque, only the individual letters and/or symbols may be illuminated. Under day and night lighting conditions, the copy on internally illuminated signs shall be lighter than the background.
- Guideline.** Natural wood and high density foam core signs which can be carved and painted consistent with the design standards, including dark backgrounds, are also encouraged.
- B. **Standard.** Externally illuminated signs may be any color background and copy except for bright neon colors (fluorescent) and reflective colors, which are prohibited.
- Guideline.** Bright colors are generally discouraged on signs except when used as accent colors.
- C. **Standard.** The color standard shall not apply to nationally registered trademarks if the color is a part of the trademark. If the trademark only pertains to the copy, then the copy shall be placed on a city approved background color. The minimum background shall be 40 percent of the sign area.
- Guideline.** The use of trademarks on natural backgrounds is encouraged.

25-35 Sign location.

- A. **Standard.** The maximum height of a roof sign shall not exceed 15 feet from grade and shall be placed within a sign dormer.
- For building signs more than 50 feet from the property line, no sign shall be mounted on the roof of a building or mansard roof, unless the sign is placed on a "sign dormer" which is located within the bottom one-half of the roof, as seen in elevation.
- Guideline.** "Sign dormers" should be designed as an architectural element and materials should be compatible with the building. Buildings with flat roofs should construct a new roof to accommodate a roof dormer for signage. The minimum roof slope should be 5:12.
- Individual letter signs should be used within "sign dormers" as they do not dominate the roof as do "canned" signs.
- C. **Standard.** In the design of new buildings and major remodels, all improvements subject to design review shall identify signage locations.
- Guideline.** Architectural details of a building often suggest locations, size or shape of signs. Signs should complement the building and not be considered after the building is designed.
- C. **Standard.** One freestanding sign shall be permitted per the street frontage or project area. Additional freestanding signs are only permitted on parcels or project areas on which there are more than one licensed business. In such circumstances, multiple freestanding signs shall only be permitted if each sign is at least 100 feet apart and each sign complies with all other provisions of this chapter.
1. Distance between freestanding signs shall be a minimum of 100 feet apart.
- D. **Standard.** The location (setback) of a freestanding sign is subject to the maximum height allowed per the following setback chart, but in no case shall a sign be closer than five feet, zero inches to a property line.

Guideline. Where possible a low-profile sign is encouraged.

Freestanding Sign Setback	Height
13 or less	10.00
14	10.25
15	10.50
16	10.75
17	11.00
18	11.25
19	11.50
20	11.75
21	12.00

25-36 Multiple Business Complex.

Repealed by Ord. 888.

25-37 Sign height.

- A. **Standard.** For freestanding signs, see SLTCC 25-35.
- B. **Standard.** For all other signs, including window signs and banners:
 - 1. If a single story building is located within 50 feet of the property line, the maximum sign height shall be 15 feet, measured from grade.
 - 2. If a single story building is greater than 50 feet, the maximum sign height shall be 25 feet.
- C. **Standard.** For multi-story buildings, a building sign height over 15 feet is allowed, up to a maximum of 25 feet.

25-38 General Sign Design.

All signs should promote the city value of enhancing the unique beauty of Lake Tahoe by adherence to a high aesthetic quality and professional construction standards.

Article IX. Sign Area Formula City-Wide

25-39 Introduction.

Signage is a very complex problem. A number of factors guide the process of sign regulation. These factors include legal constraints of local, state, and federal laws as well as factors such as topography, traffic speed and local demographic makeup.

Basic to the use of signs is the communicative aspect of signage, which in many cases is the only viable and cost effective means of advertising the presence of a business. It is this aspect that complicates the development of a sign ordinance as it is impossible to predict the communicative needs of all businesses. The rules that are developed may or may not serve the communicative needs of the sign user and the community.

This sign chapter will allow the individual business owners the flexibility to develop a sign package that will meet their own individual communication needs, within a framework that will be sensitive to the local environment.

25-40 Concept.

Each business and multiple business complex (MBC) has a computed sign budget. From this budget, the business owner has the flexibility to apply the budget to freestanding and/or one or more building signs.

- A. **Standard.** The area of each sign face shall be calculated to determine sign area. For example, a freestanding sign, at right angles to the road with each sign face being 20 square feet, has a total area of 40 square feet.

25-41 Computing the Sign Area.

The calculation is a two-step process.

- A. The first step is to establish the base reference budget (BRB) for the business or MBC.
- B. The second step is to calculate the individual sign area for each freestanding and building sign.

