

Introduction

The purpose of the Tahoe Area Plan is to act as a guide for the Board of County Commissioners, the Washoe County Planning Commission, the Tahoe Regional Planning Agency (TRPA), and the community on matters of growth and development within Washoe County's Tahoe planning area. The plan outlines the existing pattern of development and provides a guide for growth. The plan guides growth by recognizing critical conservation areas, establishing existing and future land use and transportation patterns, and identifying current and future public services and facilities needs. This plan was prepared to carry out Nevada Revised Statutes, Sections 278.150 to 278.230, inclusive, and other related sections. The plan was prepared to be consistent with TRPAs standards are area plans.

The Tahoe planning area is located in the southwest portion of Washoe County. The planning area is bounded on the north and east by the Forest planning area and the hydrographic boundary of the Tahoe Basin, on the south by Carson City, and on the west by the Nevada-California state line. It includes the two communities of Incline Village and Crystal Bay. The planning area is approximately 31 square miles in size, located on the east shore of Lake Tahoe.

This area plan replaces a planning regime and concept that was originally adopted for the plan area by Washoe County and the Tahoe Regional Planning Agency (TRPA) in 1996. These plans were only rarely amended. While the Washoe County Tahoe Plan Area was well served by these original plans, the challenges the plan area faces have since transformed into challenges of planning for redevelopment verses planning for new development. The regional plan adopted by TRPA in 2012 recognizes these planning challenges and the need to re-focus on redevelopment is a region wide phenomenon. The TRPA promotes a form of re-development described in the regional plan as environmental redevelopment. This concept envisions redevelopment as a primary tool for achieving environmental goals. By focusing development opportunities in designated town centers, the plan creates incentives to remove development potential from sensitive areas, while simultaneously contributing to the redevelopment of aging urban cores. The town center designation was applied to areas based on the likely positive environmental impacts from the implementation of both parcel specific improvements (i.e., storm water) and from area wide improvements (transit/bicycle-pedestrian network) as the result of applying new development standards within these areas. The purpose of this area plan is to implement the planning concepts contained in the regional plan in a manner that is consistent with the desired community character and vision as expressed by the community throughout the development of this plan.

The concept of the "desired community character as expressed by the community" is found throughout this plan. Washoe County worked with the Incline Village and Crystal Bay community for fourteen years to develop this update. An accounting of some of the more important of the many community meetings and workshops is attached to this plan as Appendix B. In the years since the first area plan was adopted, the citizens of Incline Village/Crystal Bay have taken part in a steady stream of planning and visioning projects. These efforts have been sponsored by a diverse number of groups and agencies. In fact, the community has been asked to participate in so many of these efforts, that during the field work for this area plan update, a common expression from the community is one of "planning fatigue." When the results of all these previous studies, workshops, focus groups, surveys and general input are reviewed, it is

easy to see why the community may feel a certain frustration. A common sentiment at public meetings leading up to the adoption of this plan was that bringing new tools and incentives to implement the original vision should not be a decade long process. A dramatic shift in direction may warrant such a long review, but finding new ways to achieve the original vision should be easy. However true this may be, the long road to the adoption of this plan has provided all of the engaged parties to come to a common understanding of the challenges and opportunities facing the planning area.

Therefore, the community character and vision supported by this area plan is not significantly different from those originally planned for and supported in 1996. The plan seeks to provide a balance between two competing forces that have always coexisted in the plan area. The first is the desire to maintain a base of permanent residents doing business, going to school, and recreating in a community designed to integrate with the world class alpine and lake environment. The second is the desire to establish new opportunities for tourism based on the steady growth in the demand for all forms of recreation, but particularly those based on outdoor activities in a beautiful natural setting. While over time the relationship between these two different directions has shifted in favor of one or the other, the consistent desire of the community at large is to achieve and maintain a balance between them. In order to support this goal, this area plan focuses on providing a community framework that supports both of these directions. Some of these components include:

- A distribution of allowed uses that supports redevelopment of vibrant mixed-use and tourist areas and residential opportunities primarily for permanent residents elsewhere.
- A comprehensive transportation network that is rich in transit, pedestrian and non-motorized transportation opportunities.
- Diverse recreation facilities that support both tourists and residents, including extensive trail networks integrated with the transportation network and other recreation opportunities spanning four seasons.
- Design and development standards that ensure a safe and alluring built environment that respects the alpine and lake environment.

