

**Douglas County Board of Commissioners
Resolution Number 2014R-078**

A resolution adopting amendments to the Douglas County Master Plan to incorporate amendments to the South Shore Area Plan. The amendments to the South Shore Area Plan are the inclusion of an Energy Conservation Strategy and expansion of the South Shore Area Plan boundary to include the entire Kingsbury Manor Mobile Home Park at 201 Manor Drive, Stateline, Nevada, and to designate the area as a Town Center

WHEREAS, the South Shore Area Plan was prepared by Douglas County in collaboration with the Tahoe Regional Planning Agency, to provide a vision, goals, objectives, and strategies for the purpose of planning within the South Shore Areas; and

WHEREAS, the amendment of the South Shore Area Plan will incorporate an energy conservation strategy; and

WHEREAS, the amendment to the South Shore Area Plan will expand the South Shore Area Plan Boundary to include the entire Kingsbury Manor Mobile Home Park and designate the area as a Town Center; and

WHEREAS, on September 3, 2014, a public community meeting was held to provide information and solicit community input on the amendments to the South Shore Area Plan; and

WHEREAS, on September 9, 2014, the Douglas County Planning Commission held a public scoping meeting to provide information and solicit input on the amendments to the South Shore Area Plan; and

WHEREAS, on September 24, 2014, the Tahoe Regional Plan Implementation Committee held a public scoping meeting to provide information and solicit input on the amendments to the South Shore Area Plan; and

WHEREAS, the South Shore Area Plan is supported by goals and policies within the 2011 Douglas County Master Plan Update and the Tahoe Regional Plan Update; and

WHEREAS, on October 14, 2014, the Douglas County Planning Commission held a public hearing and voted to adopt Resolution Number PC 2014-02, incorporating the amended South Shore Area Plan into the Douglas County Master Plan; and

WHEREAS, on October 16, 2014, the Douglas County Board of Commissioners held a public hearing and took public comment on the Master Plan Amendment; and

WHEREAS, the Board of Commissioners has determined that findings necessary to amend the Master Plan can be and are made, as articulated in the staff report and at the public hearing, in accordance with Douglas County Code, Section 20.608.040, and NRS Section 278.210; and

NOW, THEREFORE, BE IT RESOLVED that the Douglas County, Nevada, 2011 Master Plan Update is amended to incorporate the changes within the South Shore Area Plan by reference provided as Exhibit A, updating the Tahoe Planning Area Section within Chapter 2 *Land Use*, is hereby approved and adopted by the Board of Commissioners, in a manner provided by law; and

This Resolution shall be effective upon the TRPA Governing Board's review and approval of the Area Plan as approved by the Douglas County Board of Commissioners.


Adopted the 16th day of October 2014 by the following vote:

AYES: Barry Penzel
Doug N. Johnson
Lee Bonner
Greg Lynn
Nancy McDermid

NAYS: None

ABSENT: None

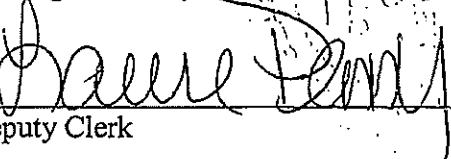
ABSTAIN: None



Doug N. Johnson, Chairman
Douglas County Board of Commissioners

BY: 

for: Douglas County Clerk-Treasurer

BY: 

Deputy Clerk

Tahoe Planning Area

Introduction

The Tahoe Planning Area serves as the Land Use Element for properties in Douglas County under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). The development policies for this area are addressed in two area plans, the South Shore Area Plan, which is incorporated into this Chapter, and the Tahoe Douglas Area Plan, which is anticipated to be adopted by the County Board of Commissioners in late 2014, and will be incorporated into the Master Plan by reference at the time of adoption. Both plans have been developed to conform to the Tahoe Regional Planning Compact, Thresholds, and 2012 TRPA Regional Plan. Once an Area Plan is adopted by the TRPA Governing Board, it is considered to be a component of the TRPA Regional Plan.



Location and General Description

The Tahoe Planning Area, previously referred to as the Tahoe Regional Plan, is located on the western edge of Douglas County, Nevada. The area totals 23,461 acres, or approximately 5 percent of the County. Approximately 84 percent of land is in public ownership, and the remaining 16 percent is in private ownership. The area borders Lake Tahoe, the 10th deepest lake in the world, known for the clarity of its waters and scenic beauty.

Background

The Lake Tahoe Region is under the jurisdiction of the TRPA, established in 1969 under the Bi-State Tahoe Regional Planning Compact (Public Law 91-148), in order to control growth and development and protect Lake Tahoe's clarity and environment.

In the 1980s, the Bi-State Tahoe Regional Planning Compact was amended (Public Law 96-551, 94 Stat. 3233) to further control growth; the Environmental Threshold Carrying Capacities, or "thresholds", which are environmental standards that address matters such as air quality, water quality, and noise, were adopted (August 1982); and the 1987 Regional Plan was adopted, which put in place residential growth caps called "allocations" and established caps on all other forms of development.

The TRPA developed Community Plans and Plan Area Statements to implement the 1987 Regional Plan. Douglas County adopted three Community Plans for Stateline, Kingsbury, and Round Hill and 30 Plan Area Statements. The Community Plans and Plan Area Statements addressed the policies, regulations, and programs for specific areas in order to attain and maintain the environmental thresholds and implement the goals and policies of the 1987 Regional Plan.

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, and are adopted by reference into the Douglas County, Nevada, Master Plan. The priorities of the updated Regional Plan include:

1. Accelerating water quality restoration and other ecological benefits by supporting environmental redevelopment opportunities and Environmental Improvement Program (EIP) investments.
2. 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.
3. Creating walkable communities and increasing alternative transportation options.

Important policies addressed in the 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.
- 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 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.

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, are required to be consistent with the Regional Plan. Once an Area Plan has been found in conformance with the Regional Plan, local, state, or federal agencies may assume development review authority by entering into a Memorandum of Understanding (MOU) with TRPA. For Douglas County planning purposes, the objective is to replace the existing Community Plans and Plan Area Statements with two

Area Plans for the entire County, specifically the South Shore Area Plan and the Tahoe Douglas Area Plan, and assume additional development review authority by entering into an MOU with TRPA.

Current Conditions

The following is an overview of current conditions within the Tahoe Planning Area.

Environment

For a number of years, Douglas County has been participating in programs developed by the TRPA, and partnering agencies, to restore the environment and maintain the clarity of Lake Tahoe. The programs include:

Best Management Practices

Thousands of properties around the Lake Tahoe Region have installed Best Management Practices (BMPs), measures to reduce storm water runoff, minimize soil erosion and capture polluted water before it enters Lake Tahoe. The TRPA requires the installation of BMPs with new development. The Nevada Tahoe Conservation District (NTCD) assists with the design and installation of BMPs on existing developed residential parcels.

Overall, the percentage of developed parcels with BMP Certificates is much higher in Douglas County than in the rest of the Lake Tahoe Region, as shown in Figure 2.5.

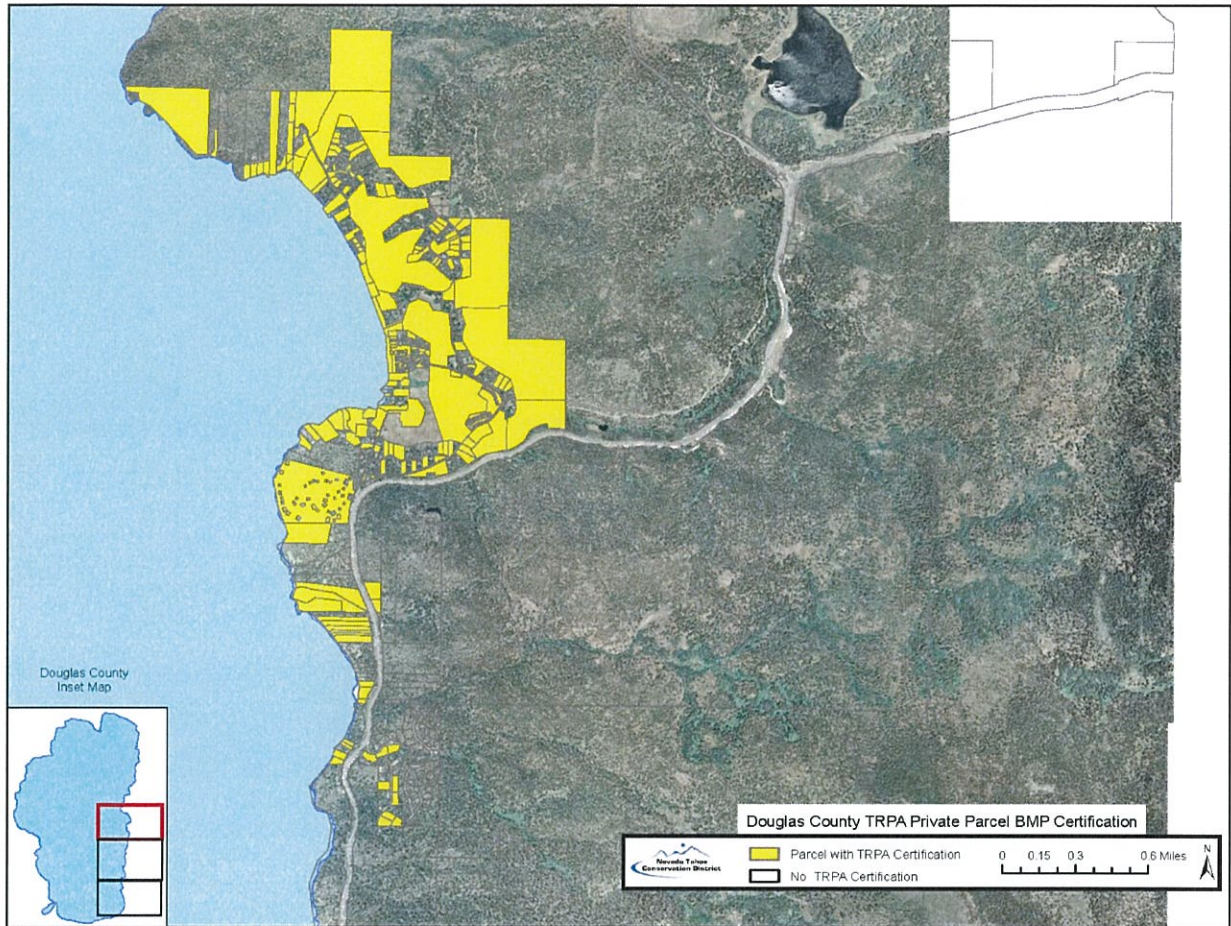
Figure 2.5
Percentage of Developed Parcels with BMP Compliance

	Lake Tahoe Region	Douglas County	California	Nevada
Single-Family Residential	28%	39%	23%	52%
Multi-Family Residential	64%	43%	54%	69%
Commercial	38%	57%	29%	56%

Source: TRPA 2014. These numbers are estimated as of 12/31/2013.

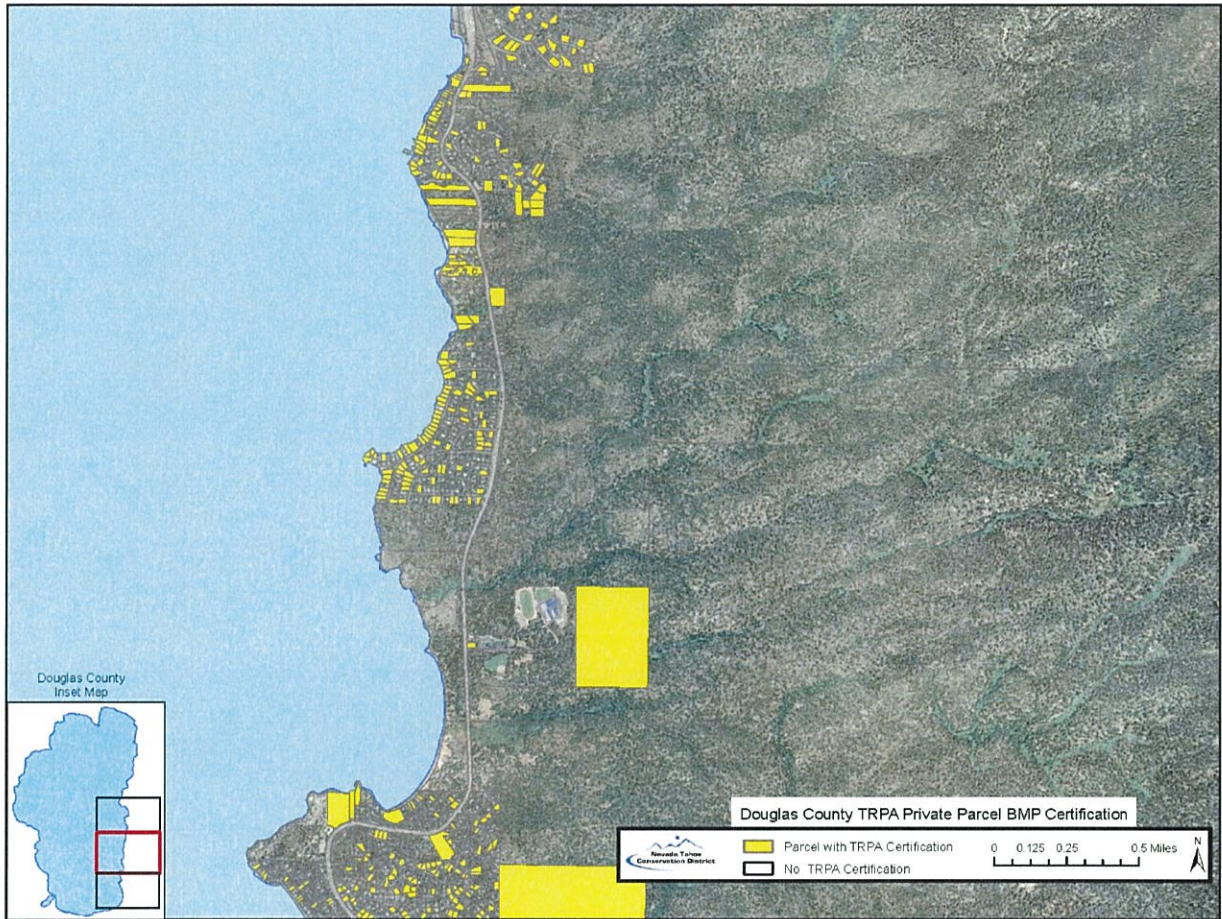
Maps 2.16a, b, and c show the location of private parcels with BMP certificates.

Map 2.16a
Private Parcel BMP Certificates



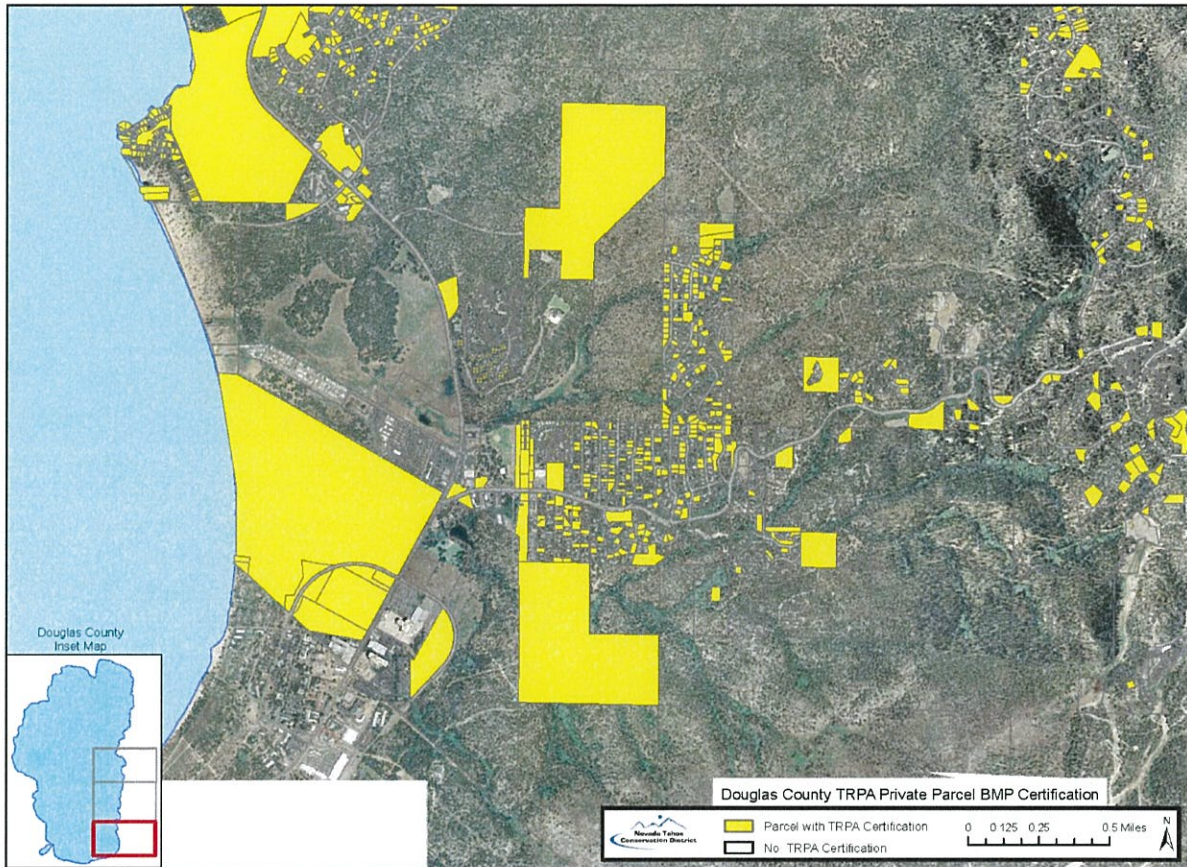
Source: NTCD

**Map 2.16b
Private Parcel BMP Certificates**



Source: NTCD

Map 2.16c
Private Parcel BMP Certificates



Source: NTCD

The TRPA, Douglas County, and NTCD continue to work to increase BMP compliance and maintenance on individual parcels, as well as through the development of area-wide water quality improvement projects.

Environmental Improvement Program (EIP)

The TRPA is responsible for coordinating the EIP, a program that identifies projects and programs needed to improve the environment at Lake Tahoe. The cost of implementing the EIP has been apportioned between the Federal Government, the States of Nevada and California, local governments, and private property owners. In Douglas County, approximately 31 water quality and erosion control EIP projects have been completed by various agencies, including the State of Nevada, County, GIDs, NTCD, NDOT, and private entities (refer to Figure 2.6). Additional EIP projects have also been completed by the U.S. Forest Service.