These steps are translated into the following formulas:

For Step 1, calculate the BRB for signage identifying a business

$$BRB = C \cdot D(2.5\sqrt{A + 80})$$

Where

- A = Area of business floor space (feet)
- C = 1.1 for businesses not located in a multiple business complex
= 0.9 for businesses in a multiple business complex where signage is (or will be) provided to identify the complex
= 1.0 for businesses in a multiple business complex where signage is not (and will not) be provided to identify the complex
- D = With respect to principal customer access
= 1.0 where the business is accessed by one street
= 1.41 where the business is accessed by two streets
= 1.73 where the business is accessed by three streets
= 2.0 where the business is accessed by four streets

For Step 1 calculate the BRB for signage identifying a multiple business complex

$$BRB = D(2.5\sqrt{A + 80})$$

Where

- A = Area of business floor space for the entire complex (feet)
- D = With respect to principal customer access
= 0.50 where the business is accessed by one street
= 0.70 where the business is accessed by two streets
= 0.85 where the business is accessed by three streets

= 1.0 where the business is accessed by four streets

1. **Standard.** The BRB used to calculate the sign area for each individual sign of a business when added together shall not exceed the total BRB for that business.
2. **Standard.** The BRB used to calculate the sign area for each individual sign of a multiple business complex when added together shall not exceed the total BRB for that multiple business complex.
3. **Standard.** Freestanding sign area shall be limited to 50 percent of the base reference budget (BRB).

If the project area qualifies for two freestanding signs, no single freestanding sign shall be permitted more than 35 percent of the BRB.

If the project area qualifies for three freestanding signs no single freestanding sign shall be permitted more than 28 percent of the BRB.

If the project area qualifies for four freestanding signs no single freestanding sign shall be permitted more than 25 percent of the BRB.

For Step 2 calculate the sign area for an individual sign.

$$\text{new sign area} = \frac{(BRB) \cdot V \cdot S}{35} \left(1 + \frac{H}{250}\right)^2$$

Where

S = Vehicle speed limit on the street where the sign is to be viewed from (in miles per hour)

H = Height of the sign (as measure from finish grade to the top of the sign; in feet. Maximum height is 26 feet)

V = Horizontal viewing distance coefficient (as determined by the following chart)

Setback and Angle Table							
Setback Footage		Angle Values					
Greater Than	Less Than or Equal	0 to 15	16 to 30	31 to 45	46 to 60	61 to 75	76 to 90
>5 ft.	<= 50 ft.	0.50	0.60	0.70	0.80	0.90	1.00
>50 ft.	<= 100 ft.	0.55	0.65	0.75	0.85	0.95	1.05
>100 ft.	<= 150 ft.	0.60	0.70	0.80	0.90	1.00	1.10
>150 ft.	<= 200 ft.	0.65	0.75	0.85	0.95	1.05	1.15
>200 ft.	<= 250 ft.	0.70	0.80	0.90	1.00	1.10	1.20
>250 ft.	<= 300 ft.	0.75	0.85	0.95	1.05	1.15	1.25
>300 ft.	<= 350 ft.	0.80	0.90	1.00	1.10	1.20	1.30
>350 ft.	<= 400 ft.	0.85	0.95	1.05	1.15	1.25	1.35
>400 ft.	<= 450 ft.	0.90	1.00	1.10	1.20	1.30	1.40
>450 ft.	<= 500 ft.	0.95	1.05	1.15	1.25	1.35	1.45
>500 ft.		1.00	1.10	1.20	1.30	1.40	1.50

These formulas have been incorporated into a computerized spread sheet program. The spread sheet format will permit the applicant the ability to easily adjust and manipulate the various factors to see what is the best signage package for the business or multiple business complex. (Exhibit 4.)

As an alternative to the computer, a manual worksheet has been developed to accomplish the same result. (Exhibit 5.)

- C. The following shall not be considered sign area:
1. Pedestrian signs;
 2. Temporary signs;
 3. Temporary window signs;
 4. Sign embellishments; and
 5. Appurtenant signs.

Article X. Tourist Core Area Plan Provisions

25-42 Purpose.

The purpose of this section is to augment the city-wide sign ordinance with a set of specific design standards tailored to meet the urban design plan for the Tourist Core Area Plan.

25-43 Scope.

The Tourist Core Area Plan is composed of two parts:

- A. The redevelopment plan area; and
- B. The area outside the redevelopment plan area. (See Exhibit 2.)

Within the redevelopment plan area all the sections of the city-wide sign ordinance apply, however, Article VIII, Sign Design Standards, has been augmented with additional standards in SLTCC 25-44.

Within the area outside the redevelopment plan area, all the sections of the city-wide sign ordinance apply.

25-44 Redevelopment Sign Design Standards.

The following redevelopment sign design standards shall apply to the redevelopment plan area only. Should a conflict arise between the city-wide standards contained within Article VIII and the following standards, the redevelopment sign design standards shall apply.