The plan area is ripe for TRPA's environmental redevelopment concept. Traditional growth opportunities are extremely limited in the Tahoe Planning Area. Lack of available land combined with regulatory restrictions creates a development reality wherein most new development will be in the form of re-development of existing developed areas. This "reality on the ground" fits squarely with the desire of the community to maintain the historic development pattern in the area. The existing development pattern is well established and functions well. This pattern consists of predominately residential development with a few nodes of commercial and other non-residential uses. These nodes lend themselves to the concept of town centers and are identified as such in this plan. While not all commercial development will be located in one of these centers, the focus of re-development efforts will be located here. The community's needs are largely based in the removal of re-development barriers. Removal of these barriers will involve the modernization of the development code and the update and upkeep of infrastructure particularly as it relates to multi-modal transportation, connectivity, parking, landscaping, and building mass. Rather than to re-envision the plan area's development pattern, this plan focuses on the expansion, modernization, and maintenance of the community components mentioned above.

The desire to build a community that maintains a year round residential base with an economic anchor in the tourism industry while respecting the natural environment in which it is located is as strong as when the original area plan was adopted. Therefore, this area plan does not seek to re-imagine and re-direct the Incline village Crystal Bay community. It seeks to express the long standing desired community character in contemporary terms and to use modern planning tools and concepts to enable its implementation.

The area plan is implemented largely through applying the standards and regulations found in Chapter 110, Development Code of Washoe County Code and the Tahoe Regional Planning Agency's Code of Ordinances. However, other critical implementation efforts include Washoe County's Capital Improvement Plan and the capital improvement and public investment plans and of other agencies in the basin with which Washoe County cooperates. Appendix C provides links to the implementing documents and policies for this plan.

DRAFT

Land Use Element

Introduction

As described in the introduction, the general distribution of land uses in the planning area was established early in the development of Incline Village and Crystal Bay. The consistent desire of the community, as expressed at public meetings and workshops and described in the introduction, is to maintain this land use pattern, and focus planning efforts on implementation and redevelopment. The land use plans adopted for the planning area incorporate this existing community layout and focus on implementation of the existing land use concept and redevelopment within the existing concept.

TRPA's approach to planning throughout the Region promotes and favors environmental redevelopment, or the redevelopment of aging of development consistent with the current strict environmental standards. The Regional Plan puts a strong emphasis on environmental redevelopment as a method to meet environmental and economic goals. Environmental redevelopment offers the best path to sustainable development by directing the remaining development capacity in the Region into areas with existing development and infrastructure, promoting economic activity, replacing sub-standard development with more energy-efficient and environmentally friendly structures, and creating more compact walkable and bikeable town centers. The TRPA Regional Plan provides incentives that Area Plans may implement to facilitate environmental redevelopment in designated Town Centers paired with the protection and restoration of sensitive lands.

Washoe County supports TRPA's efforts to focus on environmental redevelopment and this Area Plan implements incentives provided for in the Regional Plan. These incentives include height, density, and land coverage standards that increase the capacity for compact redevelopment within designated Town Centers while maintaining the strict growth caps included in the Regional Plan. Taken together, these incentives facilitate the Regional Plan's transfer of development programs to reduce sprawl and protect and restore sensitive lands in private ownership.

The Washoe County portion of the Tahoe Region covered by this Area Plan faces few other options for development. The residential areas are nearly built-out, and new subdivisions are not permitted within the Region. The primary commercial and mixed-use areas in Crystal Bay, Incline Village, and the Ponderosa Ranch area have ample redevelopment opportunities.

The community's desire to focus on implementation reflects the perspective that the former Community Plans and Plan Area Statements replaced by this Area Plan describe the desired community character and the vision for the planning area. Significant changes are not necessary to achieve the social, economic and environmental goals of the county, the community, or TRPA. However, a focus on implementation does not indicate a desire to avoid changes that may improve the pattern of land use in the planning area.