**Figure 2.6
Water Quality or Erosion Control EIP Projects**

Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions)				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Improvements, Project Area
186	CR02	Cave Rock Estates; EIP #10078	1990	Retaining walls, slope stabilization, conveyances to dry basins (3000 cf, 6630 cf);
				Streets affected include: US50, Cave Rock Dr., Winding Way, Gull Ct, Wren, Lark, Chukkar, Gull, Pheasant Lane, Robin Circle.
188	EWCF	Kingsbury Highlands ECP	1990	Retaining walls, conveyances to infiltration trench (450 cf);
				Project area is off SR207 on Highlands Rd, Laurel Lane, and Laurel Circle
187	ZK01	Zephyr Knolls ECP	1991	Conveyances;
				Lakeview Dr, US 50
176	BCB	Lower Kingsbury ECP (Phase 0) / Burke Creek ECP	1992	Retaining walls, revegetation (71,800 sf), slope stabilization (56268 sf), conveyances, rock lined channel, vegetated swale (456 lf);
				Project area is Lower Kingsbury (Charles Ave, Crest View, Cypress, Daggett, Delissa, Desni, Edgewood, Granite Springs, Hall, Hawthorne, Juniper, Meadow, Palisades, Panorama, Pine, Pony Express, Reinken, Robert, Sequoia, William, Woodland) & Burke Crk (Chimney Rock, Mackay, Reynolds, Ridge, Sherwood Ct, Sherwood Dr, Summit, Terrace View)
204	EWCE	Kingsbury Hubbard Drive ECP	1992	Retaining walls, slope stabilization, conveyances;
				Project area Hubbard Drive
205	EWCG	Summit Village/Kingsbury Estates ECP	1992	Retaining walls, conveyances, percolation trench
168	SK02	Skyland WQIP Phase 1; EIP #10055	1997	Conveyances to and dry basins on 50/Myron (1000 cf, 690 CF), Lynn (360 cf), Myron/Skyland (1400 cf), Skyland/Tahoe (1250 cf)

Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions) – Continued				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Improvements, Project Area
23	MB01	Marla Bay ECP; EIP #10069	2000	Revegetation, conveyance piping to sediment traps
146	RH04	Round Hill GID Water Quality Project Phase 0; EIP #10155	2001	Conveyance piping;
				Project area in Navajo Court which drains to the end of the cul-de-sac
22	BCC, EWCH	Upper Kingsbury North; EIP #240	2002	Conveyances to and dry basins on Benjamin/Aspen (2400 cf), Donna/Scott (4200 cf), Kingsbury/Benjamin (3600 cf);
				Upper Kingsbury North ECP (Kingsbury Village)/Tahoe Estates
105	ZC01	Zephyr Cove GID WQIP; EIP #10079	2002	Conveyances to and 2 infiltration galleries; Armortech rock lined channel.
12	EWCG	Upper Kingsbury South ECP Phases I & II (Tahoe Village); EIP#242	2002	Conveyances to and dry basins on Buchanan (4800 cf), Jack Cir (3600 cf), Jack Dr (3600 cf);
				Upper Kingsbury, Tahoe Village, Tahoe Estates; SR 207 Kingsbury Grade from US 50 to Dagget Pass
20	CR02	Cave Rock Estates Slope Protection Project (CR ECP Ph 2B); EIP #10078	2003	Retaining walls, 78,000 sf revegetation/bare soil cover
14	BCB, EWCD	Lower Kingsbury Phase I & II; EIP #239	2003	Conveyances to and dry basins (2000 cf, 1000 cf), TVs (6 CDS, 1 Jenson); SEZ restoration, vegetated swale 3000 LF;
				Lower Kingsbury Phase I & II; SR 207 Kingsbury Grade from US 50 Junction to Daggett Pass
13	SK01	Skyland WQIP Phase II; EIP #10055	2003	Conveyances to and 3 Baysaver treatment vaults;
				Skyland location- Tahoe Dr, Skyland Dr, Skyland Ct & Alpine Dr

Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions) – Continued				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Improvements, Project Area
19	RH02,03,04	Round Hill Phase I and Navajo Court: & Phase III-SEZ; EIP #10155	2003	Retaining walls, slope stabilization, conveyances to treatment vaults: 2 Vortechnic, 1 Jenson, 1 CDS ;
				The smaller project was designed to finish one street that didn't get completed in Phase 0.
	SSWA	SSWA; EIP #01.01.01.11	2004	Project numbers 115, 160, 178, 207, 209 (NTCD codes)

Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions)				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Improvements, Project Area
106		Round Hill GID Water Quality Project Phase II; EIP #10155	4-Oct	Slope stabilization, revegetation (56550 sf);
				This project consisted of an SEZ restoration and included installation of 7 manholes to access the new sewer line and some revegetation.
46	KUC	Kahle Drive WQIP; EIP #10054	2006	Conveyances to and 1 treatment vault (Vortechnic) and 1 wetland/retention basin (64,700 cf);
				Water Quality improvement project for Oliver Park GID and Kahle Drive, runoff from Michelle Dr, Faris Ct, Aynes Ct, Irwin Dr, Laura Dr & Kahle Drive funnel into wetlands located downhill, water is treated and discharges across Kahle Drive into Rabe Meadow.
99	LR01	Lakeridge GID WQIP, Lakeridge- Phase I & Hidden Woods Phase II; EIP #678	2006	Retaining walls, slope stabilization, conveyances to and 1 treatment vault (Vortechnic), 1 wetland basin (9100 cf);
				Collect water from Cedar Ridge, Sugar Pine Cir, Lincoln Cir & Canyon Cir and treat (catch basin) & convey the water to the infiltration basins located just below Hwy 50, the water then flows into a treatment vault & discharges to Lake Tahoe. Water from Tamarack Dr & Pine Point Dr (located below Hwy 50) also conveys into the treatment vault.

Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions) – Continued				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Improvements, Project Area
47	LV01	Lake Village Homeowners Assn WQIP Phase IA; EIP #679	2006	Slope stabilization, conveyances to 1 treatment vault (Vortechinics), dry basin (3000 cf);
				Most of Lake Village Homeowners Association except for the south west corner of the HOA, including the west section of Cascade Ct, the south section of Manzanita Ct, and Lake Village Drive.
113	LP01	Lincoln Park WQIP; EIP #677	2006	Conveyances to and treatment vault (Vortechinics 7000);
				Located within Lincoln Park along Hwy 50, including Alley 'A' and Lincoln Way
17	LC01	Logan Creek ECP; EIP #676	2007	Retaining walls, slope stabilization, conveyances to and 1 treatment vault (Vortechinics), 3 dry basins (1928 cf);
				Logan Creek Estates-Logan Crk Dr, Michael Lane
165	RH03, RH04	Round Hill GID Ph III; Round Hill Phase I and Navajo Court: & Phase III-SEZ; EIP #10155	2007	Conveyances to and dry basin (350 cf), rock lined channel, revegetation;
				Round Hill-Cheyenne Cir towards McFaul Way, it was a drainage project along these streets
16	HW01	Hidden Woods Homeowners Assn WQIP; EIP #678	2007	Conveyances to and treatment vault (Vortechinics 3000), infiltration gallery (2@ 960 sf);
				Project parts of 2 phase effort (1-WQ Improvement, 2-Improve road entrance to Hidden Woods) Project extends from US Hwy 50 entrance along Hidden Woods Drive to first section of Hidden Woods Circle.

Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions) – Continued				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Improvements, Project Area
109	LV01	Lake Village (Lake Village Drive Impr.) WQIP Phase IB, EIP #679	2007	Slope stabilization, revegetation (8000 sf), conveyances to dry basin (900 sf);
				Includes the southwest corner of the HOA along Lake Village Drive and the west section of Cascade Ct and south section of Manzanita Ct
236	LV02	Lake Village Phase II WQIP EIP #679/01.01.01.13	2012	Numerous dry basins, armortec lined conveyances;
				This project area includes Lake Village Drive/Echo Drive from US Highway 50 to the Kingsbury Middle School. This project will strive to reduce source control issues associated with compacted parking areas, eroding cut slopes and unstable road shoulders. In addition, measures such as catch basins, pretreatment vaults, retention/detention facilities and infiltration basins may be included for the collection and treatment of stormwater runoff and to minimize peak flows and runoff volumes where feasible and appropriate. Stormwater runoff to be treated is generated on impervious surface within the Douglas County right of way.
240	WW01	Warrior Way WQIP; EIP #10173	2012	Conveyance and basins for treatment of Warrior Way road runoff flows
	GB01	Glenbrook Creek Restoration; 01.02.03.03	2013	Enhance Glenbrook Creek and surrounding meadow with targeted restoration actions and vegetation management.

Water Quality or Erosion Control – Funded Projects (2013 – 2016)				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Description
	CR02	Cave Rock GID WQIP Retrofit; 01.01.01.16	2014	Existing sand bed filter is piping and not capturing FSP. Filter bed reconfiguration may be necessary and engineered media will be necessary;
				New project is maintenance and upgrade of bed filter installed in 1990's
	ZC01	Zephyr Cove GID WQIP; 01.01.01.15	2014	Expected installation of infiltration basins to treatment NDOT and ZCGID (DC) flows consist of creating infiltration basins on USFS property;
				The current treatment facilities at ZCGID are not designed to capture FSP. They consist of medium sized, deep concrete tanks with grates. These devices will capture coarse-sediments, but cannot capture fine sediments of concern. Additionally, they appear to be undersized and the current is sufficient to lift the grates off-of them causing safety concerns. Hwy 50 conveys stormwater runoff through this area.
	DCA	Burke Creek Crossing, Master Plan; 01.02.03.01	2015	Replace culvert on Burke Creek at Hwy 50 with large box culvert. Realign channel downstream of Hwy 50.
	EDGE	Edgewood; 04.02.02.11	2015	Edgewood Lodge Improvements and pond excavation; shoreline

Water Quality or Erosion Control – Future Potential Projects (2016 – 2021)				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Description
	MB01	Marla Bay WQIP; EIP #242, 01.01.01.14		The current treatment facilities at MBGID are not designed to capture FSP. They consist of deep concrete tanks with grates. These devices will capture coarse-sediments, but cannot capture fine sediments of concern. Resizing the vaults and installing filters may be necessary. Potential to convey and treat runoff in adjacent parcels. Hwy 50 conveys stormwater runoff through area.

NDOT Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions)				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Improvements, Project Area
115	SSWA	US50 to Stateline	2000	The project provides water quality improvements for the casino corridor along Highway 50 including Lake Parkway East and West.
				Improvements include curb and gutter, conveyance pipes, drainage inlets, sediment traps and treatment vaults (4), along with riprap slope stabilization and revegetation
218		Kahle Drive (Pre EIP)	1992	Burke Creek/Kahle Ditch Restoration Project
				#218-Burke Creek / Kahle Ditch Restoration Project (1992)- runoff from Douglas County Community Center, Douglas County Administration area and NDOT routed down Kahle Drive to treatment vault to dry basin which discharges to Rabe Meadow/Burke Creek

NDOT Water Quality or Erosion Control Projects Completed Pre-2004 (TMDL Baseline Conditions) – Continued				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Improvements, Project Area
46		Kahle Drive WQIP	2003	#46- Kahle Drive WQIP (2006)- Oliver Park runoff routed down Kahle Drive via drainage inlets and conveyance pipes to treatment vaults (2) to a wetland which discharges to Rabe Meadow/Burke Creek, the project also included paving, riprap slope stabilization and revegetation
119	760	SR760 - from Elks Point Rd; EIP #688	2002	State Route 760 water quality, erosion control and drainage improvements from Highway 50 junction to Nevada Beach entrance
				Improvements include curb and gutter, conveyance pipes, drainage inlets and a settling basin, along with riprap slope stabilization, revegetation and a paved bike trail to Lake Tahoe

NDOT Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions)				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Improvements, Project Area
118	5013, 5002, 5012, 5011, 5016	US50 - from Bourne Meadow to south of Tahoe Drive; EIP #687	2004	Highway 50 water quality, erosion control and drainage improvements from Bourne Meadow to just south of Tahoe Drive
				Improvements include curb and gutter, conveyance pipes, drainage inlets, and treatment vaults (2), along with retaining walls (Binwalls 2-3), riprap slope stabilization and revegetation
171	2862, 2863, 2864, 2804, 2814, 2815, 2816, 2818,	SR28 in Incline from Lakeshore Blvd to SR431 (Part of Phase II); EIP #10156	2005	The project provides water quality improvements for the entire length of Highway 28 from the Highway 431 junction to the east Lakeshore Blvd entrance in Incline Village.
	2808, 2805, 2809, 2850A, 2850B, 2851, 2813, 2820			Improvements include curb and gutter, conveyance pipes, drainage inlets, conveyance ditches, 2 treatment vaults, riprap slope stabilization, revegetation and paving
185	5015, 5006, 5009, 5008	US50 in Douglas County from Kahle Dr to Elks Point Rd (Part of Phase II)	2005	The project provides water quality improvements from Kahle Drive to Elks Point Rd
				Improvements along the NDOT right of way consist of curb and gutter, retaining walls, riprap slope stabilization, conveyance piping, drainage inlets and sediment traps
	5014, 5001, 5018, 5019	Highway 50, Skyland to Cave Rock	2005/2006	

NDOT Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions) – Continued				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Improvements, Project Area
137	506, 505, 504, 503, 502, 501, 5017	Highway 50, Cave Rock to Glenbrook; #954	2006	Highway 50 water quality improvements from approximately 0.5 miles north of Cave Rock to Glenbrook entrance (Mile Point 7.6-9.6)
				Improvements include curb and gutter, conveyance pipes, trench drains, a treatment vault, riprap slope stabilization and revegetation
		NDOT Hwy 50- Bin Wall 1 Elks Point N	2006/2007	
230	20701- 20712	NDOT 207; EIP #01.01.02.16	2011	The project design provides water quality improvements for the entire length of Kingsbury Grade (a.k.a. State Route 207) in Douglas County, NV.
				The project includes a significant amount of source control for cut and fill slopes (revegetation, rock rip-rap and retaining walls), pavement of road shoulders, new storm drain, lining of existing roadside channels with articulated block, vegetative buffers, improvement of discharge points to stream environment zones (SEZ), infiltration basins, construction of new articulated block lined channels and asphalt concrete swales and the installation of sediment treatment cans and sumped drop inlets.

NDOT Water Quality or Erosion Control Projects Completed 2004-2012 (TMDL Existing Conditions) – Continued				
NTCD ID	SLRP ID	Project Name; EIP Number	Year	Improvements, Project Area
NA		NDOT Hwy 50 - Water Quality Improvement Project Phase A EIP 01.01.02.14	2012	The project area is comprised of three discontinuous segments from Cave Rock to the US Highway 50/State Route 28 intersection. Significant cut slopes exist throughout the project area and contribute a significant amount of sediment to stormwater. Slope stabilization options such as revegetation and soil/rock nailing and refacing will be evaluated through the alternative design process. In addition, facilities for the conveyance and treatment of stormwater will be evaluated and designed. Erosion control (primarily cut and fill slope stabilization) and water quality features will be implemented to reduce the discharge of sediments and pollutants into Lake Tahoe as part of a two phase project.
NA		NDOT Hwy 50 - Water Quality Improvement Project Phase B EIP 01.01.02.15	2014	Second phase of EIP 01.01.02.14

Source: NTCD

There are four projects exclusive to Douglas County on the EIP 5-year Priority Project List (January 1, 2012 through December 31, 2016) that have yet to be completed. These are Burke Creek (EIP #01.02.03.01), Zephyr Cove Water Quality Improvement Project (WQIP) (EIP #01.01.01.15), Cave Rock WQIP Retrofit (EIP #01.01.01.16), and Marla Bay WQIP (EIP #01.01.01.14). The Burke Creek project requires the replacement of the culvert at Burke Creek and Highway 50 and realigning the channel downstream to improve fish passage and sediment transport as well as enhance the stream environment zone. The NTCD has organized the Burke Creek Working Group to plan for and design the project. The County has recently acquired the land necessary to complete the project, and planning for this project is underway. The Zephyr Cove and Cave Rock projects have received funding and are in the process of being designed. The remaining two projects may be funded at a later date.

The County plans to add projects to the EIP list that will contribute to pollutant load reductions that will be identified in the future Stormwater Load Reduction Plan (SLRP),

refer to discussion on Total Maximum Daily Load (TMDL) below. The projects will be added to the EIP list in order for the County to secure funding and receive credit for the projects as part of the annual Performance Evaluation, which is an evaluation of each local jurisdiction’s progress in meeting certain environmental goals and is linked to the distribution of residential allocations.

Additional implementation of the EIP will occur through development and redevelopment along the TRPA designated Scenic Travel Routes (i.e. Highway 50 and State Route 208). Since all projects must meet scenic quality standards along the travel routes, an incremental improvement to Scenic Quality Thresholds are expected through implementation of the Area Plan. Of note, the 2011 Threshold Evaluation Report shows that portions of Highway 50 that run through the South Shore and Spooner Summit are not in attainment of the Scenic Threshold Standards.

Total Maximum Daily Load (TMDL)

Douglas County participated with a number of local, state, and federal agencies in the development of the Lake Tahoe TMDL Program, adopted at the Tahoe Summit on August 16, 2011. The program is a requirement of the federal Clean Water Act. The program is designed to protect Lake Tahoe, an Outstanding National Resource Water, from certain pollutants of concern, including fine sediment particles, nitrogen, and phosphorus, with fine sediment from urban stormwater runoff contributing most to Lake clarity decline.

According to the Lake Tahoe TMDL Technical Report (LRWQCB and NDEP 2010), it is estimated that Nevada jurisdictions contribute 25 percent of the entire Basin fine sediment particle load to the Lake. Douglas County borders approximately 18 percent of the Lake Tahoe shoreline, yet is estimated to have the least amount of runoff contributing to the decrease in Lake clarity at three (3) percent of the Basin-wide fine sediment particle load.

To meet the requirements of the Lake Tahoe TMDL Program, the pollutant load prior to 2005 (October 2004) must be reduced by the amounts shown in Figure 2.7.

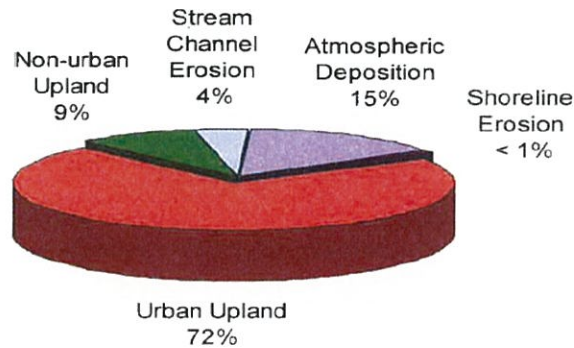
Figure 2.7
Load Reduction Targets for the Lake Tahoe TMDL

Pollutant	5-Year Milestone 2016	10-Year Milestone 2021	15-Year Milestone 2026	Transparency Standard (65-Year)
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)

Since the TMDL Report found that stormwater run-off from urban upland developed areas (roads and town centers) produces the greatest amount of fine sediment particles (72 percent) entering the Lake (refer to Figure 2.8), the 2012 TRPA Regional Plan is encouraging the redevelopment of the existing built environment and implementation of associated water quality improvement projects to improve Lake clarity.

Figure 2.8
Sources of Fine Sediment Particles in the Lake Tahoe Basin



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

Douglas County’s Stormwater Load Reduction Plan (SLRP), the Plan to implement the Lake Tahoe TMDL Program, is currently being developed by NTCD in coordination with the Nevada Division of Environmental Protection (NDEP) and NTCD. This plan is essential for laying out how Douglas County will meet its TMDL load reduction obligations under the Memorandum of Agreement with NDEP, adopted by the Board in August 2013. The SLRP is expected to be finalized by the end of 2014. It is being developed in two phases:

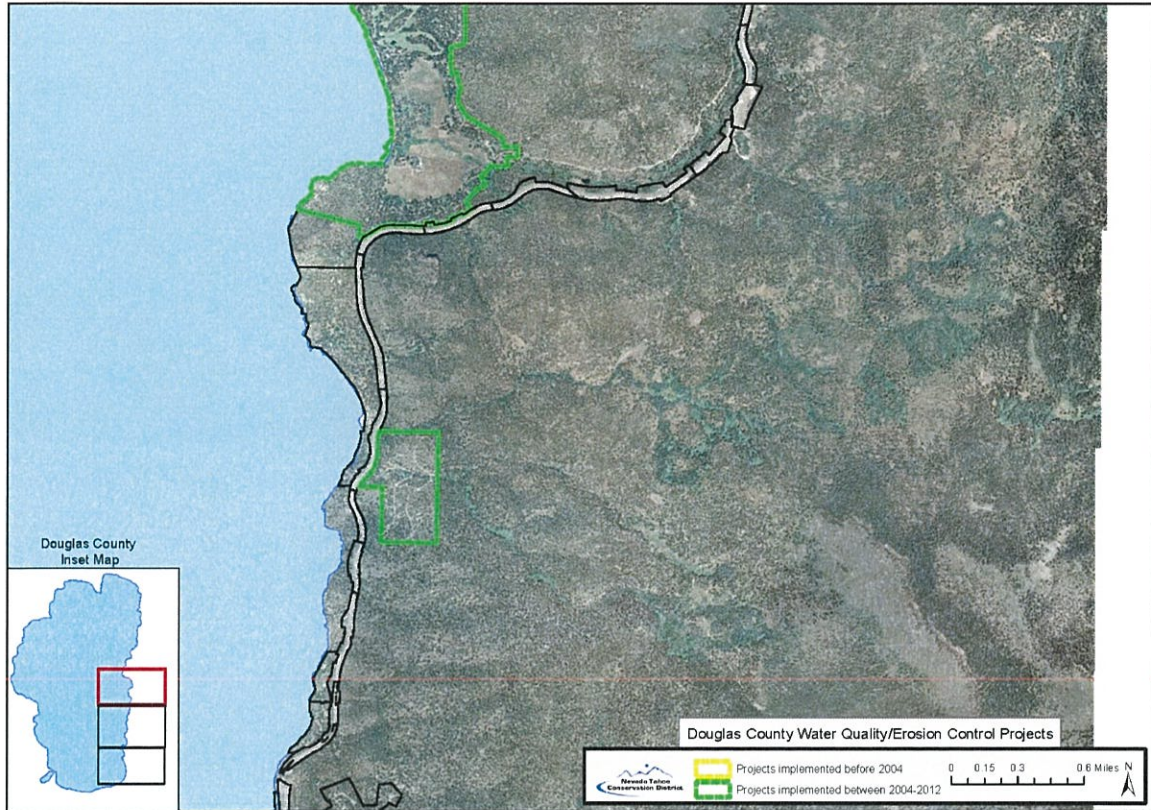
Phase I: The NTCD developed baseline and existing conditions pollutant loads for the Nevada jurisdictions of Douglas County, Washoe County, and NDOT. Loads were determined on a ‘catchment’ basis within each jurisdiction, leading to an overall jurisdictional baseline (2004) and existing (2012) pollutant load estimate. Because of the geographic layout of urbanized areas within Douglas County, these catchments may cover multiple jurisdictions including the County, General Improvement Districts (GIDs) and Homeowner Associations (HOAs). The difference between the existing conditions pollutant load and the baseline pollutant load is the load reduction achieved thus far, and will go toward meeting the first TMDL implementation milestone. In addition to developing jurisdictional baseline pollutant load estimates, the NTCD identified, evaluated, rated and ranked catchments based on pollutant risk potential.