- A. **Standard.** Redevelopment plan area definitions:
 1. Mainstreet District. This district is generally described as being located in the Stateline core area, along both sides of U.S. Highway 50, between Park Avenue/Heavenly Village Way and the California/Nevada state line and between Bellamy Court and Cedar/Friday/Laurel Avenues. (See city staff for precise boundaries.)

This district is oriented around intense pedestrian activity. As a result, the sign standards are reflective of a pedestrian environment: no freestanding signs are allowed; only building, landscape, wall and window signs are allowed.
 2. Transitional District. This district is generally described as being located along both sides of U.S. Highway 50, adjacent to the Mainstreet district, between the California Loop Road diversion and Park Avenue/Heavenly Village Way and the North Loop Road and a line westerly of the extension of Cedar Avenue. (See city staff for precise boundaries.)

This district is characterized as being both pedestrian and automobile oriented. As such, the sign standards are sensitive to both traffic modes, but will only permit those freestanding signs that are low profile signs.
 3. Parkway Districts. These districts are generally located:

- a. Along both sides of U.S. Highway 50 for the depth of the commercial property, from Herbert Avenue to the California Loop Road diversion;
- b. Along Ski Run Boulevard for the depth of the commercial property from U.S. Highway 50 to Paradise Avenue;
- c. Within the Lakeside Motel district between Laurel Avenue and Cedar Avenue and Friday Avenue to Stateline Avenue. (See city staff for precise boundaries.)

The Parkway districts are characterized as automobile oriented and permit both freestanding and building signs.

B. **Standard.** All legal nonconforming signs shall be brought into conformance with this chapter when:

1. Refer to Article VI of this chapter for compliance triggers; or
2. A major remodel of a structure occurs, such as adding units or additional square footage is constructed; or
3. Curb, gutter, and sidewalks are constructed adjoining the property.

D. **Standard.** All redevelopment signs shall comply with the following color standards:

1. All copy appearing on a building, freestanding or window sign shall be placed on a dark background to create a contrast. Under day and night lighting conditions, the copy shall be lighter than the background.
2. The copy may be any color except for bright neon colors (fluorescent) and reflective colors, which are prohibited.

Guideline. Bright colors are generally discouraged on signs except when used as accent colors.

3. The color standard shall not apply to nationally registered trademarks if the color is a part of the trademark. If the trademark only pertains to the copy, then the copy shall be placed on a city approved background color. The minimum background shall be 40 percent of the sign area.

Guideline. The use of trademarks on natural backgrounds is encouraged.

25-45 Mainstreet District.

A. **Standard.** Freestanding signs shall not be permitted. (Note: Landscape wall signs, as defined, are not considered to be freestanding signs, but are counted as building signs.)

1. Exception: The Park Avenue/Heavenly Village Way and the Bellamy Court frontages in the Mainstreet district are allowed freestanding signs. The design standards for this exception sign are:
 - a. Materials: Stone retaining wall matching the architectural stone with metal lettering on a rectangular solid background. Metal letters may be applied directly to the stone wall as an option. No can signs allowed.
 - b. Letter height: Up to two feet, zero inches.
 - c. Wall height: Up to four feet, zero inches, unless in a defined clear zone, in which case the sign can be up to three feet, zero inches.
 - d. Sign area: Maximum of 20 square feet per sign face for a maximum of 40 square feet. The height and width of the solid backdrop on which the letters are attached shall be used to compute the sign area. The stone

wall, on which the solid backdrop is attached, shall not be counted as sign area.

- e. Installation method: Concrete footing.
- f. Lighting: Up-lighting from nonvisible source on ground or back-lighted individual letters onto solid backdrop.
- g. Sign Orientation: Either parallel or up to 90 degrees to the center line of the street.
- h. Number allowed – Major buildings:
 - i. Mountain Side.
 - 1. Grand Summit Hotel: One on-site freestanding sign on Heavenly Village Way.
 - 2. Timber Lodge: One on-site freestanding sign on Bellamy Court.
 - ii. Lake Side.
 - 1. None.
- i. Purpose: To allow some auto-oriented signage in the non-intensive pedestrian public space, while maintaining a pedestrian scale for the sign.

With the following exception:

Two freestanding area identification signs conforming to the exemption standards contained in SLTCC 25-12(B)(2), may be located as follows:

- i. Mountain Side.
 - 1. One on the southeast corner of U.S. Highway 50 and Park Avenue/Heavenly Village Way;
- ii. Lake Side.
 - 1. One on the northwest corner of U.S. Highway 50 and Stateline Avenue.