The combination of extreme weather and heavy use requires a rigorous maintenance schedule for public infrastructure. Demographic changes, technological advances in sustainable development, and the evolution of the hospitality and outdoor recreation industries must be reflected in land use policies. Consequently, this dynamic requires ongoing efforts to modernize policies, standards and regulations, including the following:

- Focusing on the maintenance of existing infrastructure of all kinds.

- Periodic changes to ensure development regulations maintain and facilitate best development practices.
- Considering new or previously un-considered technologies for achieving Total Maximum Daily Load (TMDL) targets and Best Management Practices (BMP) compliance.
- Periodically updating permissible uses to maintain a contemporary economic and social landscape.
- Expanding the planned and built bicycle and pedestrian network, and other strategies to reduce reliance on the private automobile.
- Pursuing periodic updates to ensure the plan is responsive to the environmental, economic and social needs of the community and the Region.

Unlike the other area plans of Washoe County’s Master Plan, the land use concept described in this chapter, and illustrated on the Tahoe Area Master Plan and Regulatory Zoning Maps, is not a plan designed to manage significant new growth. Instead, the plan seeks to facilitate implementation of a long-established community vision through maintenance of existing facilities and the environmental redevelopment of existing mixed use and commercial areas. The Area Plan utilizes both innovative and standard planning tools to regulate the design and distribution of land uses in the planning area, and to implement incentives for redevelopment. These tools include the use of town centers, regulatory, design standards, and “modifiers” to the Washoe County Development Code that focus on the needs of the planning area. The application of these tools in the planning area is briefly discussed below and in more detail in the sections that follow.

Existing Conditions

The existing land use conditions in the plan area are represented in the following maps and tables. In the plan that this area plan replaces, commercial floor area, tourist accommodation units and residential bonus units were distributed by subarea. This plan does not restrict the distribution of development rights by location. This plan allows for the distribution of development rights, consistent with the underlying zoning, across the plan area. All applicable TRPA incentives for town center development are implemented by this plan.

The distribution of developments rights in the previous area plan and the distribution of development rights supported by this area plan are depicted in table 1 and 2 below is depicted in Table 1 below.

Area	CFA	RBU	TAU
Incline Village Commercial	0	14	0
Incline Village Tourist	0	19	0
North Stateline	0	37	0
Ponderosa Ranch	8,000	50	33
Outside of Community Plans	2,000	0	0
Total	10,000	120	33

Table 1. Distribution of Development Rights pre-current plan adoption

Area	CFA	RBU	TAU
Incline Village/Crystal Bay plan area	10,000	120	33
Total	10,000	120	33

Table 2. Distribution of Development Rights supported by this area plan

Development rights can be banked for a specific parcel or project. The banked rights as of the adoption of this plan are shown in Table 3.

Banked Rights	Number banked
Tourist Accommodation Units (TAU)	5
Commercial Floor Area (CFA)	49,501 square feet