Phase II: The NTCD identified cost-effective strategies and on-the-ground actions that will provide a 34 percent load reduction from the jurisdiction’s October 2004 baseline stormwater loads. The results of the load reduction modeling using the Pollutant Load Reduction Model (PLRM) and SLRP protocols are the basis for the identified

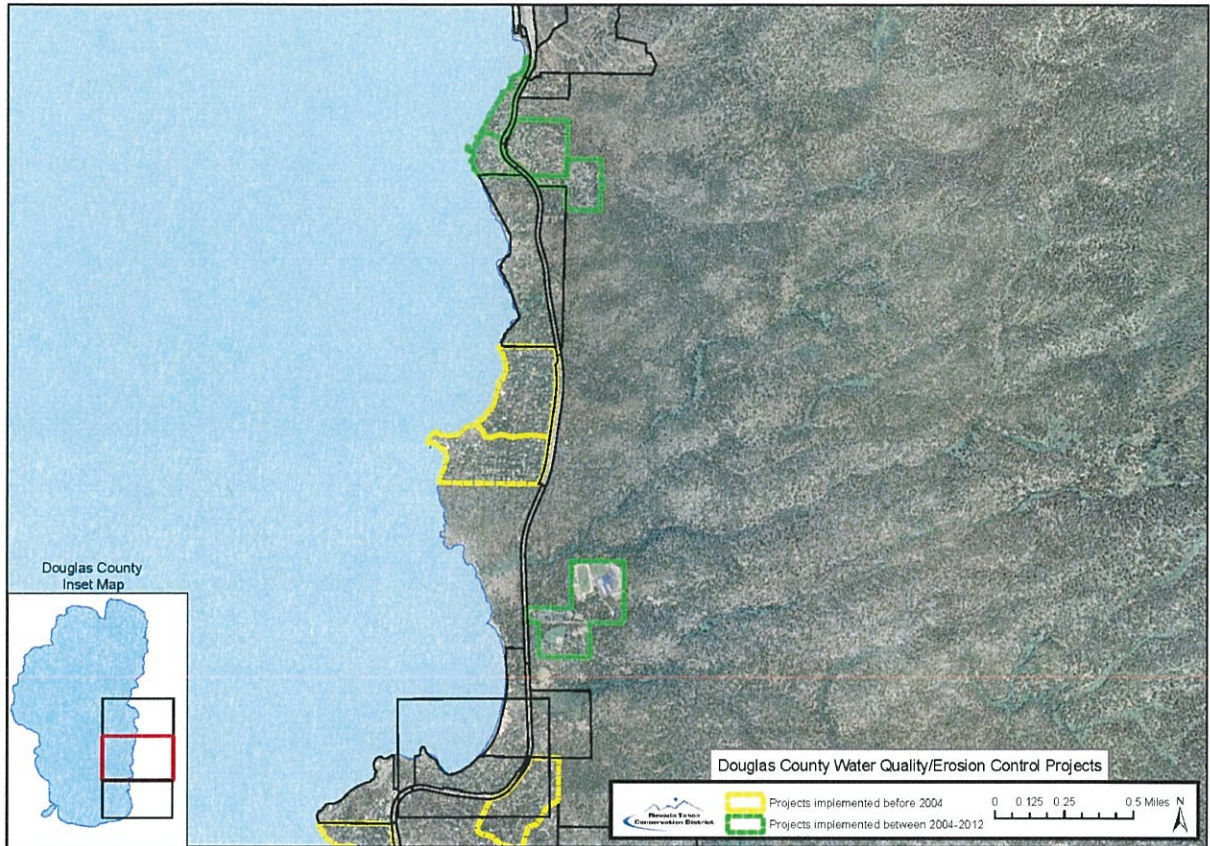
implementation alternatives and will include a timeline and preliminary cost estimates. The study also identifies particular catchments that will be prioritized for specific implementation actions. Identifying areas with the greatest sediment yields will facilitate jurisdictions to focus their load reduction activities in those locations and on those actions and strategies that will result in the greatest load reductions.

Maps 2.17a, b, and c show baseline and existing water quality and erosion control project areas and Maps 2.18a, b, and c show funded and future water quality and erosion control project areas identified by the NTCD that are to be incorporated into the SLRP.

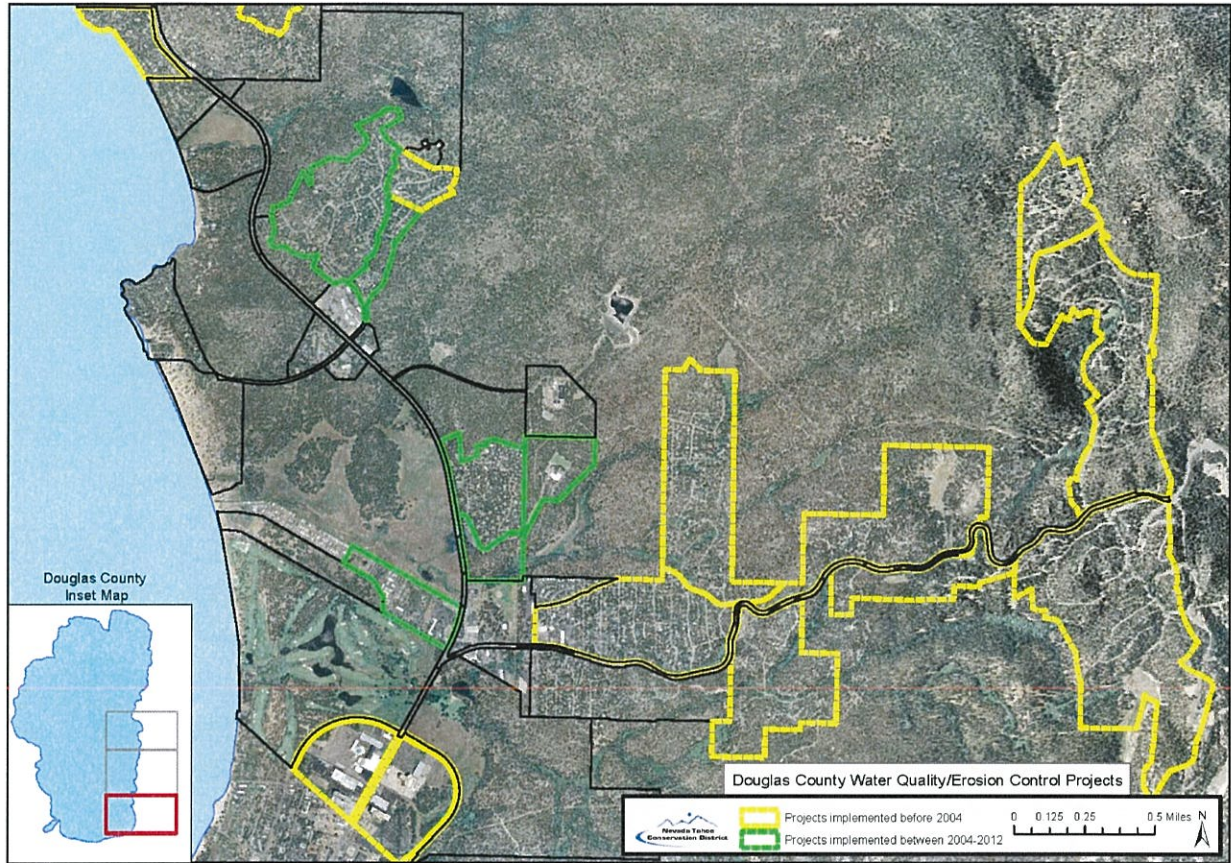
Map 2.17a
Baseline and Existing Water Quality/Erosion Control Projects



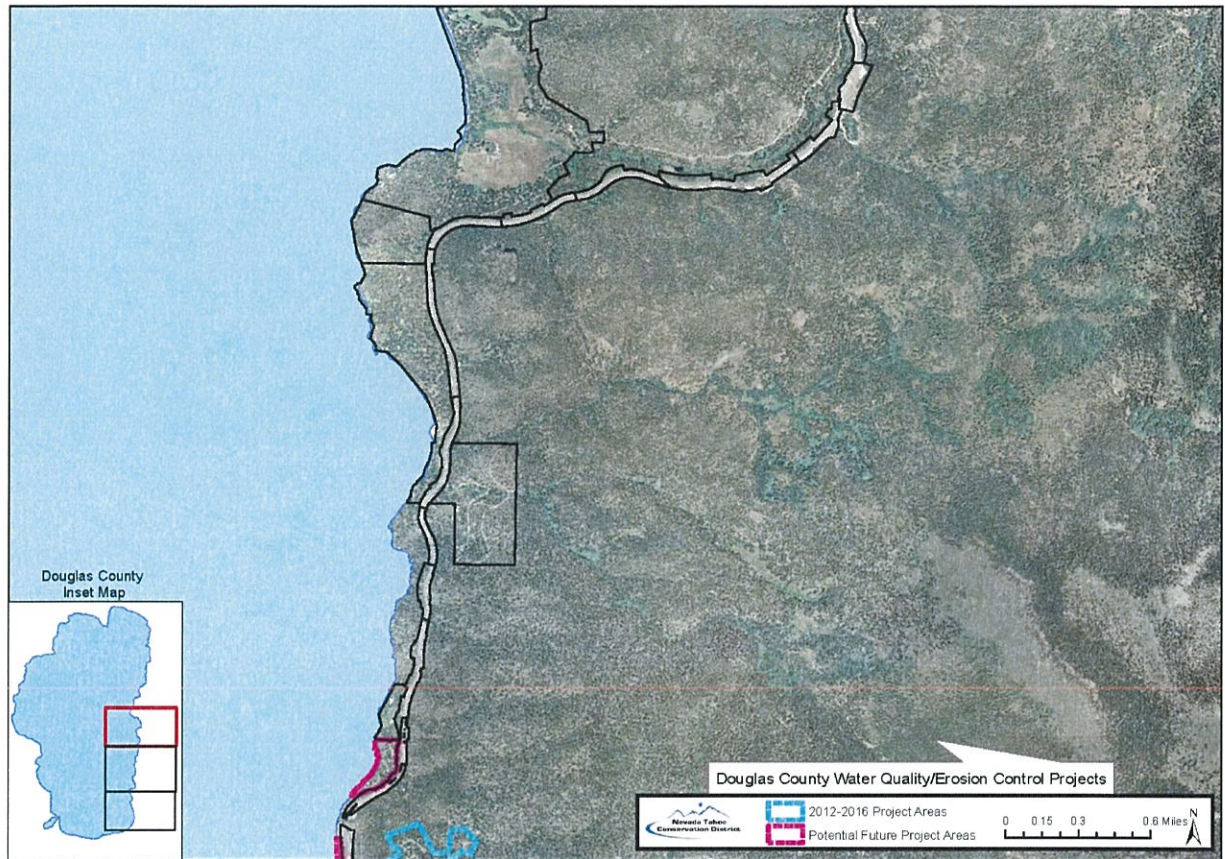
Map 2.17b
Baseline and Existing Water Quality/Erosion Control Projects



Map 2.17c
Baseline and Existing Water Quality/Erosion Control Projects

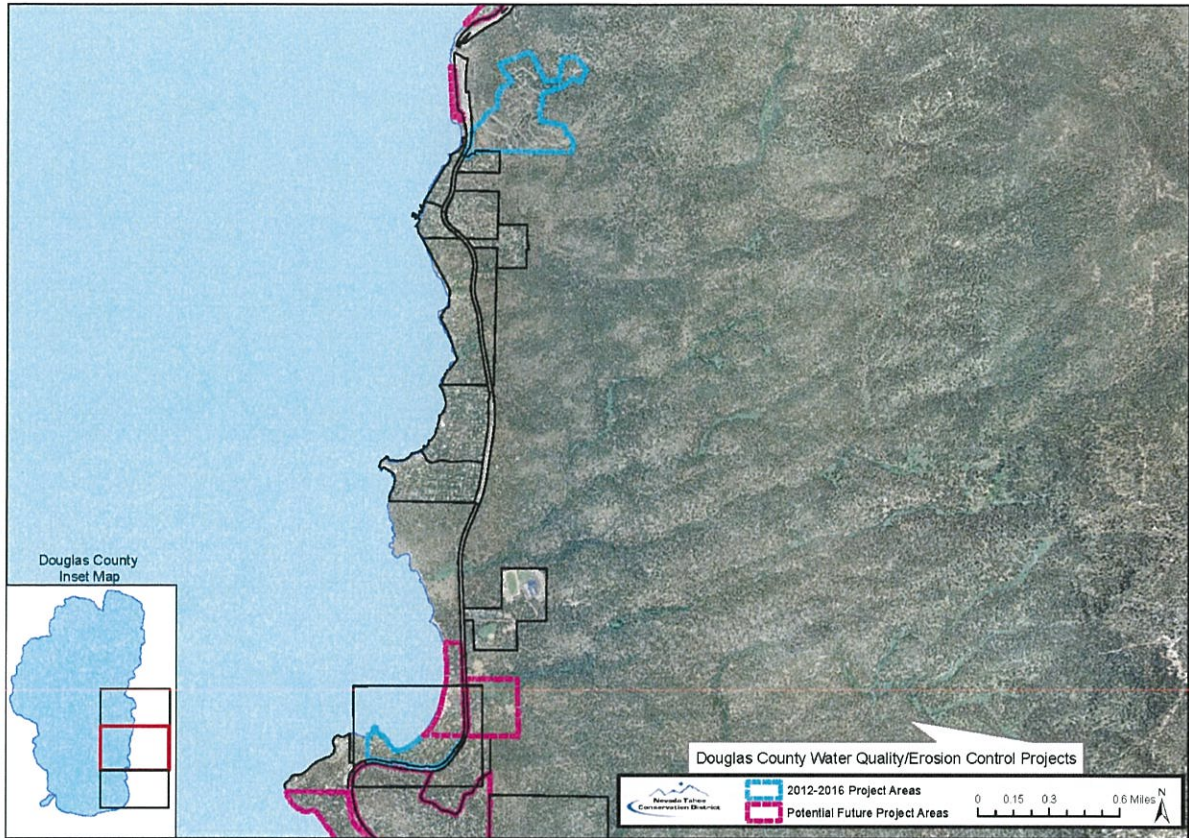


Map 2.18a
Funded and Future Water Quality/Erosion Control Projects



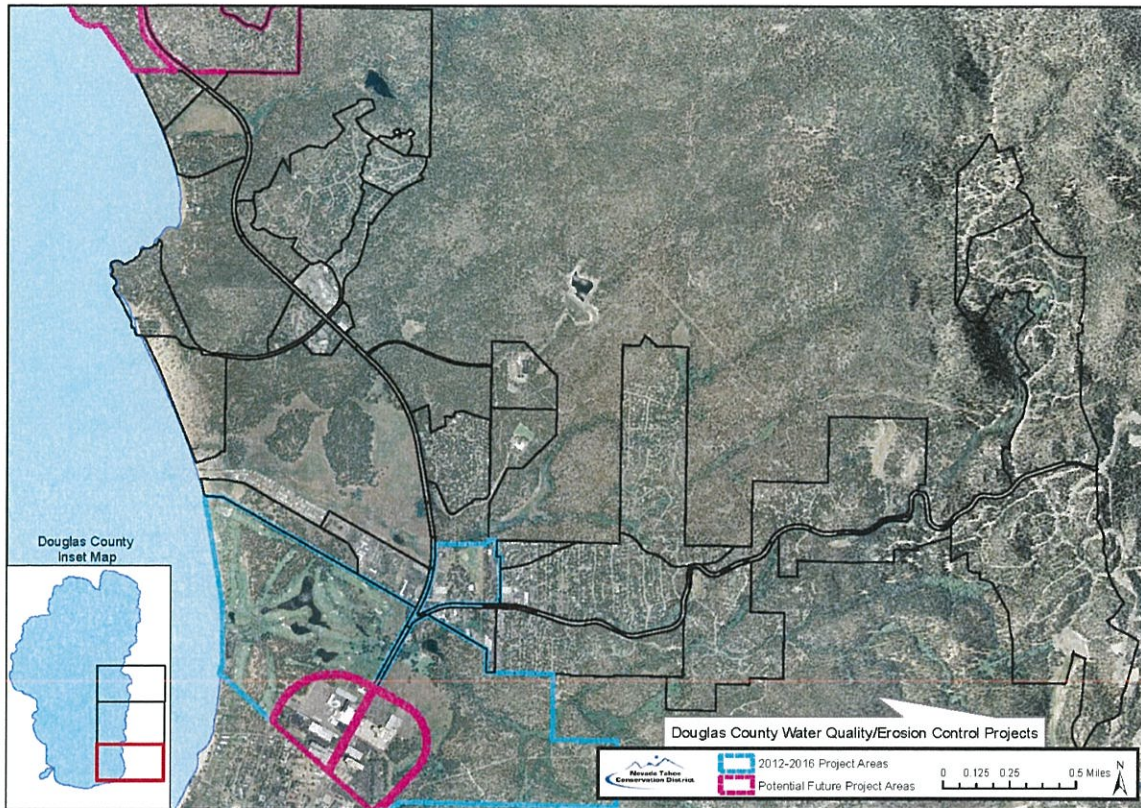
Source: NTCD

Map 2.18b
Funded and Future Water Quality/Erosion Control Projects



Source: NTCD

Map 2.18c
Funded and Future Water Quality/Erosion Control Projects



Source: NTCD

Preliminary estimates conducted by the NTCD suggest Douglas County's baseline fine sediment load is 82,800 lbs/year. The final Douglas County baseline load will be released in the SLRP. Using these preliminary estimates, Douglas County will need to implement water quality improvement actions, including: 1) capital improvement projects; 2) implementation of BMPs; and 3) advanced road operations that cumulatively result in 10,000 lbs/year to achieve the 10 percent reduction requirement by 2016 (Five-Year Milestone).

Preliminary modeling results show that a great level of load reduction has already been achieved over baseline conditions. These load reductions are primarily through the implementation of large scale water quality improvement projects, such as Lake Village, Cave Rock, and Lakeridge, and private parcel BMP implementation. Projects that include water quality improvements, such as the Tahoe Beach Club and Edgewood Lodge and Golf Course Improvement Project, will also help the County meet its fine sediment particle load reduction goals. If it is determined that additional fine sediment particle load reduction is necessary to achieve the TMDL Milestones, the next and most cost-effective step may be to implement advanced road operations.