B. **Standard.** Landscape wall signs: The design standards for a landscape wall sign are:

- 1. Materials: Stone retaining wall matching the architectural stone with metal lettering on a rectangular solid backdrop. Metal letters may be applied directly to the stone wall as an option. No can signs allowed.
- 2. Letter height: Up to two feet, zero inches.
- 3. Wall height: The wall on which the sign is placed shall not exceed four feet, zero inches, unless in a defined clear zone, in which case the wall can be up to three feet, zero inches.

Exception: If the wall is a part of a structural element to facilitate the use of the site, i.e., a retaining wall, the wall height shall be as high as deemed appropriate by an engineer to accomplish the wall's purpose. As a part of the sign permit, conditions may be imposed to ensure a pedestrian scale is maintained for the wall, including terracing or other landscape features.

- 4. Sign area: Maximum of 40 square feet. This is a total maximum square footage for the sum of all landscape wall and building signs on the parcel. The height and width of the solid backdrop on which the letters are attached shall be used to compute the sign area. The stone wall, on which the solid backdrop is attached, shall not be counted as sign area.
- 5. Installation method: Concrete footing.

6. Lighting: Up-lighting from nonvisible source on ground or back-lighted individual letters onto solid backdrop.
 7. Sign orientation: Only parallel to the centerline of the street.
 8. Number allowed – Major buildings:
 - a. Mountain Side.
 - i. One for the Timber Lodge.
 - ii. One for the Gondola.
 - iii. One for Cecil's Market.
 - iv. One for the transit center.
 - v. One for the Grand Summit on U.S. Highway 50.
 - b. Lake Side.
 - i. One for the Convention Center.
 - ii. One for Project A.
 - iii. One for Project B.
 - iv. One for Stardust Timeshare.
 9. Purpose: To not have a proliferation of freestanding signs along the highway corridor but rather have those signs which are a part of a landscape feature, such as a retaining wall, be allowed to incorporate signage. If the sign is not a part of a landscape feature, then the sign may be permitted, provided it is integrated into the landscape so as not to be a dominant sign form. Such integration shall include such items as pedestrian amenities such as pedestrian seating, water feature, art, boulders or the use of landscape material to frame and soften the sign from all sides.
- C. **Standard.** Building signs: There are two types of building signs: (1) those which provide secondary identification to the major buildings, and (2) those which identify the individual businesses.
- The design standards are:
1. Secondary Identification of Major Buildings.
 - a. Materials: Signs may be metal or wood. No can signs allowed.
 - b. Letter height: Up to one foot, two inches.
 - c. Sign height: Up to 15 feet.
 - d. Sign area: Maximum of 40 square feet. This is a total maximum square footage for the sum of all landscape wall and secondary identification of major building signs on the parcel.
 - e. Installation method: Flush attachment to building wall and avoid contrasting attachment anchors.

Exception: The parking garage building sign may use a projecting sign in lieu of a sign attached flush to building wall.
 - f. Lighting: Down-lighted from nonvisible source on building wall or back-lighted individual letters onto solid backdrop.
 - g. Sign orientation: Varies depending on building wall orientation.
 - h. Number allowed – Major buildings:
 - i. Mountain Side.

1. Four for the Timber Lodge.
 2. Two for Cecil's Market.
 3. Two for the transit center.
 4. None for the Gondola.
 5. Two for the Grand Summit Hotel.
 6. One for the cinema.
 7. One for the parking garage.
 - ii. Lake Side.
 1. Two for Project A (one on U.S. Highway 50 and one on the public space).
 2. Two for Project B (one on U.S. Highway 50 and one on the public space).
 3. Two for the Stardust Timeshare Hotel.
 - i. Purpose: To provide pedestrian level identification for major buildings in the project site.
2. Individual Businesses. There are three types of individual business signs: (a) those which provide identification to businesses with an elevation sign to be viewed from the street and sidewalks, (b) those which provide identification to businesses from within the pedestrian space under the canopy of the building arcade, and (c) a three-dimensional icon placed on a column of the building arcade.
- a. Elevation Signs.
 - i. Materials: Signs may be metal or wood with a minimum edge thickness of two inches; no can signs will be permitted.
 - ii. Letter height: Up to nine inches.
 - iii. Sign height above ground: Varies depending on the arcade fascia.
 - iv. Sign area: In place of the formula, the sign area is regulated by the uniform backdrop dimensions of a height of one foot, eight inches and a length of 12 feet, zero inches (20 square feet).
 - v. Installation method: Signs shall be hung from the soffit board of the arcade. See city planning for criteria.
 - vi. Lighting: Down-lighted from nonvisible source from arcade wall or back-lighted individual letters. See city planning for criteria.
 - vii. Sign orientation: Parallel to arcade.
 - viii. Number allowed: One for each tenant space.
 - ix. Purpose: To provide business locations with a building sign (elevation) that can be viewed from the street and sidewalk.
 - b. Under-Canopy Projecting Arcade Sign.
 - i. Materials: Signs may be metal or wood; no can signs will be permitted.
 - ii. Letter height: Variable; typical is six inches.
 - iii. Sign height: Bottom of sign is no lower than eight feet from sidewalk, nor higher than 15 feet.