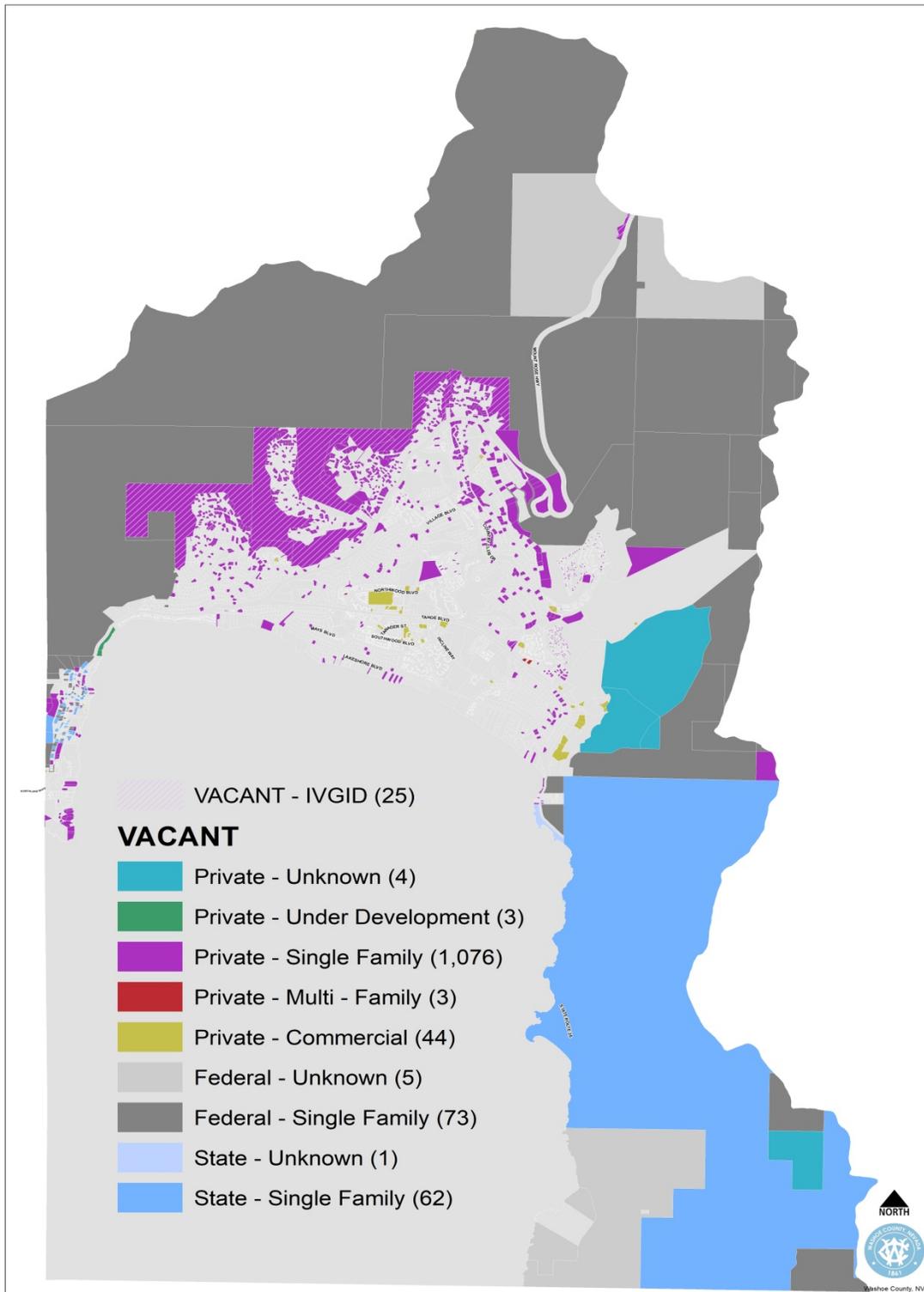
Table 3. Banked Development Rights

Table 4 shows TRPA's current data regarding the amount of TAU and CFA existing in the plan area.

Development Right	Existing Amount in Plan Area
Tourist Accommodation Units (TAU)	817 units
Commercial Floor Area (CFA)	1,204,467 square feet