It needs to be noted that Douglas County maintains less than six miles of roads within the Tahoe Planning Area. NDOT, GIDs, and HOAs maintain the remaining roads in Douglas County. In most cases, the GIDs and HOAs do not have the expertise, resources, or financial capability of implementing advanced road operations independently. As a result, the NTCD and County are exploring the option of forming a TMDL Cooperative to share in the responsibility of advanced road operations. The SLRP analysis identifies other potential cost-effective means to implement load reduction strategies specific to Douglas County.

TMDL Monitoring

Douglas County's MOA with NDEP requires the County to monitor implementation of the SLRP. As a result, the County is participating with other public agencies around the Lake to implement The Implementers' Monitoring Program (IMP). The data collected as part of this monitoring supports the TMDL Management System and the modeling and assessment tools associated with the Lake Clarity Crediting Program. A "One Lake, One Plan" approach was used to utilize the available funding in the most efficient manner.

Final Sediment Load Reduction Plan (SLRP)

The final SLRP was submitted to NDEP on August 16, 2014. NDEP provided comments on September 29, 2014. The County has 45 days to respond to those comments. Once the SLRP is adopted by NDEP, the SLRP, as amended, will be adopted by reference into the Master Plan.

Wastewater

All septic systems have been removed from the Tahoe Planning Area. All development is connected to public and private wastewater systems and all wastewater is pumped out of the Tahoe Planning Area to the Carson Valley in order to protect the clarity of Lake Tahoe. For more information on the management of wastewater, refer to Chapter 12, *Public Services and Facilities Element*.

Thresholds

Douglas County's commitment to implementing environmental programs and projects continues to help the TRPA in maintaining and attaining environmental thresholds. The 2011 Threshold Evaluation Executive Summary Findings for the Lake Tahoe Region are provided in Figure 2.9.

Figure 2.9
2011 Threshold Evaluation Report Findings

Threshold	2011 Threshold Evaluation Executive Summary Findings
Water Quality	The rate of Lake Tahoe annual clarity decline has slowed over the last decade. The winter clarity threshold indicator met the interim target of 78.7 feet (2011 measured 84.9 feet) and is trending toward attainment of 109.5 feet. Trends in stream water quality indicated that conditions have not declined over time. However, summer lake clarity and nearshore conditions are highlighted as major areas of concern.
Air Quality	The Tahoe Basin made air quality gains over the last five years. The majority of air quality indicators in the Lake Tahoe Basin were at or better than attainment with adopted standards. The Report shows that indicators for carbon monoxide and vehicle-miles-traveled moved from non-attainment into attainment. Federal and state tailpipe and industrial emission standards have likely contributed to this achievement along with local projects which delivered walkable, transit-friendly improvements such as the Heavenly Gondola in South Lake Tahoe.
Soil Conservation	An analysis of impervious cover (land coverage) showed that seven of the nine land capability classes were in attainment with threshold targets, however, sensitive wetlands and very steep lands are “over-covered” which can negatively affect water quality and other resources. Stream zone restoration efforts implemented by TRPA partner agencies are making progress in achieving restoration goals with more needing to be done.
Scenic Resources	The Tahoe Basin made gains in scenic quality over the last five years. Overall, compliance with scenic quality standards is at 93 percent with an improving trend in scenic quality for the built environment. Developed areas along roadways and Lake Tahoe’s shoreline continue to be the locations where scenic improvements are needed.
Vegetation	The Regional Plan and partner agencies have successfully protected sensitive plant species, keeping those standards in attainment. However, a couple of uncommon plant communities fell short of attainment because of non-native species; beaver, aquatic invasive species and noxious weeds were identified as potential threats to the integrity of uncommon plant communities. Progress is being made on fuels reduction and forest ecosystem restoration.
Recreation	Both Recreation Threshold Standards have been implemented and are in attainment. TRPA partners have made substantial progress in upgrading recreational facilities through the EIP.
Fisheries	TRPA and partner agencies have implemented a robust aquatic invasive species control and prevention program; however, aquatic invasive species continue to be a major area of concern because their threat to fisheries and other aquatic biota.
Wildlife	Indicators for special interest wildlife species show stable or improving conditions. TRPA’s development regulations have protected riparian wildlife habitats and partner agencies are making progress restoring these valuable habitats.
Noise	TRPA and the peer review panel recommended that noise standards and evaluation approaches be re-evaluated. The majority of standards were determined to be out of attainment as a result of a ‘no exceedance’ interpretation of the standard and that TRPA has little enforcement authority to address many noise issues – in particular, single event noise.

Source: 2011 Threshold Evaluation

Socioeconomic Conditions

While environmental conditions have stabilized in many instances, socioeconomic conditions in the Tahoe Planning Area have deteriorated significantly as a result of land use regulations in the 1987 TRPA Regional Plan that dis-incentivized redevelopment, the introduction of tribal gaming in California, and the economic recession. Troubling socioeconomic trends in the Tahoe Planning Area include:

- Gaming revenues decreased significantly from a high of \$338 million in 2004 to \$209 million in 2011, a decrease of 38 percent (South Shore Vision Destination Economic Impact Analysis/Nevada Gaming Commission).
- Employment within South Shore casinos declined from 7,074 in 2001 to 3,423 in 2011, a reduction of 52 percent (South Shore Vision Destination Economic Impact Analysis).
- The population in the Tahoe Planning Area declined from 6,739 people in 2000 to 5,227 people in 2010, a reduction of 22 percent (Douglas County Master Plan/U.S. Census).
- School enrollment declined in Tahoe schools from a total of 822 students in 1990/1991 to 431 students in 2010/2011, a reduction of 48 percent (Douglas County School District).
- Approximately 49 percent of Douglas County homes in the Tahoe Planning Area are owned by second home owners (Lake Tahoe Basin Prosperity Plan/2003 TRPA Data).
- The unemployment rate in Douglas County (countywide) increased from a high of 6 percent in 1990 to a high of 14.8 percent in 2012 (U.S. Department of Labor: Bureau of Labor Statistics).
- In 2010, the median sales price for a single-family home in the Tahoe Planning Area was \$600,000, as compared to \$210,000 in Minden and Gardnerville (Douglas County Assessor's Office/Douglas County Master Plan, Chapter 4, *Housing Element*).
- There are only four affordable housing projects, consisting of 133 affordable housing units, located in the Tahoe Planning Area (Douglas County Master Plan, Chapter 4, *Housing Element*).

For information on how Douglas County is addressing the above socioeconomic trends, refer to Chapter 9, *Economic Development Element*, which provides an overview of the programs and projects the County is working on to implement the Economic Vitality Strategy and Action Plan (Tahoe Revitalization) and Lake Tahoe Basin Prosperity Plan,

and Chapter 4, *Housing Element*, which contains specific recommendations for addressing housing issues in the Tahoe Planning Area.

Public Services and Facilities

Chapter 12, *Public Services and Facilities Element*, provides information on how public services and facilities, including public safety, libraries, schools, solid waste, and water and wastewater and descriptions of public service and facility providers within the Tahoe Planning Area, as well as maps showing the location of public facilities and service areas.

Inventory of Existing Land Use Conditions

The following is an inventory of existing land use conditions:

Ownership

The Tahoe Planning Area includes 4,844 parcels. Figure 2.10 shows the property ownership, number of parcels, and acreage. The majority of the 23,461 acres, or 84 percent, is owned by federal, state, or local government entities. Thus, only 16 percent is under private ownership.

Figure 2.10
Tahoe Planning Area Ownership, Parcels, and Acreage

Property Ownership	Parcels	Acreage
Private	4,058	3,763
Federal	527	18,041
State	168	1,274
Local	91	383
Total	4,844	23,461

Source: Douglas County GIS Department and Assessor’s Database (2013)

Population and School Enrollment Decline

The population in the Tahoe Planning Area declined from 6,739 people in 2000 to 5,227 in 2010 (U.S. Census). This decline in population also led to declining school enrollments and the closure of Kingsbury Middle School in 2008. Zephyr Cove Elementary (grades K-6) and Whittell High School (grades 7-12) are still operating and located in the area. The Douglas County School District Facilities Master Plan (2010) provides a variety of options for addressing declining school enrollment in the Tahoe Planning Area, from maintaining the status quo to establishing a K-12 school on the Whittell High School site.

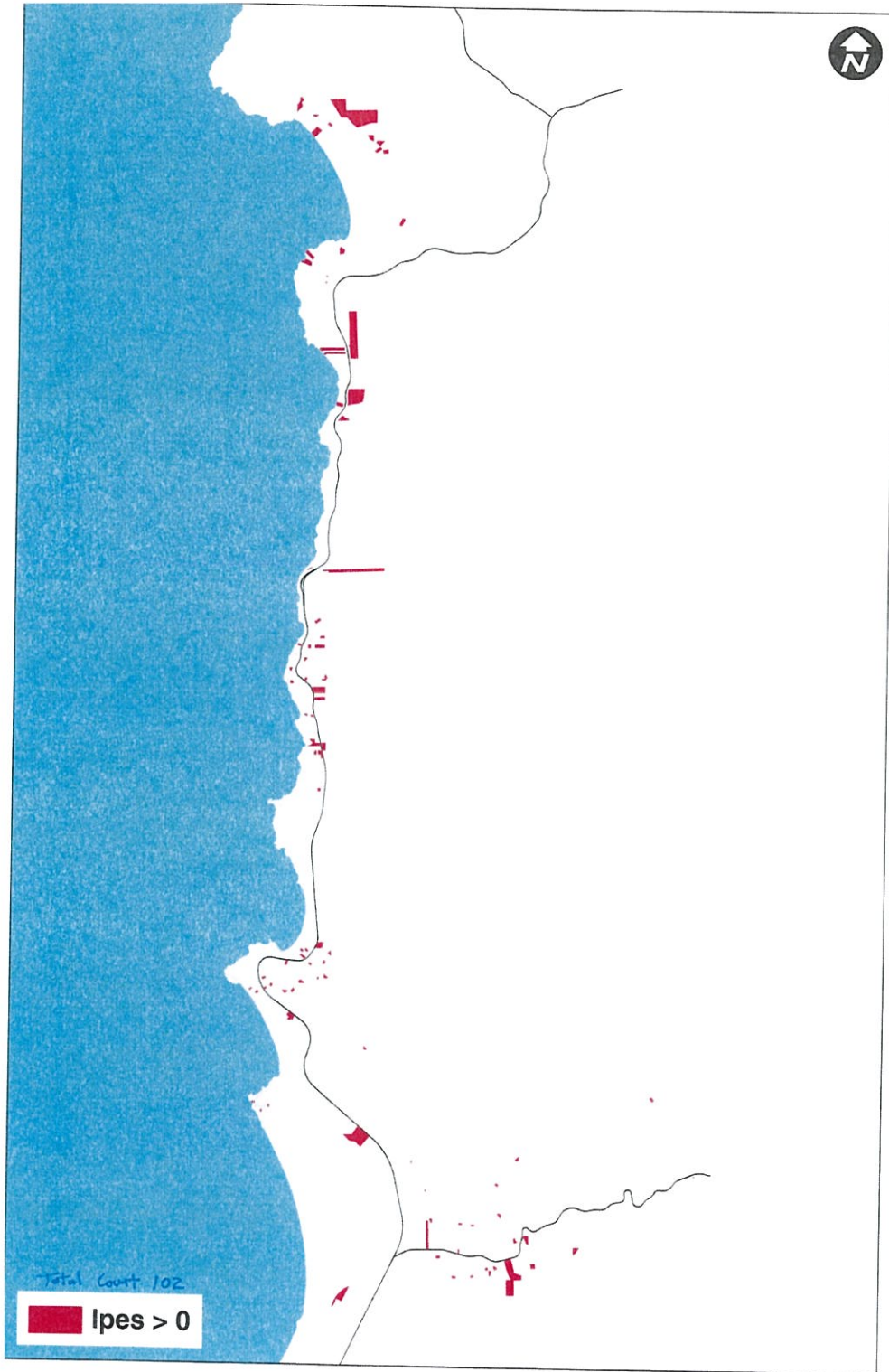
Residential Build-Out Scenario

Following the adoption of the 1987 Regional Plan, the TRPA developed the Individual Parcel Evaluation System (IPES) and assigned a numerical score to vacant parcels according to their relative suitability for development. IPES scores were not applied to residential parcels that were already developed or to parcels ineligible for residential use. As of 2012, there were a total of 102 vacant residential parcels in the Tahoe Planning Area with an IPES score above zero. Douglas County received eight residential allocations in 2013. If Douglas County continues to receive eight residential allocations per year and they are used to develop the 102 vacant parcels with an IPES score above zero, residential parcels in the Tahoe Planning Area could be completely built-out within less than 13 years.

Douglas County has distributed all of the residential allocations that were allocated to the County before the Regional Plan Update in 2012. As of August 2014, 45 people remained on a waiting list for a residential allocation in Douglas County.

Map 2.19 shows the location of existing vacant parcels with an IPES score of zero or above.

Map 2.19
Existing Vacant Parcels with an IPES Score



Source: TRPA GIS Department

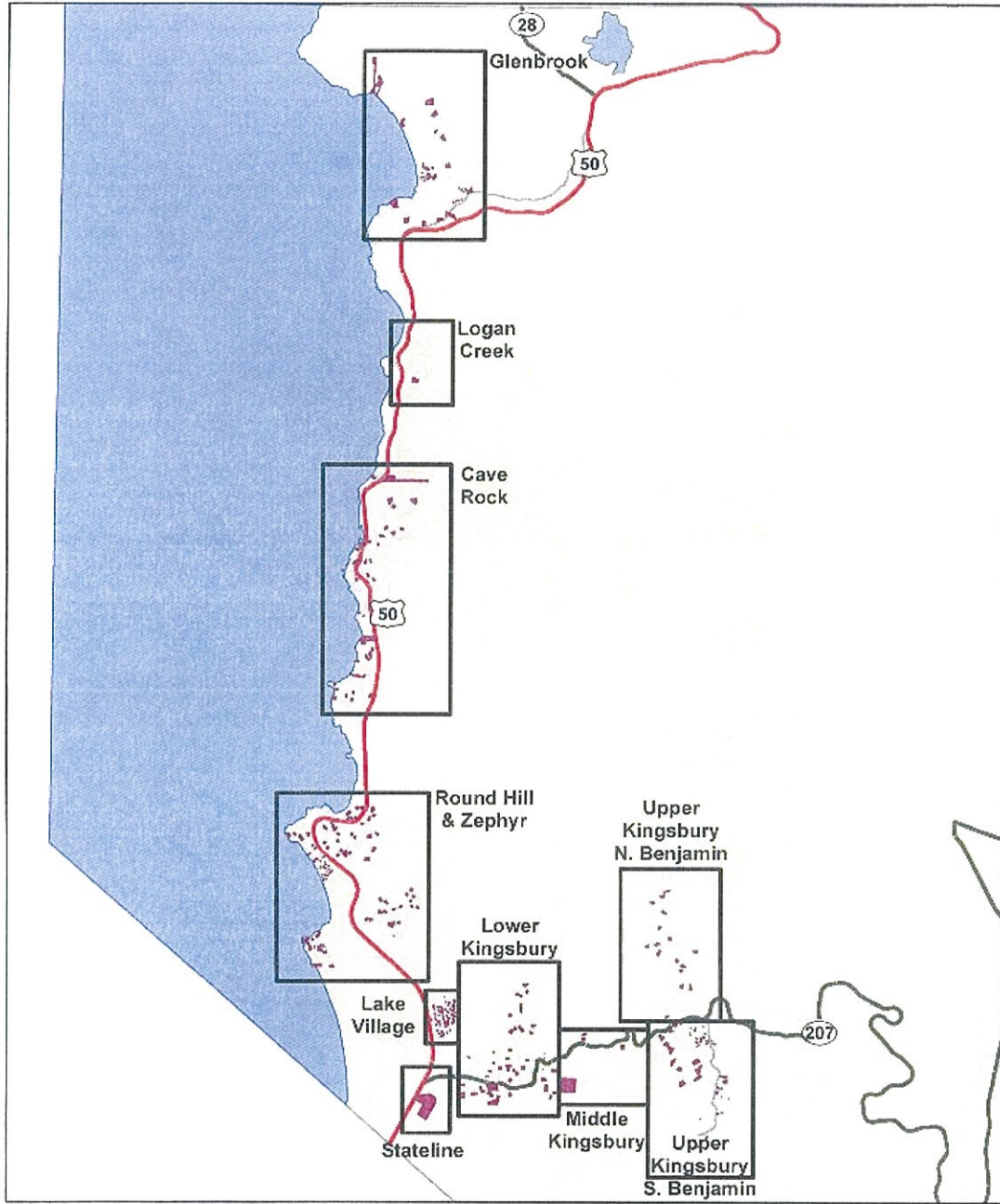
Second Homes

As of November 2012, there were approximately 3,948 housing units (single-family and multi-family) in the Tahoe Planning Area (Douglas County Assessor). The Lake Tahoe Basin Prosperity Plan found that approximately 49 percent of Douglas County homes are owned by second home owners (2003 TRPA data). The impact of second homeownership on Tahoe communities should be examined as part of an ongoing TRPA regional housing needs assessment.

Vacation Home Rental Permits

Douglas County, pursuant to Douglas County Code, Chapter 5.40, *Vacation Rentals in the Tahoe Township*, requires a vacation home rental permit for all properties used as a vacation home rental for more than 28 consecutive days in the Tahoe Township. As of October 2012, Douglas County had 397 active vacation home rental permits, which is approximately 10 percent of total housing units in the Tahoe Planning Area. Map 2.20 shows the location of the permits.

**Map 2.20
Vacation Home Rental Permits**

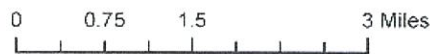


Vacation Rental Home Permits

- Map Index -

Map Elements

-  Federal Hwys
-  State Hwys
-  Local Roads
-  Active Permits & Unique APNs
-  Current Parcels



The data contained herein has been prepared as a geographic information system (GIS) by the staff of Douglas County. The data does not represent any warranty and shall not be construed as a statement by the information source. All map data, including but not limited to, is provided by Douglas County or its contractors and is not to be used for any other purpose without the express written consent of Douglas County.

Source: Douglas County GIS Department

Planned Unit Developments

The following is a list of existing and tentatively approved planned unit developments within the Tahoe Planning Area. The planned unit developments will continue to be subject to development regulations and standards imposed on the projects with the original approvals, or as amended, as well as applicable TRPA and Douglas County Code requirements. Of note, prior to 1997, the Planned Unit Development was not a zoning overlay in Douglas County. Consequently, only those Planned Unit Developments approved after 1997 appear on the County's zoning map.