- iv. Sign area: In place of the formula, the sign area is regulated by the uniform backdrop dimensions of a maximum height of two feet, zero inches and a maximum length of three feet, six inches (each side is seven square feet for a total of 14 square feet)..
 - v. Installation method: Signs shall be attached to and hung at 90 degrees to the wall of the building. The mounting brackets shall be strong enough to prevent sagging over the life of the sign.
 - vi. Lighting: None. The arcade lighting will illuminate the sign or back-lighted individual letters.
 - vii. Sign orientation: 90 degrees to the building wall on which it is attached.
 - ix. Number allowed: One for each tenant space.
 - x. Purpose: To provide identification to businesses from the pedestrian space under the canopy of the building arcade.
- c. Icon Sign
- i. Materials: Icon may be metal, plastic or wood.
 - ii. Letter height: No letters unless they are a significant and integral element of the icon, such as the letters ABC on a child's building block.
 - iii. Sign height: Bottom of sign is no lower than eight feet from sidewalk, nor higher than 15 feet.
 - iv. Sign area: In place of the formula, the icon shall wholly fit within an imaginary cube with a maximum height of one and one-half feet, a maximum width of one and one-half feet and a depth of one and one-half feet. For the purpose of computing sign area, only the one dimensional plane shall be used. Therefore, the icon sign area shall be computed in the same manner as an under-canopy projecting sign, i.e., a double-sided sign (each side is two and one-half square feet for a total of five square feet).
 - v. Installation method: The icon shall be attached to the building arcade support column. The mounting brackets shall be strong enough to prevent sagging over the life of the sign.
 - vi. Lighting: None.
 - vii. Sign orientation: 90 degrees to the building arcade support column and oriented to the street or the sidewalk side of the arcade canopy and not oriented to the pedestrians under the arcade canopy.
 - viii. Number allowed: One for each tenant space.
 - ix. Purpose: To provide iconic identification to businesses in a whimsical and entertaining manner creating a festive character to the pedestrian streetscape environment.
- D. Standard. In addition to the building signs allowed in subsections A, B and C of this section, a computer-controlled variable message electronic sign is allowed in the Mainstreet sign district, subject to the following:
- a. Materials: Sign materials are subject to the city-wide design standards in Article VIII.
 - b. Letter height: Sign letter height is subject to the city-wide design standards in Article VIII.

- c. Sign height: Maximum height is 25 feet.
 - d. Sign area: Sign area is a maximum of 80 square feet. The unused portion of the 80 square feet area shall not be transferred to other building signs allowed in subsections A, B and C of this section. The 80 square feet area may be split into multiple sign faces subject to the public hearing process.
 - e. Installation method: Flush attachment to building wall and avoid contrasting attachment anchors.
 - f. Lighting: Sign lighting is subject to the city-wide design standards in Article VIII.
 - g. Sign orientation: Varies depending on building wall orientation.
 - h. Number allowed – Major buildings:
 - i. Mountain Side.
 - 1. None.
 - ii. Lake Side.
 - 1. One for the Convention Center.
 - i. Purpose: To provide identification for activities within the Convention Center.
 - j. Other.
 - i. The message and sign area illumination must remain constant, except for that period of time when the message is being changed. The rate of copy change shall not exceed four message changes per one-hour period.
 - ii. A public hearing and notice to surrounding property owners, including environmental documentation, shall be required for all computer-controlled variable message electronic signs. This public hearing is required irrespective of whether the sign needs an exception to any design standards contained in Articles VIII and X (see SLTCC 25-49, Exceptions).
 - iii. The intent of a computer-controlled variable message electronic sign is to convey a written message. The intent does not include a graphic and/or written message which includes motion, such as a television.
- E. Standard. Seasonal graphics are allowed subject to the following:
- 1. All the public infrastructure has been installed according to a city approved master streetscape plan, including curbs, gutter, sidewalks/bike trails, landscaping and street lights;
 - 2. All the signs are in conformance with the city sign ordinance and the building design and improvements are in conformance with the city design standards;
 - 3. The light standard is designed to accept the seasonal graphic;
 - 4. There is a business association in place;
 - 5. Conform to the following:
 - a. Materials: Fabric, metal or wood; no can signs will be permitted;
 - b. Letter height: Not applicable;
 - c. Sign height: Bottom of graphic is no lower than eight feet from sidewalk, nor higher than 15 feet;

- d. Sign area: A maximum length of four feet, zero inches and a maximum width of one foot, six inches;
 - e. Installation method: Signs shall be attached to the light pole on city building division approved mounting brackets to prevent bending from wind and snow loads over the life of the brackets;
 - f. Lighting: None. The streetlight will provide illumination;
 - g. Sign orientation: 90 degrees to the street;
 - h. Number allowed: Maximum of two per light pole;
 - i. Purpose: To provide a festive character to the pedestrian streetscape environment;
6. Have city planning approval to ensure compliance with these provisions prior to installation.