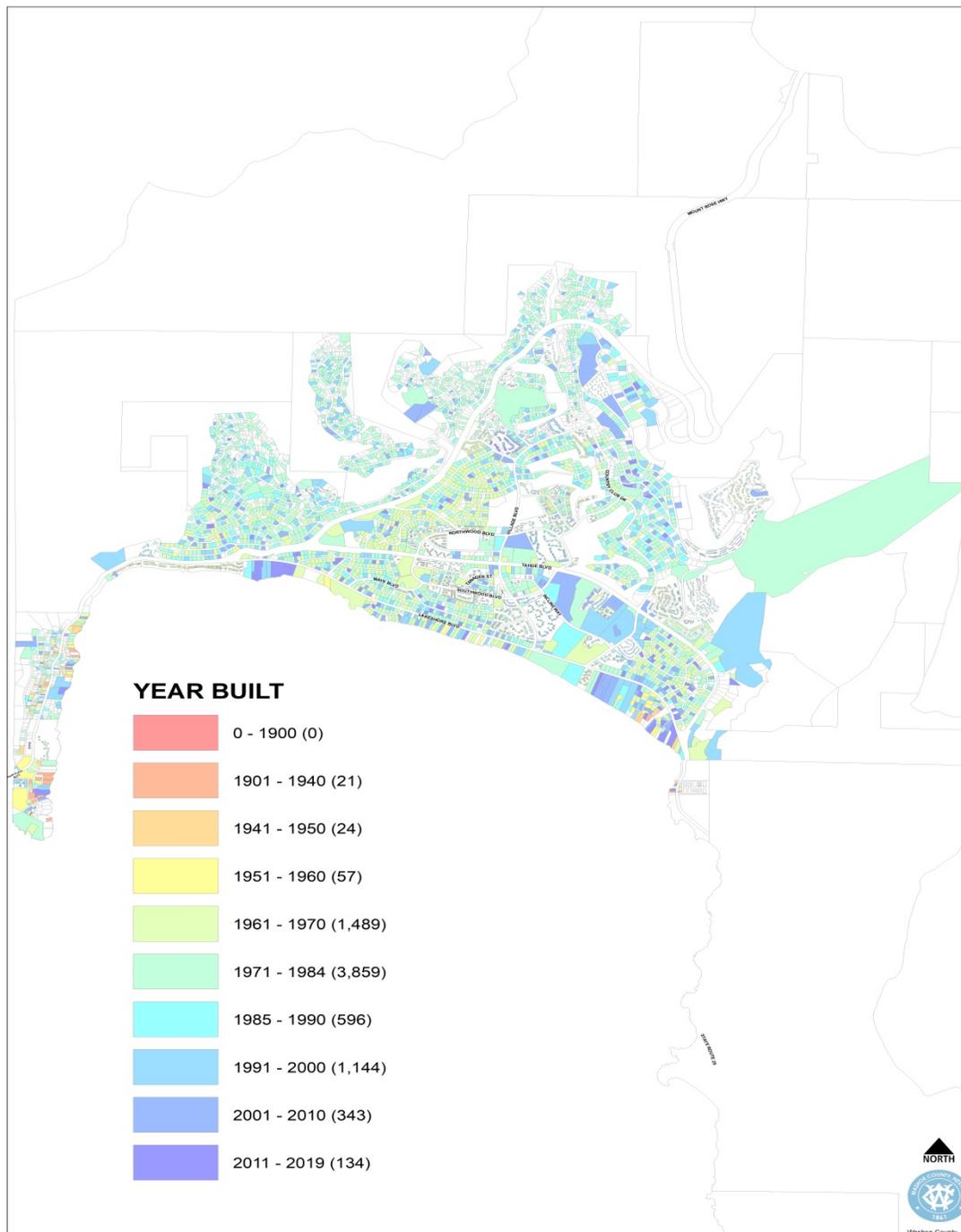
Table 4. Existing CFA and TAU in the plan area

Map 1 provides data on the number of vacant parcels and their land use.



Map 1. Vacant parcels by land use

Map 2 provides data on the age of primary structures throughout the plan area by 10 year increments.



Map 2. Age of principle structures by decade

General land use

The land use pattern in the planning area is implemented through and twenty-eight neighborhood plans. These designations are regulatory zones identified for the purpose of determining permissible uses. Four of these neighborhoods (North Stateline, Incline Village

Commercial, Incline Village Tourist, and Ponderosa Ranch) are subject to a design standards handbook (Washoe County Code, Chapter 110, Development Code, Article 110.220.1 Tahoe Area Design standards) that seeks to facilitate the mix of uses desirable in these areas. In addition to permissible uses plans describe other special planning considerations for those areas, including the identification of special areas that act as overlay districts to further refine permissible uses or implement a specific design requirement.

In addition to neighborhood plans, the planning area includes three designated Town Center areas. Town centers are prioritized as areas for environmental redevelopment. Local area master plans are another tool provided by TRPA to manage specific kinds of activities. These plans establish the range of activities permitted in these areas and provide certain mitigations for impacts. At this time the Diamond Peak Ski Area Master Plan is the only local area master plan in the planning area.

Architectural and site design is critical to implementation and maintenance of the desired community character. Much of the planning area is subject to design standards developed specifically for these areas and incorporated into the Washoe County Development Code as Article 110.220.1 Tahoe Area Design Standards. These standards have served the planning area well since their adoption, and they are carried forward in this Area Plan. However, a future review and eventual update of the design standards may better facilitate the goal of redevelopment in the planning area. The county should consider how updated site and architectural design standards may create additional incentives or remove existing barriers to redevelopment.