Castle Rock Park
Cave Rock Villas
Kingsbury Pines
Lake Village
Manzanita Heights
Ponderosa Park
Stanford Square
Summit Village
Uppaway
Villagers Townhouses
Peterson (tentatively approved)
Phat Pads/Cave Rock Junction (tentatively approved)
Tahoe Beach Club (tentatively approved by TRPA)

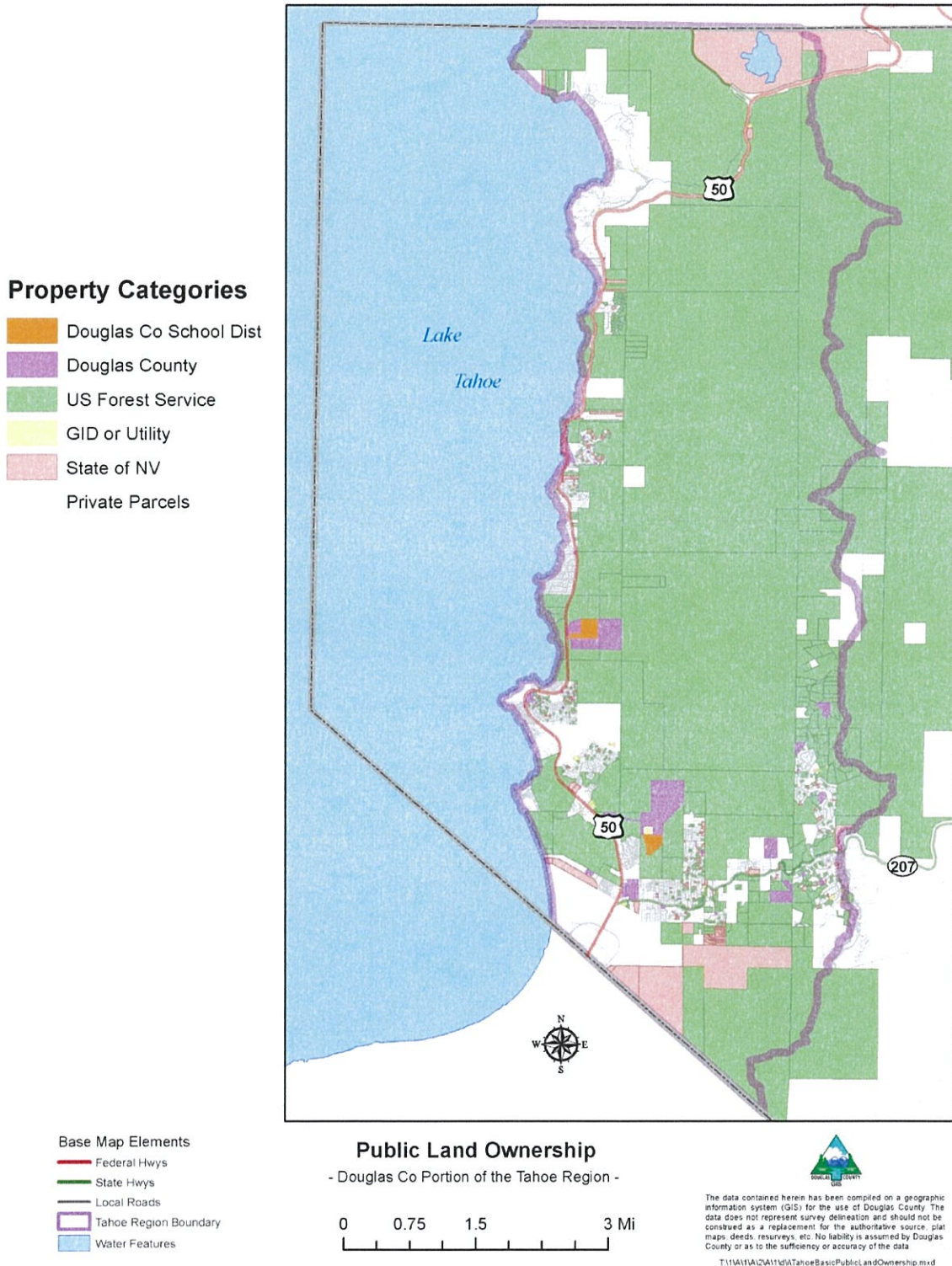
Commercial and Tourist Lands

The majority of commercial and tourist developments are concentrated within the High Density Tourist District, Kingsbury Town Center, and Round Hill Mixed-Use District.

Public Lands

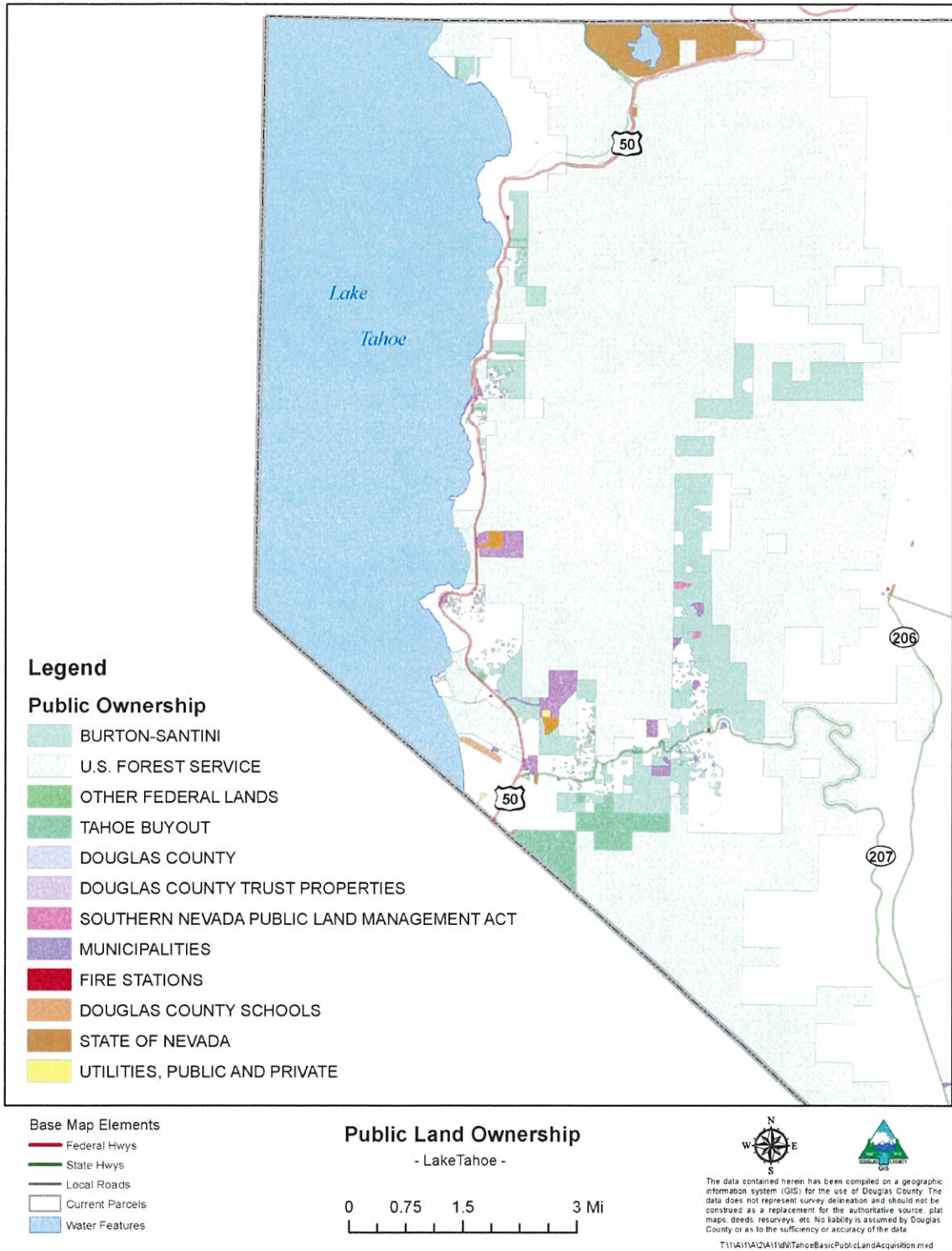
The majority of the 23,461 acres, or 84 percent of land, within the Tahoe Planning Area is owned by federal, state, or local government entities. Map 2.21 shows the location of public lands by owner and Map 2.22 shows the location of public land acquisitions through programs developed to protect Lake Tahoe, such as Burton-Santini, Tahoe Buyout, and the Southern Nevada Public Land Management Act (SNPLMA).

Map 2.21
Public Lands by Owner in the Tahoe Planning Area



Source: Douglas County GIS Department 2013

Map 2.22
Public Land Acquisition in the Tahoe Planning Area



Forest Service

In the Tahoe Planning Area, approximately 77 percent of land is part of the National Forest System, which includes 527 parcels, or approximately 18,041 acres. The U.S. Forest Service, Lake Tahoe Basin Management Unit (LTBMU), manages National Forest System lands in the Lake Tahoe Region pursuant to the Land and Resource Management Plan (Forest Plan) and a MOU with TRPA. The LTBMU is currently in the process of updating the 1988 Forest Plan. The Forest Plan, and as amended, is adopted by reference into the Master Plan and will guide how National Forest System lands are managed in the Tahoe Planning Area.

State of Nevada

In 2012, the State of Nevada, Department of Conservation and Natural Resources, Division of State Lands, owned 157 parcels (includes State Parks), totaling approximately 1,389 acres, in the Tahoe Planning Area. A number of these lands are protected and not available for development or disposal. They are managed by Nevada Tahoe Resource Team (NTRT), coordinated by the Nevada Division of State Lands, to protect Lake Tahoe and its watershed. Management goals include clean water, healthy forests, the reduction of excess fire fuels and hazardous forest conditions, good wildlife habitat, and reasonable public access. The Nevada Division of State Lands also administers a land bank, coordinates Nevada's share of the EIP, as well as implements other Tahoe programs, and administers the Nevada Tahoe Regional Planning Agency (NTRPA), which reviews the provisions of the Tahoe Compact related to gaming.

The Department of Conservation and Natural Resources, Nevada Division of State Parks, manages the Spooner Lake, Van Sickle Bi-State, and Cave Rock State Parks in Douglas County. The Nevada Division of State Parks is in the process of updating the Lake Tahoe Nevada State Park's General Management Plan. The General Management Plan, and as amended, is adopted by reference into the Master Plan and will guide how State Parks are managed in the Tahoe Planning Area.



NDOT owns five parcels, totaling approximately 16 acres, and the University of Nevada owns two parcels totaling approximately 33 acres in the Tahoe Planning Area.

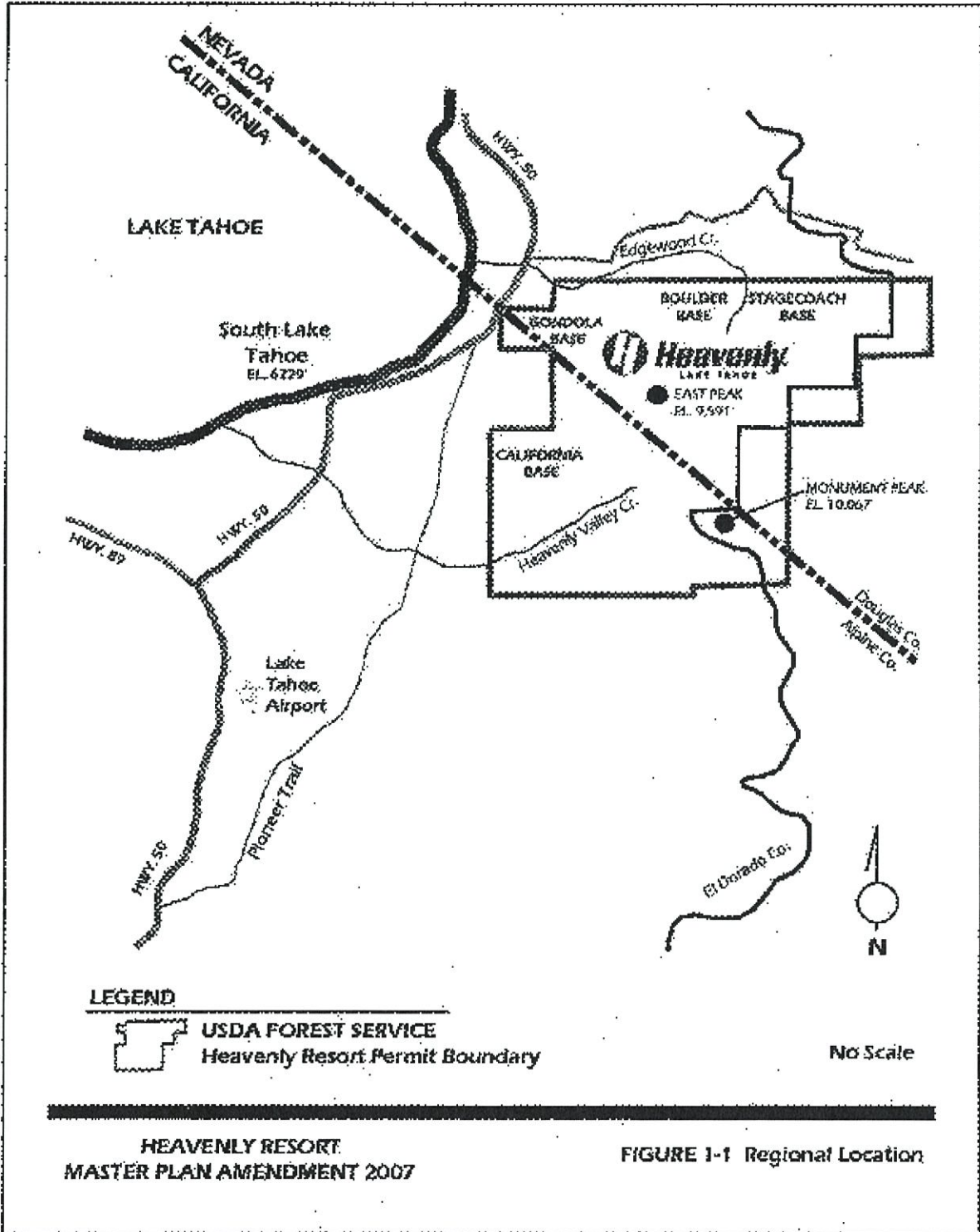
Local Governments

As of 2012, Douglas County owned 52 parcels, totaling approximately 209 acres, in the Tahoe Planning Area. There are other public lands under the ownership of the Douglas County School District, GIDs and fire departments.

Heavenly Mountain Resort Master Plan

Heavenly Ski Resort is located in the States of Nevada and California, with the majority located on U.S. Forest Service land. Approximately 6,210 acres of land in the eastern portion of the resort, including the Stagecoach Base and Boulder Base areas, lie within Douglas County. The Heavenly Mountain Resort Master Plan, which is a twenty year plan for the improvement, expansion, and management of the resort, was updated in 2007 (TRPA Adopting Ord. # 2007-04). The Heavenly Mountain Resort Master Plan, and as amended, will continue to guide future land use decisions for the Resort. Map 2.23 depicts the limits of the Master Plan area.

Map 2.23
Heavenly Mountain Resort Master Plan Regional Location



Source: Heavenly Mountain Resort Master Plan Amendment 2007

Transportation

All future planning projects in the Tahoe Planning Area must comply with the provisions of Mobility 2035: Lake Tahoe Regional Transportation Plan (2012) and Lake Tahoe Region Bicycle and Pedestrian Plan (2010), and as amended. For more information on transportation, refer to Chapter 5, *Transportation Element*.

Energy Conservation Strategy

In 2009 and 2011, Douglas County performed audits on its buildings and facilities, and identified opportunities for improved efficiencies. Improvements that have been installed to date include adjustment of all of the run times on heating, ventilations, and/or air-conditioning (HVAC) units, installation of automatic light sensors in the restrooms for light and water, replacement of all the street lights from high pressure sodium to light emitting diodes (LED), replacement the County light fixtures with florescent light bulbs, and installation of a system to control run time of lighting. Additionally, a new high efficiency HVAC system was installed at the Library, and an energy efficient roof was installed at the Senior Center. Although not part of the Audit, TRPA's office building has also been upgraded with the largest solar array in the Tahoe Region.

The Douglas County School District (DCSD) is also working to improve the energy efficiency of school buildings, including Whittell High School and Zephyr Cove Elementary in the Tahoe Region, as one of 17 Educations Partners in the US Department of Energy's Better Building Challenge, a component of the President's Climate Action Plan.

Douglas County will continue to implement projects that are identified in the building and facilities audits, including upgrading of the fleet to more fuel efficient and environmentally sound vehicles. Specific project that are anticipated for implementation in the next five years include:

1. Installation of solar screens on windows.
2. Installation of double pane glass windows.
3. Update parking lot lights to utilize LEDs.
4. Installation of a high efficiency HVAC system and cooling tower at the Courthouse in Tahoe.
5. Replace water heaters with energy efficient heaters, including some tankless water heaters.
6. Install energy efficient foam roofing.
7. Replace motor pool vehicles with fuel efficient vehicles that utilize recycled materials.
8. Replace motor pool vehicles with flex fuel vehicles.

New Construction: Douglas County Code allows for straw bale construction, solar power, and wind energy conversion systems. To create a private incentive for renewable energy systems, the County grants a 50 percent discount on all building related fees. In

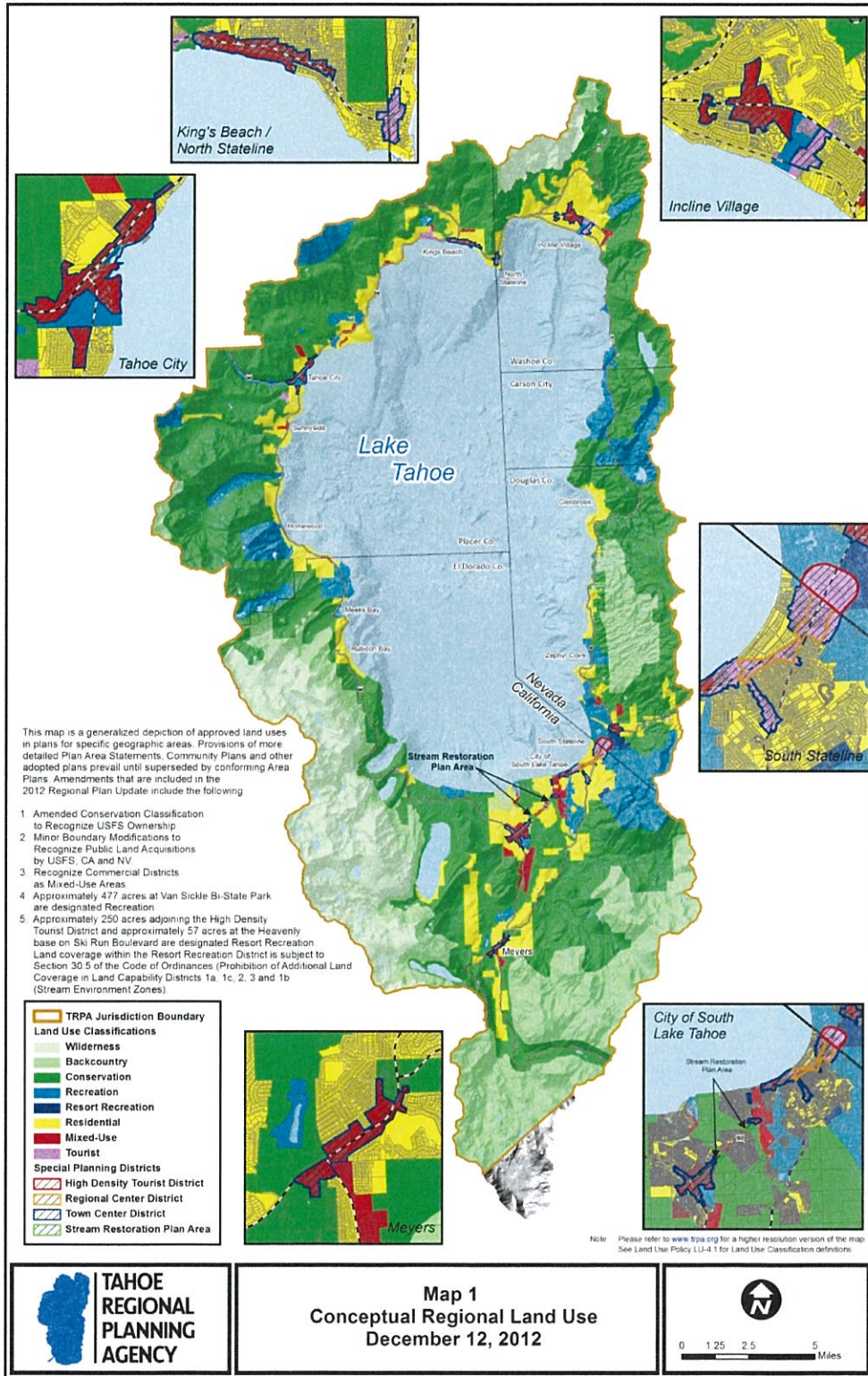
2013, the County adopted the 2009 International Energy Conservation Code (IECC), which encourages energy conservation through efficiency in building design, mechanical systems, lighting systems and the use of new materials and techniques. According to the Department of Energy, the 2009 IECC provides approximately 15 percent in energy efficiency gains in homes and 5 percent in commercial buildings compared to the 2006 IECC. The County also has plans to adopt portions of the International Building Code – Green Building Code and provide incentives to encourage its use. The County will utilize an updated energy code at the time the State of Nevada updates the required codes.

Refer to Chapter 8: Environmental Resources & Conservation Element for additional information on Energy Conservation and Greenhouse Gas Reduction strategies.

2012 TRPA Regional Plan Land Use Classifications and Special Planning Districts

The 2012 TRPA Regional Plan includes eight new land use districts and four new special planning districts, which are reflected on Map 1 of the Regional Plan (Map 2.24).