25-46 Transition District.

- A. **Standard.** The maximum height of freestanding signs shall be limited to low-profile signs (see SLTCC 25-4, Definitions, for low profile).
 - 1. Exception: Multiple business complexes in which the primary tenant is a major grocery store and set back a minimum of 150 feet from the front property line shall be allowed to have freestanding signs with heights consistent with the city sign formula.
- B. **Standard.** The maximum area allowed in the Transitional district shall be 80 square feet.
 - 1. Exception: Multiple business complexes in which the primary tenant is a major grocery store and set back a minimum of 150 feet from the front property line shall be allowed to have freestanding signs with sign areas consistent with the city sign formula. The design standards for this exception sign are:
 - a. Materials: Signs to be constructed of stone, metal and wood; no can signs will be permitted.
 - b. Letter height: Variable.
 - c. Sign height: Based on city sign formula.
 - d. Sign area: Based on city sign formula.
 - e. Installation method: Concrete footer with steel framing.
 - f. Lighting: Down-lighting from nonvisible light source on the freestanding sign.
 - g. Sign orientation: Variable, based on city sign formula.
 - h. Number allowed: Two; one on U.S. Highway 50 and one on Park Avenue.
 - i. Purpose: To provide tenant information for the neighborhood retail project.
- C. **Standard.** The maximum building sign area shall be 40 square feet.
 - 1. Exception: Multiple business complexes in which the primary tenant is a major grocery store and set back a minimum of 150 feet from the front property line shall be allowed to have building signs with sign areas

consistent with the city sign formula. The design standard for this exception sign is:

- a. Materials: Two-inch thick by 18- to 24-inch high, internally illuminated Plexiglas faced individual channel aluminum letters.
- b. Letter height: Variable.
 - i. Major grocery store: Store name, up to four to eight feet; secondary uses, up to 24 inches.
 - ii. Major tenants' names: Up to 30 inches.
 - iii. Other tenants' names: Up to 18 inches.
- c. Sign Height.
 - i. Major grocery store: Store name, up to 25 feet; secondary uses, up to 15 feet.
 - ii. Major tenants' names: Up to 15 feet.
 - iii. Other tenants' names: Up to 15 feet.
- d. Sign area: Based on city sign formula.
- e. Installation method: Letters affixed to a six by six painted channel raceway sandwiched between two arcade beams. See concept sketch.
- f. Lighting: Internally illuminated channel letters.
- g. Sign orientation: Varies depending on arcade orientation.
- h. Number Allowed.
 - i. Major grocery store: Three.
 - ii. Major tenants: One for each tenant space.
 - iii. Other tenants: One for each tenant space.
- i. Purpose: To provide tenant information for the neighborhood retail project.

25-47 Parkway Districts.

- A. **Standard:** The maximum freestanding sign area allowed in the Parkway District shall be 80 square feet. The maximum building sign area shall be 40 square feet.

Exception: The signs for Hotel B of project 3 shall conform to the Mainstreet District signage standards as outlined in SLTCC 25-5

Guideline: The signs on Ski Run Blvd. should be limited to low profile signs to convey a pedestrian scale.

25-48 Sign Area Formula – Redevelopment Plan Area.

- A. Mainstreet District. The formulas within Article IX are maintained, however, the standards contained in Article X take precedence over the city-wide ordinance and standards.
- B. Transitional District. The formulas within Article IX are maintained, however, the standards contained in Article X take precedence over the city-wide ordinance and standards.
- C. Parkway Districts. The formulas within Article IX are maintained, however, the standards contained in Article X take precedence over the city-wide ordinance and standards.

25-49 Exceptions.

- A. In addition to those exemptions noted within this chapter, the only other exceptions allowed are those design standards contained in Articles VIII and X of this chapter, provided the following findings can be made:
 - 1. The situation exists whereby strict application of the standard is unfair and infeasible to the applicant; and
 - 2. The exception is in harmony with the purpose and intent of this chapter; and
 - 3. The approval of the exception will not have a significant effect upon other property owners or occupants of property in the vicinity; and
 - 4. The exception produces benefits equal to the benefits contained in this chapter.
- B. In granting each exception the planning division staff may attach additional conditions necessary to carry out the spirit and purpose of this chapter in the public interest, including, but not limited to:
 - 1. Removal of other nonconforming signs.
 - 2. Copyrighted colors on logos. Those logos which do not conform to the standard with regard to color contrast would be allowed if the logo is placed on a dark background which would not be less than 40 percent of the sign area.
 - 3. Reduction in sign area. This may involve the reduction in sign area for freestanding or building signs. The proposals which reduce the sign area for those signs that are visible from the scenic corridor shall provide more mitigation than those which are not.
- C. A scenic analysis shall be required for any exception on a scenic threshold travel unit or recreation area. Those exemptions not on a scenic threshold travel unit or recreational area may require a scenic analysis. The city and TRPA shall determine the level and type of scenic analysis.
- D. A public hearing and notice to surrounding property owners shall be required for a computer-controlled variable message electronic sign exception(s).
- H. **Parking, Driveway and Loading Spaces:** See City Code, Chapter 5, Article VIII, Parking, Driveways and Loading Spaces.

Appendix D

CITY OF SOUTH LAKE TAHOE GREEN BUILDING PROGRAM

RESIDENTIAL PROJECTS

Level 1 – “Priority Plan Check”

For residential projects, including new construction, additions and remodels, City staff has drafted a list of “Recommended Green Measures for Residential Projects.” These measures are feasible to implement and do not require significant additional investment beyond the mandatory measures of building codes and the CalGreen Code. Additionally, they have a good “bang for the buck” and the City would like to encourage applicants to incorporate them into their residential projects.

Recommended Green Measures for Residential Projects

- Appliances – All kitchen appliances meet Energy Star rating if an Energy Star designation is available for that appliance.
- Reduction in cement uses – Foundation mixes contain at least 20% reduction in cement by replacing cement with products such as flyash, slag, silica fume, or rice hull ash.
- Renewable/Recycled materials – At least 20% of all hard floor covering in the home must be a recycled content material or be of rapidly renewable materials such as bamboo, cork, natural linoleum flooring, engineered wood products, or minimum of 50% recycled content tile.
- Low VOC flooring – At least 80% of the total area of resilient flooring installed must be certified under the Resilient Floor Covering Institute (RCFI) FloorScore program and at least 80% of the total area of carpet meet the CRI Green Label Plus requirements for carpet.
- Radon Resistant construction – Radon resistant construction that meets the criteria of the Basic Techniques for Radon Resistant Construction recommended by the US EPA, is included in the project and the owner has been provided with information on radon risks, the radon resistant construction in the home, and radon testing options.
- Sustainable deck products – All decks surfaces utilize Forest Stewardship Council (FSC) certified wood, salvaged wood, or recycled content plastic or composite decking. Plastic or composite decking materials must be approved by the Office of the State Fire Marshall for use in the Wildland Urban Interface area.
- Low water consumption landscaping – The project does not include lawn area greater than 5% of the lot area and all landscaping is irrigated with a drip irrigation system that includes soil moisture control sensors.
- Kitchen faucet – Maximum flow rate at sink faucets is not greater than 1.5 gallons per minute at 60 psi.

Projects that incorporate these measures will be given priority for plan check, by all City Departments over projects that meet only mandatory requirements. An applicant will be required to submit the checklist along with supporting materials, and a signed testimony that the project complies with the measures with the building permit application. Compliance with the recommended green measures would be verified during the plan check and building inspections. A fine of \$500 would be imposed on projects that, at the time of building occupancy, have not incorporated the green measures but received priority plan check. Funds from the fine would be placed in an account that would be used for City sustainability efforts.

Level 2 – “Priority Plan Check, Allocation, and Recognition”

As part of this program, it is important to utilize the nationally recognized green building certification systems so that the City’s green building success is recognized beyond the City limits. Builders and building owners may also find this important in their marketing efforts. An article in the January 2010 issue of Find Homebuilding magazine emphasized this point when stating that, “builders are looking to certification programs not only because they want to build better homes but also because they want to differentiate themselves from those who aren’t building homes of similar quality.” Certification provides proof that the home has been built to a widely recognized standard. The article goes on to state that, “certification becomes a powerful marketing tool for builders as well as homeowners who plan to sell their home one day.”

Therefore, the second level of voluntary measures requires third party green building certification. Residential buildings that obtain LEED, Energy Star or GreenPoint Rated certification would be eligible for the following:

- Projects would receive priority plan check, over all other projects, by all City Departments.
- Residential projects would have priority on the residential allocation waiting list – 10% of residential allocations would be offered to Green Building projects before other projects on the waiting list.
- Projects would receive recognition at a televised City Council meeting and on the City Website.