Map 2.24
2012 TRPA Regional Plan Conceptual Regional Land Use Map



Source: 2012 TRPA Regional Plan

Land Use Compatibility

Based on the inventory of existing conditions, the Regional Plan Land Use Districts, and the Conceptual Regional Land Use Map, Douglas County has developed new future land use and zoning districts for the Tahoe Planning Area. The Special Planning Districts, including the High Density Tourist District and Town Center Districts shown on Map 2.24 are reflected as overlay zoning districts on the Official Douglas County Zoning Map. Zoning districts are defined in Douglas County Code (Title 20), Chapter 20.703, *Tahoe Area Plan Regulations*. The future land use districts are defined below, and depicted on the Tahoe Planning Area Future Land Use Map (Map 6 of the Tahoe Douglas Area Plan).

Future Land Use Districts for the Tahoe Planning Area are defined below:

Backcountry: Backcountry areas are designated and defined by the U.S. Forest Service as part of their Resource Management Plans. These lands are roadless areas, including Lincoln Creek. On these lands, natural ecological processes are primarily free from human influences. Backcountry areas offer a recreation experience similar to Wilderness, with places for people seeking natural scenery and solitude. Primitive and semi-primitive recreation opportunities include hiking, camping, wildlife viewing, and cross-country skiing, in addition to more developed or mechanized activities not allowed in Wilderness areas (e.g., mountain biking, snowmobiling). Management activities that support administrative and dispersed recreation activities are minimal, but may have a limited influence. Limited roads may be present in some backcountry areas; road reconstruction may be permitted on backcountry lands where additional restrictions do not apply. Backcountry areas contribute to ecosystem and species diversity and sustainability, serve as habitat for fauna and flora, and offer wildlife corridors. These areas provide a diversity of terrestrial and aquatic habitats, and support species dependent on large, undisturbed areas of land. Backcountry areas are managed to preserve and restore healthy watersheds with clean water and air, and healthy soils. Watershed processes operate in harmony with their setting, providing high quality aquatic habitats.

Commercial: Commercial areas are existing commercial or tourist areas that provide or have the potential to provide a mix of uses, including commercial, tourist, recreation, public service, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability. Commercial areas also include areas recognized by the Bi-State Compact as suitable for gaming. These lands include areas that are:

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

Conservation: Conservation areas are non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management. Conservation areas include (1) public lands already set aside for this purpose, (2) high-hazard lands, stream environment zones, and other fragile areas, without substantial existing improvements, (3) isolated areas which do not contain the necessary infrastructure for development, (4) areas capable of sustaining only passive recreation or non-intensive agriculture, and (5) areas suitable for low-to-moderate resource management.

Receiving Area: Receiving Areas are areas that are eligible to receive the transfer of existing residential development and residential development rights, tourist accommodation units, and commercial floor area and are located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.

Recreation: Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands which this plan identifies as recreation areas include (1) areas of existing private and public recreation use, (2) designated local, state, and federal recreation areas, (3) areas without overriding environmental constraints on resource management or recreational purposes, and (4) areas with unique recreational resources which may service public needs, such as beaches and ski areas. The T-RR (Tahoe-Resort Recreation) zoning district, which is compatible with the Recreation land use district, may only be applied to the specific Edgewood Mountain parcel depicted on Map 1 of the 2012 TRPA Regional Plan. This area allows for tourist, commercial and residential uses provided in conjunction with a recreation use. New development must be the result of development transfers that result in the retirement of existing development.

Residential: Residential areas are urban areas having potential to provide housing for the residents. In addition, the purpose of this classification is to identify density patterns related to both the physical and manmade characteristics of the land and to allow accessory and non-residential uses that complement the residential neighborhood. These lands include: (1) areas now developed for residential purposes; (2) areas of moderate-to-good land capability; (3) areas within urban boundaries and serviced by utilities; and (4) areas of centralized location in close proximity to commercial services and public facilities.

Figure 2.11 has been developed to illustrate the relationship between future land use and zoning for the Tahoe Planning Area.

**Figure 2.11
TRPA Conceptual Land Use Districts, Douglas County Future Land Use Districts,
and Equivalent Douglas County Zoning Districts**

TRPA Conceptual Land Use Districts	Douglas County Future Land Use Districts	Equivalent Douglas County Zoning Districts
Backcountry	Backcountry	T-B (Tahoe-Backcountry)
Conservation	Conservation	T-C (Tahoe-Conservation)
Recreation	Recreation*	T-R (Tahoe – Recreation)
Resort Recreation		T-RR (Tahoe – Resort Recreation)
Residential	Residential*	T-RES (Tahoe-Residential)
Mixed-Use	Commercial*	T-MU (Tahoe – Mixed-Use)
Tourist		T-T (Tahoe-Tourist) HDT (High Density Tourist) Overlay TC (Town Center) Overlay
All Districts	All Districts	PD (Planned Development) Overlay SA (Special Area) Overlay

* Receiving Areas may be designated on the Future Land Use Map within a Recreation, Residential, or Commercial Land Use District if located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.

TRPA Review

Pursuant to TRPA Regional Plan Land Use Policy – LU 4.12, TRPA will continue to review projects within the High Density Tourist, Conservation, and Resort Recreation Land Use Districts on the Conceptual Regional Land Use Map and the Shorezone of Lake Tahoe, as well as all development that is equal to or greater than:

**Figure 2.12
TRPA Review Required**

	Town Center	Not in Center
Residential	50,000 square feet	25,000 square feet
Non-Residential	40,000 square feet	12,500 square feet

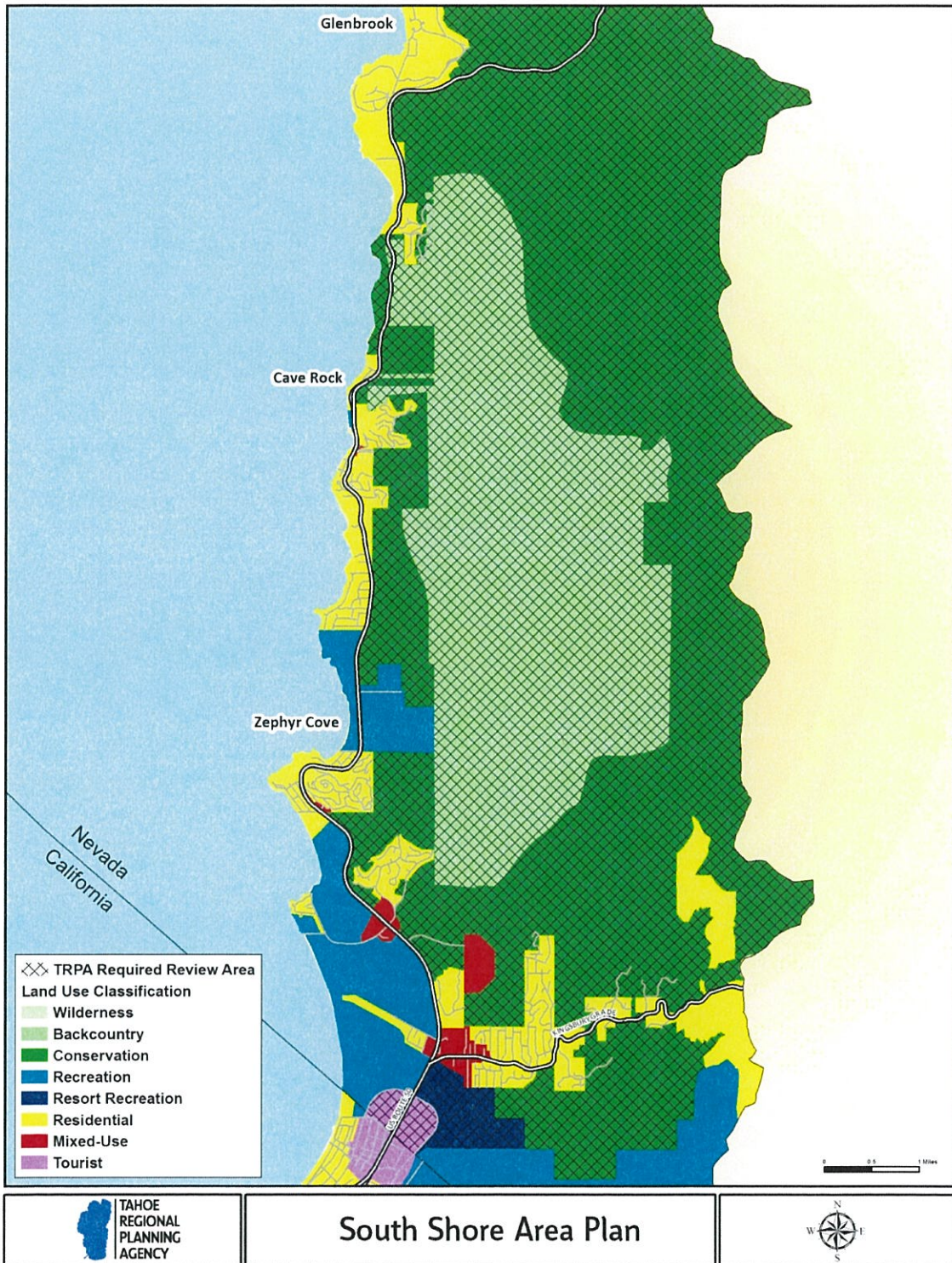
Note: All measurements are new building floor area.

Map 2.25 shows the location of parcels within the High Density Tourist, Conservation, and Resort Recreation Land Use Districts on the Conceptual Regional Land Use Map subject to TRPA review. Projects within the Backcountry Land Use District will also require a TRPA review.

Any development on the Kingsbury Middle School site will be reviewed by TRPA, and subject to a Special Use Permit.

TRPA will continue to review all projects within the Shorezone.

Map 2.25
TRPA Review Required



Source: TRPA

PHASE I: SOUTH SHORE AREA PLAN

In order to encourage the environmental redevelopment of the existing built environment, promote economic vitality, and work towards the attainment of TRPA's environmental threshold standards, the TRPA Governing Board approved the South Shore Area Plan (Phase I) on September 25, 2013. The South Shore Area Plan includes properties generally along Highway 50 from the California-Nevada Stateline to the lower Kingsbury area.

Background

In 2011, Douglas County participated with the South Tahoe Alliance of Resorts (S.T.A.R.), City of South Lake Tahoe, TRPA, and community members on the development of the South Shore Vision Plan, a planning document that focused on the redevelopment of the built environment along the Highway 50 Corridor, from Ski Run Boulevard in the City of South Lake Tahoe, California, to Kahle Drive in Douglas County, Nevada.

The South Shore Vision Plan addressed the following key issues:

- Reinventing the area to address the older and obsolete built environment.
- Improving the market and economic conditions that currently exist.
- Assessing transportation needs, including the proposed U.S. Highway 50/South Shore Community Revitalization Project (Loop Road) and "Main Street" narrowing.
- Defining and understanding travel and tourism barriers.
- Finding solutions to other impediments to redevelopment.
- Assessing the limits to the potential for redevelopment.
- Analyzing current summer and winter programs.
- Identifying new attraction/uses and improving the bed base.
- Initiating environmental enhancements.
- Coordinating with the Lake Tahoe Basin Prosperity Plan to find solutions for revitalizing the Basin economy.

The purpose of the South Shore Vision Plan was to create a vision for the most significant tourist destination in the Lake Tahoe Region, and to utilize the "Vision" to inform the TRPA Regional Plan Update and attract new capital investment to upgrade the natural and built environment and implement environmental improvements.

The South Shore Vision Plan also demonstrated how the existing out-dated built environment could be transformed into a world class tourist destination. The following photos depict existing conditions and the illustrations depict the "Vision" for the South Shore:

Existing Conditions



Source: South Shore Vision Plan

South Shore Vision Plan Illustrations



Source: South Shore Vision Plan

The South Shore Vision Plan also demonstrated that the redevelopment of the South Shore could include many positive environmental benefits, such as:

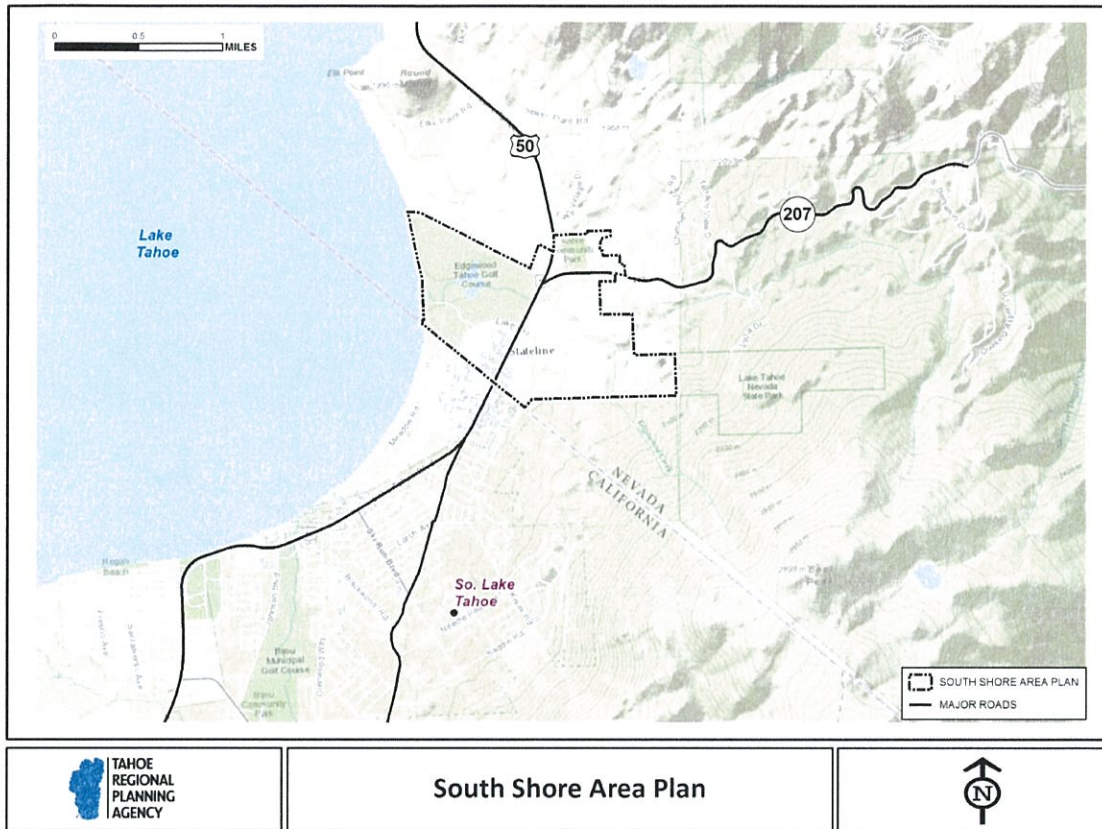
- Reduction in coverage
- Increased open space
- Restored stream environment zones
- Water quality improvement projects
- Pedestrian friendly streets
- Public transportation
- Energy efficient buildings
- Access to recreational opportunities

Ultimately, the South Shore Vision Plan was successful in providing a framework for promoting positive changes to the Regional Plan for Douglas County and the City of South Lake Tahoe.

South Shore Area Plan

The South Shore Area Plan (SSAP) has been developed to build upon the concepts in the South Shore Vision Plan and Lower Kingsbury Visioning and Summary Report, as well as to be consistent with the goals and policies in the 2012 TRPA Regional Plan. The boundaries of the South Shore Area Plan include those properties evaluated in the South Shore Vision Plan within Douglas County, as well as the properties within the Kingsbury Community Plan. The boundary of the South Shore Area Plan is depicted in Map 2.26.

Map 2.26
South Shore Area Plan Boundary



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Source: Douglas County GIS Department

The four primary areas within the South Shore Area Plan are described below:

High Density Tourist District

The Casino Core area, the previous Stateline Community Plan, was designated a High Density Tourist District on the TRPA Conceptual Regional Plan Land Use Map. This is the primary area, along with the lower Kingsbury area, targeted for redevelopment. The area is currently dominated by casino/hotel uses, including the Hard Rock, MontBleu Hotel/Casino, Harrah's Hotel/Casino, Harvey's Hotel/Casino, and CVS Pharmacy (previously Bills Casino). Existing conditions include:

- 2,266 hotel rooms.
- Five existing hotel towers that range in height from 85 to 197 feet.
- Four parking garages and a substantial amount of surface parking.

The objective is to transform the area into a world class recreational tourist destination, which will include:

- Replacing the existing towers with energy efficient buildings that are architecturally compatible with the natural scenic beauty of the Region and move the area towards Scenic Threshold attainment.
- Reducing coverage and surface parking.
- Restoring stream environment zones, improving water quality, and creating open space.
- Creating a pedestrian friendly environment.

The other main objective is to provide a variety of recreational opportunities within walking distance from the bed base, such as:

- Skiing:** The existing Gondola provides direct access to Heavenly Mountain Ski Resort.
- Golfing:** The existing Edgewood-Tahoe Golf Course is within walking distance.
- Biking:** The Nevada Stateline-to-Stateline Bikeway provides access to the Lake within biking and walking distance.
- Hiking:** The Van Sickle Bi-State Park is within walking distance and provides access to hiking, picnicking, mountain biking, and horseback riding.
- Beach:** The Edgewood Lodge and Golf Course Improvement Project includes an easement to access a new public beach within walking distance (previously there was no public beach within walking distance).
- Lake:** The Tahoe Transportation District has been exploring the feasibility of providing waterborne transit from this area to give visitors and residents an opportunity to spend time on the Lake, as well as provide access to Tahoe City on the northshore.
- Shopping:** The creation of a pedestrian friendly retail environment.
- Dining:** The inclusion of a wide variety of dining options.
- Entertainment:** The development of outdoor and indoor entertainment amenities.

Overall, the objective is to revitalize the economy, contribute to the attainment of TRPA environmental threshold standards, including water quality and scenic, and create a sustainable tourist destination that provides access to recreational opportunities within walking and biking distance of the bed base, which is intended to contribute to a reduction in vehicle miles traveled and improved air quality. All redevelopment projects in the High density Tourist District will be evaluated to ensure consistency with these overall objectives.

Edgewood Lodge and Golf Course

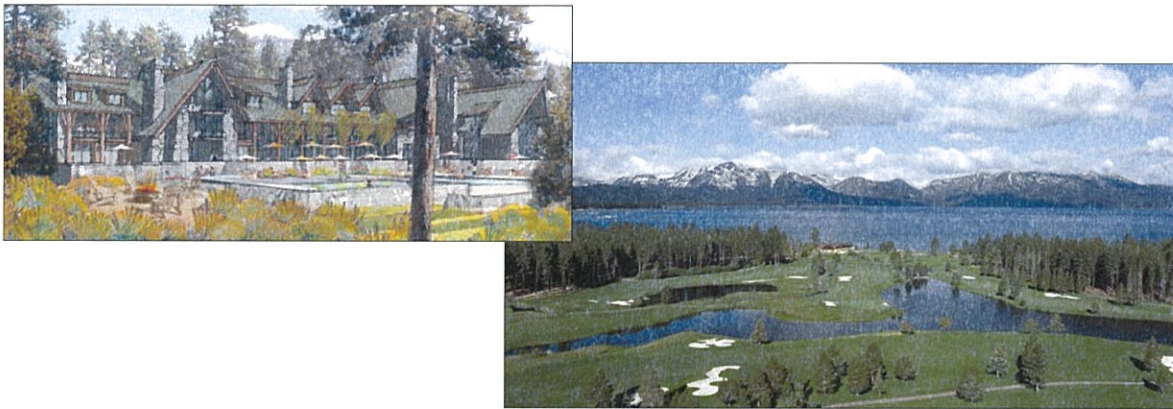
This site contains the existing Edgewood-Tahoe Golf Course, and was placed within the Recreation Land Use District on the TRPA Conceptual Regional Land Use Map. In 2012, the TRPA approved the Edgewood Lodge and Golf Course Improvement Project on the site. The project consists of a tourist accommodation complex with a total of 194 new tourist accommodation units (TAUs) transferred from retired hotel sites in the City of South Lake Tahoe; improvements in water and energy efficiency; and the a new public

beach. The project also includes environmental enhancement projects intended to contribute to attainment of TRPA environmental threshold carrying capacities. The goals of these threshold improvement projects, among others, are to:

- 1) Meet and exceed existing TRPA stormwater infiltration and treatment requirements;
- 2) Reduce the overall pollutant load of sediment, fine sediment, phosphorus and nitrogen;
- 3) Improve the function of the Golf Course Creek and Edgewood Creek stream environment zones (approximately 200,000 square feet of stream environment zones and 1.5 acres of coverage within the shorezone will be restored); and
- 4) Dredge and remove accumulated material in site ponds to reestablish pollutant capture capacity.