When applicants are placed on the Residential Allocation waiting list, they would need to submit a signed testimony that they will pursue green building certification. Procedures for the allocation waiting list and distribution would not be changed, however, 10% of residential allocations received from TRPA each year, would be offered to those pursuing green building certification before being offered to others on the waiting list. Once eligible to receive an allocation, the applicant will need to submit documentation demonstrating their pursuit of the third party certification (i.e., proof of application submittal, contract with a LEED professional, GreenPoint Rater, or Home Energy Rater) prior to receiving a building permit. Proof of final certification will be required prior to issuing a certificate of occupancy. If certification is not obtained when occupancy is required, the applicant may post a security equal to \$10,000 in order to receive a certificate of occupancy for the building. The security would be held until green building certification is obtained. If certification is not obtained within 1 year of occupancy, the security would be forfeited and deposited into the City fund to be used for City sustainability efforts. If the project is not requesting residential allocation(s) they can still qualify for the other incentives and would need to provide a signed testimony and documentation demonstrating their intent to obtain green building certification with their building permit application and provide final certification prior to occupancy.

COMMERCIAL PROJECTS

There is only one level of incentives provided for Commercial projects, “Priority Plan Check, Allocation, and Recognition.”

Buildings that obtain LEED certification or an Energy Star Label would be eligible for the following:

- Projects would receive priority plan check, over all other projects, by all City Departments.
- Residential projects would have eligible for CFA allocation from the City's unallocated CFA Pool.
- Projects would receive recognition at a televised City Council meeting and on the City Website.

When submitting a Design Review application for a new commercial project, applicants can include a request for Commercial Floor Area (CFA) from the City's unallocated CFA pool. Currently, these requests would require consideration by the City Planning Commission and eligible projects are required to meet the following criteria:

1. Be within an adopted Community Plan Area,
2. Meet the criteria for CFA allocation required by the applicable Community Plan,
3. Meet all applicable design standards,
4. Include the construction of improvements that will benefit the public and community which are more extensive than required by the applicable Community Plan or City Code, and
5. Provide an economic benefit to the community with enough significance to merit the allocation of the City's CFA resource.

This policy for allocation of CFA from the unallocated pool was adopted by the City Council on June 7, 2007. In order to provide CFA as an incentive for green building certification, the policy would be amended to include LEED or Energy Star green building certification as one of the criteria. As part of the Design Review application, the applicant would indicate which certification program they will pursue. Prior to issuing a building permit, documentation that demonstrates pursuit of the certification is required (application for Designed to Earn the Energy Star, or LEED Project Registration). Proof of final certification will be required prior to issuing a certificate of occupancy. If certification is not obtained when occupancy is required, the applicant may post a security of \$1.50 per square foot of the building (minimum security of \$10,000) in order to obtain occupancy of the building. The security would be held until green building certification is obtained. If certification is not obtained within 1 year of occupancy, the security would be forfeited and deposited into a City fund to be used for City sustainability efforts. If the project is not requesting commercial floor area they can still qualify for the other incentives.

GREEN BUILDING CERTIFICATION CRITERIA

Green building certification is required to obtain residential level 2 incentives or commercial incentives. Certification programs that have been found to be nationally recognized and achieve green building goals of the City are the LEED, GreenPoint Rated, and Energy Star programs. For more information on these programs, go to:

LEED: <http://www.gbci.org/homepage.aspx>

GreenPoint Rated: <http://www.builditgreen.org/greenpoint-rated>

Energy Star: <http://www.energystar.gov/index.cfm>

Other green building certification programs are gaining recognition and there will likely be new ones in the future. In order to accommodate this trend, there would be an application process for other green building certification programs to be added to the list of LEED, GreenPoint Rated and Energy Star programs that qualify for the level 2 residential incentives and commercial incentives.

The application would be considered by the Planning Commission with a recommendation from the Sustainability Commission.

EDUCATION AND OUTREACH

It is important that knowledge of green building within the community in general be increased. Knowledge of green building and its benefits can reduce utility bills, increase the quality of construction, increase indoor quality, and increase comfort of buildings.

At this time, the following efforts would be feasible for City staff to implement within the next year:

- City publication of Residential and Commercial Green Building Guides – Summer 2010
- Hold a workshop on the CalGreen Code mandatory requirements – Fall 2010
- Prepare a list of green building materials and products for local building and hardware stores and encourage them to carry them in their inventories – Fall 2010
- Establish Green Building Information Center at the Services Center building to provide clearinghouse information on Green Building – Continuous Effort
- South Lake Tahoe Green Building Website with information on green building certification programs and local architects, engineers, contractors, etc. with Green Building credentials or experience – Winter 2010
- Advertising at the Services Center for Green Building education and events put on by other organizations