The project demonstrates how new projects can bring environmental gain to the Lake Tahoe Region.

Edgewood Lodge Project



Source: Edgewood Lodge Golf Course Improvement Project Presentation to TRPA Advisory Planning Commission on May 9, 2012

This site was in Plan Area Statement 070A (Edgewood), including Special Area #1 (Tourist Area), which allowed for up to 250 tourist accommodation units to be transferred to the site. This site continues to be allowed a maximum of 250 tourist accommodation units with the South Shore Area Plan.

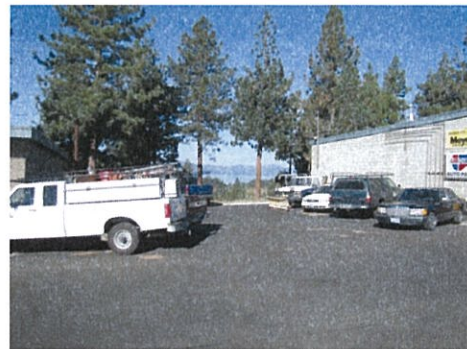
Edgewood Mountain

The Edgewood Mountain area is approximately 256 acres and has historically been a conservation area, although numerous recreation, public service, and some residential uses were historically allowed in the area. The site contains the historic Friday Station (an original Pony Express stop). With the 2012 TRPA Regional Plan Update, the parcel was placed in the Resort Recreation District on the Conceptual Regional Land Use Map. The purpose of designating it Resort Recreation was to allow for additional recreational

opportunities, such as a cross country ski area, to be located near the bed base and to reduce vehicle miles traveled thus improving air quality. The 2012 TRPA Regional Plan also allows for tourist accommodations and commercial structures that are accessory to a recreation use to be located on the site, as long as development is transferred in from outside of the designated area and the transfer results in the retirement of development. Tourist accommodation units or commercial development may be subdivided into air space condos (no lot or block subdivisions are allowed). The parcel has been identified as a future site for a bike/pedestrian path to connect Market Street to the Van Sickle Bi-State Park, consistent with the Lake Tahoe Regional Transportation Plan and the Lake Tahoe Region Bicycle and Pedestrian Plan (refer to T Action 4.3).

Lower Kingsbury

The lower Kingsbury area contains more than 100 different commercial, industrial, and public uses. The most notable uses include the Lakeside Inn Hotel/Casino, Douglas County Government Offices/Tahoe Transportation and Visitors Center, Edgewood Village, Kahle Community Center/Park, Kingsbury Station, Red Hut Center, Shady Lane Commercial (Industrial) Center, Kingsbury Square, and Kingsbury Center. With the 2012 TRPA Regional Plan Update, the parcels were designated Mixed-Use/Town Center on the Conceptual Regional Land Use Map.



In 2008, all of the parcels within the lower Kingsbury area were evaluated in the Lower Kingsbury Visioning and Land Use Alternatives Report. The Summary Report was developed with input from local property owners, identified opportunities and constraints for revitalization and environmental improvements and resulted in a number of recommendations, including:

1. Transforming the area into a pedestrian friendly and mixed-use environment.
2. Creating more diverse housing options.
3. Developing an area wide water quality improvement project.
4. Creating more bike connections, including connections to the Kahle Community Center and a bike/pedestrian path from Market Street to the South Shore through the Edgewood Mountain Parcel.

Financial or regulatory incentives and/or County sponsored redevelopment programs were identified as potential catalysts for redevelopment in the area.

The South Shore Vision Plan evaluated the properties that contain the Lakeside Inn and Douglas County Government Center/Tahoe Transportation and Visitors Center. It identified this area as the Gateway Area into the South Shore and recommended redeveloping this area into a mixed-use environment and, beginning at Kahle Drive,

creating a streetscape along the entire street corridor that includes pedestrian amenities, landscaping, and an interesting environment to support retail.

The lower Kingsbury area is the only area designated as a Mixed-Use/Town Center on the Conceptual Regional Land Use Map within the County. This area is intended to provide a mix of commercial, public services, light industrial, office, and residential uses and 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.

Douglas County is adopting new land use and zoning provisions in this area to encourage property owners to develop mixed-use projects, including more diverse housing options, as well as take advantage of additional density and height provisions, which will also result in environmental benefits as development commodities are transferred from more environmentally sensitive areas. The Tahoe Planning Area now includes new actions (refer to T Actions T 2.3 and T 4.3) to address outstanding issues, such as moving forward with an area wide water quality improvement project and a pedestrian/bike connection between Market Street and Van Sickle Bi-State Park. The County recognizes that including the Kingsbury Town Center in the South Shore Area Plan is the first step in fostering the redevelopment and revitalization of the area.

Economic Analysis

In 2012, the Lake Tahoe Visitors Authority (LTVA), S.T.A.R., City of South Lake Tahoe, and Douglas County funded the South Shore Vision Destination Economic Impact Analysis, which explores the economic impacts of maintaining current operations and infrastructure (status quo) as opposed to implementing changes (transformation) proposed in the South Shore Vision Plan.

Status Quo: The Analysis found that over the past decade the South Shore has experienced a significant decline in economic activity, within the following areas:

- Gaming revenue
- Rooms rented
- Occupancy
- Retail sales
- Employment

For Douglas County, the greatest area of concern has been the significant decline in gaming revenue from a high of \$338 million in 2004 to \$209 million in 2011, a decrease of 38 percent. This decline is attributed to the opening of tribal casinos in California, the lack of investment in infrastructure as a result of the regulatory nature of the Lake Tahoe Region, and the economic recession. Overall, the Analysis found that the status quo does not provide a level of revenue that is sustainable for the South Shore.

Transformation: The Analysis found that in order to transform the economy and generate long term revenue, the types of changes proposed in the South Shore Vision Plan are necessary. These changes include:

- Diversifying into a more recreation based economy;
- Leveraging Lake Tahoe’s history with entertainment in a unique setting; and
- Upgrading the visitor experience by providing walkable areas that feature upgraded visitor and community based experiences.

The Analysis also found that policy makers are at a unique juncture in that they can maintain the status quo or transform the visitor experience to foster economic vitality in the South Shore.

Existing Conditions and Conservation

The TRPA LiDAR Impervious Coverage Calculations from 2012 for the Kingsbury Town Center and High Density Tourist District are provided in Figure 2.13.

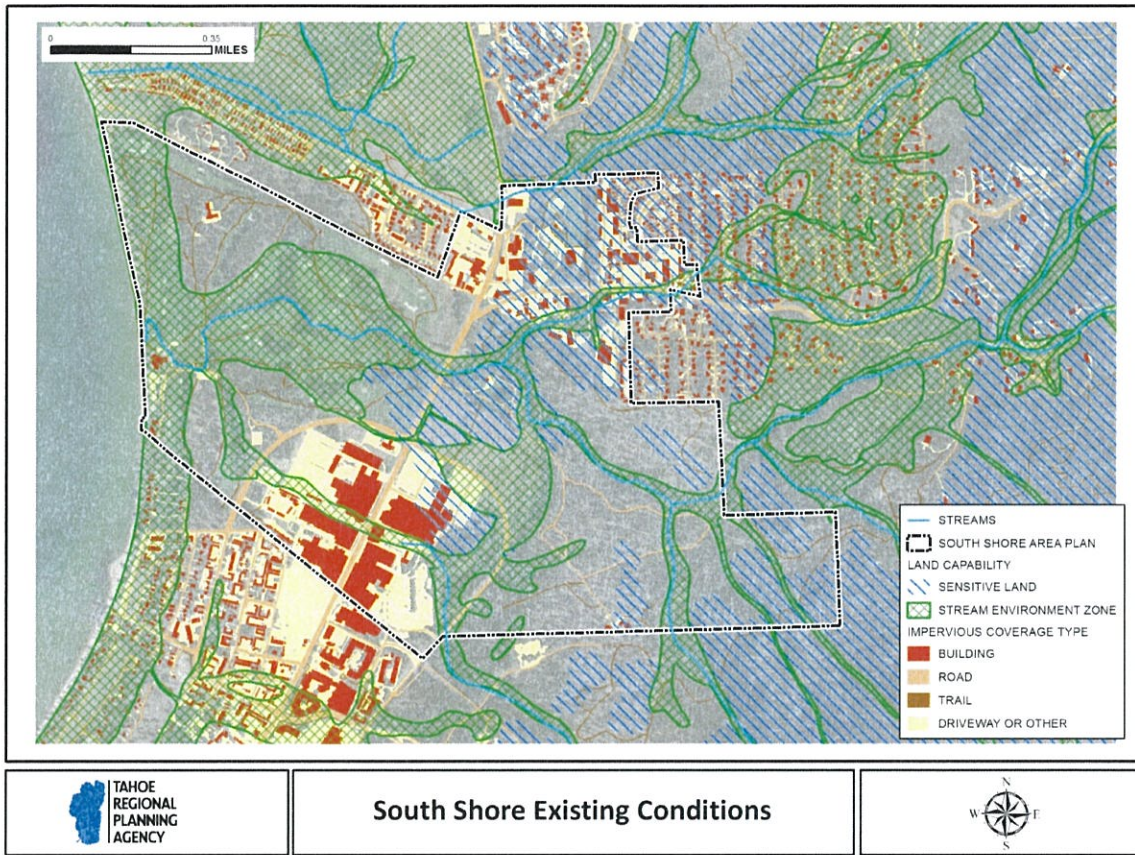
Figure 2.13
LiDAR Impervious Coverage Calculations, 2012

Town Center	Acres Impervious	Total Area	Percent Impervious
Kingsbury Town Center	51.55	88.25	58.42
High Density Tourist District	81.41	115.44	70.52

Source: TRPA

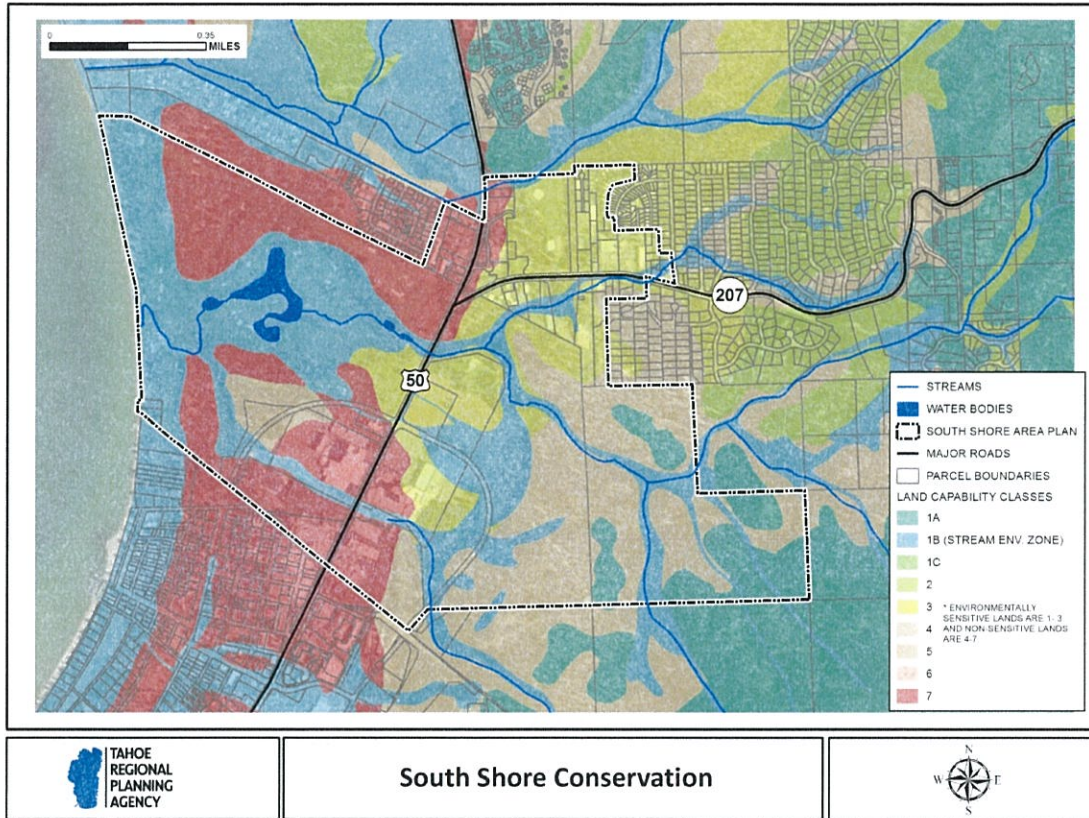
Maps 2.27 and 2.28 show existing coverage and land capability for the South Shore Area Plan, respectively.

Map 2.27
South Shore Area Plan Coverage (Existing Conditions)



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Map 2.28
South Shore Area Plan Land Capability (Conservation) Map



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Source: TRPA

The South Shore Area Plan retains the strict environmental protections required under the TRPA Regional Plan and includes several strategies to further accelerate environmental improvements and restoration including the following:

- **Environmental Redevelopment:** Promoting the redevelopment of existing developed areas to include increased bicycle, pedestrian, and transit amenities; coverage reduction; and compliance with water quality and other environmental regulations.
- **Transfers of Development Rights/Existing Development:** The High Density Tourist District and Kingsbury Town Center have been designated as Receiving Areas for transfers of development on the Future Land Use Map (refer to Map 2.32). As shown on Map 2.27, the Centers are already extensively developed and meet or exceed coverage limitations. As Receiving Areas, future development will be directed to these areas instead of occurring in outlying and/or environmentally sensitive areas. Although not reflected as Receiving Areas on the Future Land Use Map, the Edgewood-Tahoe Golf Course site (limited to Special Area #1) is a receiving area in that up to 250 TAUs may be transferred to the site and the Edgewood Mountain site is a receiving area in that development is only allowed if it is transferred in and the transfer results in the retirement of development.
- **Compact Mixed-Use Land Use Pattern:** The Area Plan has new zoning districts to encourage a greater mixing of uses, which can result in fewer and shorter vehicle trips and associated improvements in air quality and traffic. In addition, the High Density Tourist District represents the largest tourist bed base in the Region, and the plan promotes recreational and non-auto transportation options in and around the district to further reduce vehicle trips.
- **TMDL Implementation:** Requires water quality improvements that will help the County meet TMDL milestones.
- **Comprehensive Coverage Reduction:** The Master Plan includes a policy that requires the County to consider opportunities for coverage reduction in all public and private redevelopment projects within Centers.
- **Area-Wide Water Quality Improvements:** Area-wide stormwater management systems, including the existing Stateline Stormwater System, are recognized and called for to ensure compliance with TRPA BMP and SLRP requirements.
- **Stream Environment Zone Protection:** The Master Plan includes a policy that requires Douglas County to pursue opportunity for SEZ restoration in all public and private projects that contain disturbed SEZ.

Commercial Floor Area

The 35,000 square feet of remaining Commercial Floor Area (CFA) for the Stateline Community Plan and 1,000 square feet of remaining CFA for the Kingsbury Community Plan, for a total of 36,000 square feet of CFA, that has yet to be allocated to a project is now available throughout the South Shore Area Plan. Under the 2012 TRPA Regional

Plan, no new CFA will be allocated by TRPA until all of the existing CFA is used. The County Board of Commissioners can transfer CFA to other Receiving Areas.

Transportation

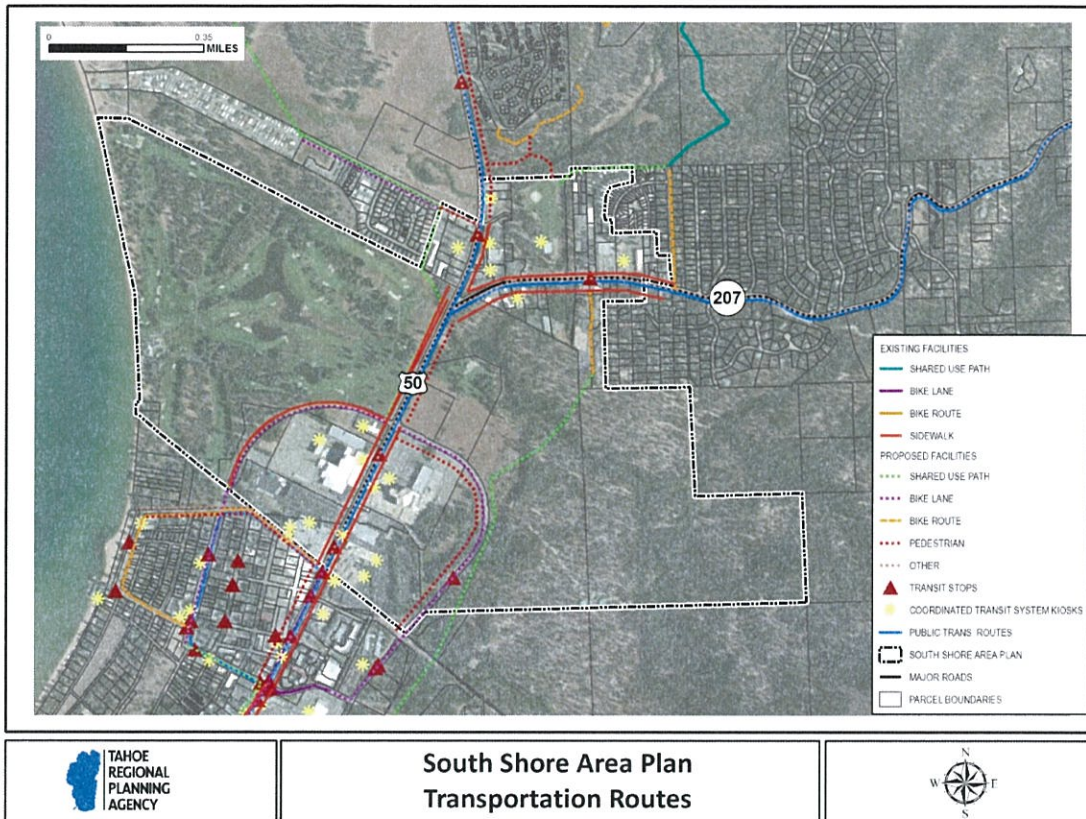
The South Shore Area Plan was developed in consideration of several proposed alternatives that envision implementation of the US 50/South Shore Community Revitalization Project (Loop Road), a key transportation and air quality improvement strategy identified in the Compact and the Lake Tahoe Regional Transportation Plan. While the Project has a long history involving over 20 years of project planning, it has more recently been undertaken by the Tahoe Transportation District (TTD) as the project lead agency, given the bi-state nature of the Project. TTD initiated the Caltrans required Project Study Report in 2009, which was reviewed and approved by Caltrans District 3 in June 2010. This key planning document was also accepted by NDOT and Douglas County, who are representing the local and state interest of Nevada in the project development process.

In 2011, the Project was advanced into the environmental analysis phase and a joint environmental document is being prepared as required to comply with the statutory requirements of the California Environmental Quality Act, National Environmental Policy Act, and Tahoe Regional Planning Agency Rules of Procedure. As part of the project development process, the TTD established a Community Review Committee and Business Review Committee representative of interested members of the community at large and businesses in and around the Project Area. Input obtained through these committee meetings and other public forums have been very valuable informing the community of the project goals and objectives and obtaining local input on various design elements, including the elements to create a local “Main Street.” The creation of a walkable and bikeable “Main Street” within the casino/resort village core is instrumental in encouraging and facilitating the redevelopment of the built environment as envisioned in South Shore Area Plan.

An economic analysis was prepared for the Project to evaluate the short and long term economic impact which estimated annual increases in retail sales between \$16 and \$25 million and approximately \$1 billion in residual public and private investment in and around the project area upon project completion. Douglas County plans to continue to work with the TMPO, TTD, NDOT, Caltrans, and City of South Lake Tahoe to advance designs, obtain environmental approval, secure right of way, and construction funding to ultimately implement the project.

Map 2.29 includes the bike and pedestrian plan for the South Shore Area Plan (reflects bicycle and pedestrian facilities shown on Map 5, Conceptual Bicycle & Pedestrian Facilities, of the 2012 TRPA Regional Plan).

Map 2.29
South Shore Area Plan Bike and Pedestrian Plan



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Source: TRPA

Transit services are currently provided throughout the South Shore Area Plan. Transit services are provided at the casinos and bus shelters have been placed along Highway 50 and the Kingsbury Grade (State Route 207). The Kingsbury Transit Center, along Highway 50, is located at the base of the Kingsbury Grade. There are also transit services provided to connect the South Shore to the Carson Valley and free ski shuttles are offered. Future transit projects will be provided as planned for in the Regional Transportation Plan.

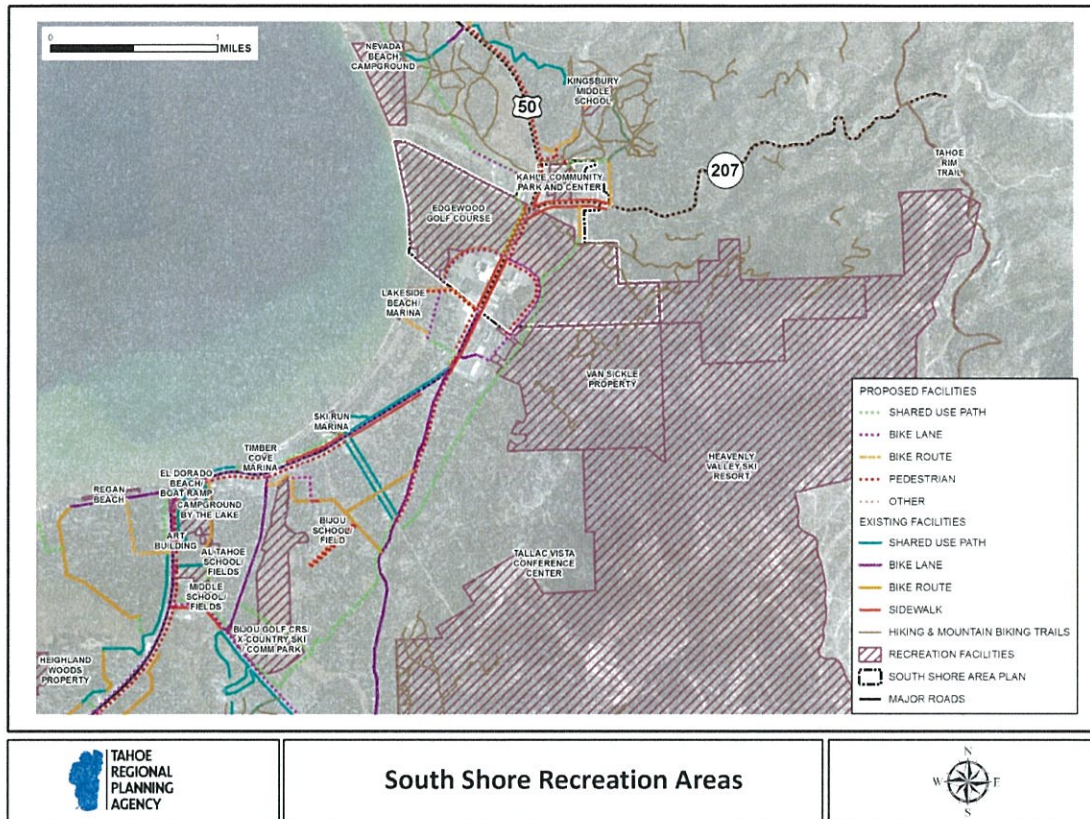
Recreation

Douglas County is currently preparing a “Tahoe Basin Recreation and Tourism Plan.” This plan focuses on regional collaboration that could align recreation fee policies, remove barriers for hosting region-wide events, improve visitor information coordination, and provide a platform for pursuing funding for regional facilities, trails, and services. Although work has begun on this plan, there is not a schedule for its completion.

Map 2.30 shows existing and future recreation opportunities within biking and walking distance of the South Shore Area Plan. The Nevada Stateline-to-Stateline Bikeway

provides access to Lake Tahoe and the Van Sickle Bi-State Park includes trails that provide direct access to the Rim Trail.

Map 2.30
South Shore Area Plan Recreation Areas



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Source: TRPA

Tahoe Design Standards and Guidelines for Area Plans.

In order to ensure quality redevelopment that reflects the desired mountain character of Tahoe and brings the area into Scenic Threshold attainment, the Tahoe Design Standards and Guidelines have been developed for the South Shore and Tahoe Douglas Area Plans. The Tahoe Design Standards and Guidelines include site layout, landscape, building, signage, lighting, and screening standards. These guidelines replace the South Shore Design Guidelines.

Area Wide Water Quality Control

The Stateline Regional Stormwater Treatment Disposal System Agreement (1997), established the Stateline Stormwater Association, created for the purpose of constructing, operating, and maintaining stormwater control, treatment, and disposal facilities to serve the casino core area of Stateline and achieve water quality targets. Association members consist of Mont Bleu, Harrah's, Harvey's, Horizon, Park Cattle Company (Edgewood Companies), Wells Fargo Bank, Douglas County (Lake Parkway), and the NDOT (Highway 50). This was the first public-private partnership developed to address stormwater on an area-wide level. Improvements constructed by the association tie together previously existing individual drainage systems and deliver an estimated 83 percent of the design storm volume to the treatment facility, with subsequent discharge to the irrigation storage reservoir on the Edgewood-Tahoe Golf Course. The Edgewood Lodge and Golf Course Improvement Project includes upgrades to this system, which will significantly reduce the amount of fine sediment particles entering Lake Tahoe. This area wide water quality control system also satisfies the TRPA requirement for onsite stormwater infiltration for drainage treatment and retention. It is anticipated that future redevelopment will also tie into this system. An area-wide water quality control system should be developed for the lower Kingsbury area to accelerate BMP installation.

PHASE II: TAHOE DOUGLAS AREA PLAN

The Tahoe Douglas Area Plan includes all properties within Douglas County under the jurisdiction of the TRPA outside of the South Shore Area Plan. The Tahoe Douglas Area Plan replaces the Round Hill Community Plan and 30 Plan Area Statements. It is anticipated that the Douglas County Board of Commissioners will adopt the Tahoe Douglas Area Plan at the end of 2014, and that the TRPA Governing Board will adopt the Tahoe Douglas Area Plan at the beginning of 2015. Once adopted, the Plan will be considered a part of the Douglas County Master Plan.

Key Issues

The following are key issues that were identified during the development of this plan.

TRPA Regional Plan List of Priority Projects

The TRPA continues to work to address issues raised during the Regional Plan Update that were placed on the 2012 TRPA Regional Plan, Attachment 5, *Preliminary List of Priority Projects*. These include: the need to prioritize an evaluation of affordable housing policies, evaluate floodplain management regulations, and evaluate the TRPA Code of Ordinances to make it more understandable and effective. Douglas County will continue to work with TRPA and other interested parties to address these issues.

Wayfinding Signage

A wayfinding signage program needs to be developed for the South Shore Area Plan to encourage visitors to walk, bike, or use transit (refer to T Action 4.4). It should be noted that the City of South Lake Tahoe and Tahoe Chamber of Commerce installed wayfinding street signs along Highway 50 in the City and the Tahoe Chamber of Commerce is working on a wayfinding signage program for Douglas County. The Lake Tahoe Bicycle Coalition has also expressed an interest in helping the County develop a wayfinding signage program for bike and pedestrian infrastructure, similar to the one developed for the City of South Lake Tahoe.



Funding for Environmental Improvement Projects/TMDL

It is anticipated that public funding available for EIP projects and the implementation of the TMDL Program/SLRP will be scarce as a result of budget constraints at federal, state, and local levels. Therefore, it is extremely important to develop regulations that encourage environmentally beneficial redevelopment and the associated implementation of water quality improvements, as well as evaluate the feasibility of developing a local funding source.

TMDL Coordination

One of the primary components of TMDL/SLRP implementation includes advanced road operations (or street sweeping) to reduce the amount of fine sediment from entering the Lake. In addition to Douglas County and NDOT, there are 11 GIDs and four HOAs responsible for maintaining streets in Douglas County. In most cases, these smaller entities do not have the resources or financial capability of implementing advanced road operations independently. Thus, NTCD, the County and other jurisdictions are currently discussing the idea of creating a TMDL Cooperative to implement advanced road operations.

Housing

Douglas County needs to work with TRPA and local residents and business owners to address and implement the recommendations in the TRPA Regional Housing Needs Program Assessment (2014) in order to encourage the development of more low, moderate, and mixed income housing to meet the needs of the Region's residents and workforce.

Economy

Douglas County needs to continue to work to address issues raised in the Economic Vitality Strategy and Action Plan (Tahoe Revitalization) and Lake Tahoe Basin Prosperity Plan, as discussed in Chapter 9, *Economic Development Element*.

South Shore Community Revitalization Project

The South Shore Area Plan was developed in consideration of several proposed alternatives that envision implementation of the US 50/South Shore Community Revitalization Project (Loop Road), a key transportation and air quality improvement strategy identified in the Compact and the Lake Tahoe Regional Transportation Plan. While the Project has a long history involving over 20 years of project planning, it has more recently been undertaken by the Tahoe Transportation District (TTD) as the project lead agency, given the bi-state nature of the Project. TTD initiated the Caltrans required Project Study Report in 2009, which was reviewed and approved by Caltrans District 3 in June 2010. This key planning document was also accepted by NDOT and Douglas County, who are representing the local and state interest of Nevada in the project development process.

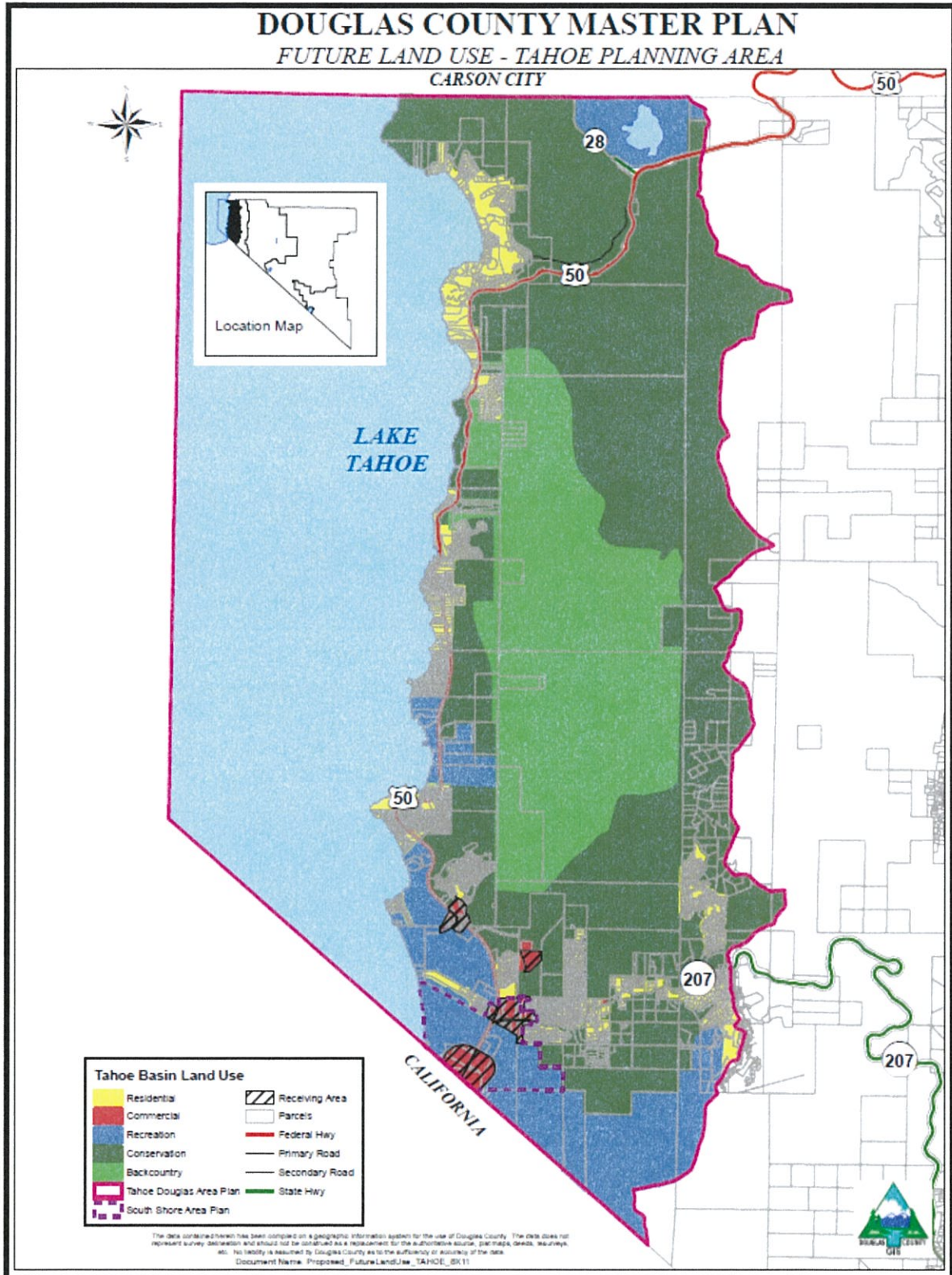
In 2011, the Project was advanced into the environmental analysis phase and a joint environmental document is being prepared as required to comply with the statutory requirements of the California Environmental Quality Act, National Environmental Policy Act, and Tahoe Regional Planning Agency Rules of Procedure. As part of the project development process, the TTD established a Community Review Committee and Business Review Committee representative of interested members of the community at large and businesses in and around the Project Area. Input obtained through these committee meetings and other public forums have been very valuable informing the community of the project goals and objectives and obtaining local input on various design elements, including the elements to create a local “Main Street.” The creation of a walkable and bikeable “Main Street” within the casino/resort village core is instrumental in encouraging and facilitating the redevelopment of the built environment as envisioned in South Shore Area Plan.

An economic analysis was prepared for the Project to evaluate the short and long term economic impact which estimated annual increases in retail sales between \$16 and \$25 million and approximately \$1 billion in residual public and private investment in and around the project area upon project completion. Douglas County plans to continue to work with the TMPO, TTD, NDOT, Caltrans, and City of South Lake Tahoe to advance designs, obtain environmental approval, secure right of way, and construction funding to ultimately implement the project.

Tahoe Planning Area Future Land Use Map

Map 2.31 is the future land use map for the Tahoe Planning Area.

Map 2.31
Future Land Use – Tahoe Planning Area



Tahoe (T) Planning Area Goals, Policies, and Actions

The following goals, policies, and actions serve as a guide for moving forward with addressing issues and implementing identified projects and programs:

T Goal 1 To coordinate with the TRPA in achieving mutual objectives and simplify the development review process.

T Action 1.1 Douglas County shall encourage TRPA to develop a technical working group to improve the predictability and effectiveness of the TRPA Code of Ordinances.

T Goal 2 To continue to participate in efforts to improve the clarity of Lake Tahoe and surrounding environment.

T Policy 2.1 Douglas County shall continue to implement projects identified in the Environmental Improvement Program (EIP).

T Policy 2.2 Douglas County shall pursue opportunities for SEZ restoration in all public and private redevelopment projects that contain disturbed SEZ.

T Policy 2.3 Douglas County shall pursue opportunities for coverage reduction in all public and private redevelopment projects within Centers.

T Policy 2.4 Douglas County shall support efforts by the NTCD to secure funding For BMP technical assistance and education.

T Policy 2.5 Douglas County shall work with the NTCD to collaborate on strategies for BMP enforcement and compliance efforts in high loading areas with connectivity to Lake Tahoe identified in the SLRP.

T Action 2.1 Douglas County shall continue to work with NDEP, NTCD, GIDs, and other stakeholders on the development and implementation of the Stormwater Load Reduction Plan (SLRP), the Plan to implement the Lake Tahoe Total Maximum Daily Load (August 2011).

T Action 2.2 Douglas County shall participate with the NTCD, NDOT, GIDs, and HOAs to develop a stormwater management collaborative to implement projects and programs identified in the SLRP.

T Action 2.3 Douglas County shall work with the NTCD and property owners in the Kingsbury Town Center to develop an area wide water quality improvement project.

- T Action 2.4 Douglas County shall participate in the TRPA BMP Compliance Subcommittee and consider moving forward with actions identified by the Sub-Committee to increase BMP compliance.
- T Action 2.5 Douglas County shall work with the NTCD to develop a strategy to address BMP enforcement, compliance, and maintenance.
- T Goal 3 To develop public-private partnerships in order to promote environmental redevelopment, expand recreational opportunities, and achieve Tahoe Revitalization.**
- T Policy 3.1 Douglas County shall encourage TRPA to adopt goals, policies, and regulations that encourage the environmental redevelopment of the built environment.
- T Policy 3.2 Douglas County shall continue to participate in programs and projects identified in the Economic Vitality Strategy and Action Plan (Tahoe Revitalization) and Lake Tahoe Basin Prosperity Plan.
- T Action 3.1 Douglas County shall explore the feasibility of developing a Tax Increment Financing (TIF) or Tax Increment Area (TIA) to fund public improvements within the South Shore Area Plan and surrounding area.
- T Action 3.2 Douglas County will study opportunities for regional collaboration for recreation through the preparation and review of the Tahoe Basin Recreation and Tourism Plan.
- T Goal 4 To encourage alternative modes of transportation in order to reduce vehicle miles traveled (VMT) and improve the Lake Tahoe experience.**
- T Policy 4.1 Sidewalks and landscaping shall be required for all new and expanded uses.
- T Policy 4.2 Pedestrian linkages between parking lots shall be provided to reduce VMT.
- T Action 4.1 Douglas County shall continue to participate in efforts to complete the Nevada Stateline-to-Stateline Bikeway (Tahoe Lakeview Trail) Project.
- T Action 4.2 Douglas County shall participate with the TMPO, Tahoe Transportation District, Federal Highway Administration, NDOT, City of South Lake Tahoe, Caltrans, and Nevada State Parks in the planning and implementation of the South Shore Community Revitalization Project (Loop Road).

- T Action 4.3 Douglas County shall explore the feasibility of acquiring an easement and constructing a pedestrian/bike path through the Edgewood Mountain parcel, from Market Street to the Van Sickle Bi-State Park, to encourage the use of alternative modes of transportation and reduce VMT.
- T Action 4.4 Douglas County shall develop a wayfinding signage program to encourage walking, biking, and transit use.
- T Goal 5 Enhance the aesthetic character of the built environment to preserve and complement the natural environment.**
- T Policy 5.1 The area adjoining Highway 50 should be maintained as a scenic view corridor.
- T Policy 5.2 The Edgewood Mountain open space parcel (Parcel 1) recorded in the Official Records of Douglas County as Document No. 26156 shall continue to be maintained as a scenic view corridor and as a historic site.
- T Policy 5.3 Utilities shall be placed underground along scenic corridors and throughout the Tahoe Planning Area.
- T Policy 5.4 Maximize views of the Lake and surrounding mountain ridgelines from Highway 50 and public gathering places through appropriate site and building design.
- T Action 5.1 Douglas County shall work with TRPA and business owners to improve the appearance of signage.
- T Goal 6 To retain special policies and environmental safeguards from the Community Plans and Plan Area Statements in the Area Plan.**
- T Policy 6.1** Public recreation uses and health and wellness uses shall be the primary uses on the Kahle Community Center site.
- T Policy 6.2 The area east of Shady Lane shall remain an industrial area.
- T Policy 6.3 The 250 TAUs allowed on the Edgewood Golf Course site shall be limited to Special Area (SA) #1 as shown on the Record of Survey Map for Park Cattle Co. recorded in the Official Records of Douglas County as Document No. 34529.
- T Policy 6.4 The public beach approved in coordination with the Edgewood Lodge and Golf Course Improvement project shall remain in perpetuity.