A variety of natural hazards have the potential to occur throughout the region. The potential for flood, landslide, earthquake, avalanche, wildfire, and tsunami presents serious threats that must be protected against and or mitigated. Washoe County, through the adoption and implementation of building codes and development standards, maintains a robust proactive stance regarding the potential for natural hazards. In addition, Washoe County believes the best defense against natural hazards is information and the county actively seeks to provide residents and visitors with information about the potential for these hazards to occur. Washoe County should consider providing information on the potential for natural hazards in the plan area and the codes, standards and polices that the county implements to mitigate their potential impact.

Town Centers

Town center overlay districts identify the boundaries of preferred areas for environmental redevelopment. As discussed above, environmental redevelopment is the foundation of TRPA and Washoe County's approach to growth and development in the planning area. The Regional Plan designated three areas in the planning area as Town Centers (as identified on the Tahoe Area Master Plan Map.) To focus environmental redevelopment in the Town Centers, the Regional Plan and this Area Plan provide incentives for infill and compact redevelopment. The available incentives include increased transfer ratios for transfers of development rights into Town Centers, higher densities, additional allowances for land coverage on non-sensitive lands coupled with the transfer of land coverage from elsewhere, and greater allowed height.

Neighborhood Plans

The regulatory zones in the planning area are referred to as Neighborhoods. There are twenty-eight Individual neighborhood plans in the planning area. These plans identify the allowable uses and special development standards applicable to the neighborhood. The vision for each of these areas was originally established by the area plan adopted for the plan area in 1996 and

continues to reflect in large measure the community's current vision for each area, as discussed in the Character Statement in Chapter One, *Introduction*. The following sections discuss the neighborhoods by land use category and provide the general vision or planning statement for the neighborhoods.

Mixed-use and Tourist Neighborhoods

There are four neighborhood plans in the plan area that are either mixed use or tourist in character: Crystal Bay, Incline Commercial, Incline Tourist, and Ponderosa Ranch establish the boundaries for mixed use development with more intense commercial uses, higher residential densities, and potentially other use classifications such as industrial. These neighborhoods are subject to the Tahoe Area Design Standards established in the Washoe County Development Code, (Article 110.220.1.) that articulates additional standards for buffering, landscaping, parking, and other design features intended to facilitate the mixed-use concept called for in each neighborhood plan.

The list of permissible uses in each of these neighborhoods is broad and inclusive and contains uses from several land use classifications. As described in the existing conditions section above, the availability of commercial floor area, tourist accommodation units, residential bonus units and higher densities is focused on these neighborhoods. And finally, three of the plans (the Ponderosa Plan excepted) are largely coincidental with the town center overlays discussed above. This designation focuses important redevelopment incentives in these areas. Despite only three of the four community plans having the town center overlay designation, redevelopment is the foundation of the planning concept in each area.

These are large and important similarities. However, historical development patterns, important differences in available permissible uses, and differences in available development rights combine to create large differences in the community character of these areas. These differences are reflected in the brief discussions of each community plan below.

Crystal Bay Tourist

Originally known as the North Stateline Community Plan, with borders extending into Placer County, California, the TRPA Governing Board allowed the plan to be bifurcated along the California-Nevada Stateline in December of 2011. The Crystal Bay Tourist neighborhood is centered on the area where State Route 28 passes through the casino core. The overall vision for the area remains primarily focused on tourist activities. The area contains five casinos with accessory accommodation and commercial services. The multiple award-winning North Stateline Beautification Project was completed on the Nevada side of the plan area in 1999. The streetscape included extensive improvements to State Route 28, the addition of sidewalks, street lighting, landscaping and street furniture. A joint Nevada Department of Transportation (NDOT) and Caltrans storm drainage project, and the undergrounding of utilities across State Route 28 at North Stateline was completed with generous contributions and help of the Biltmore property owners in 2012.

Redevelopment in this neighborhood plan will be largely a function of redeveloping existing uses. Some projects may result in increasing the diversity of uses, but in general it is expected that existing uses will be rehabilitated. The vision for this area is one of continued implementation of a tourist-oriented core with high community design standards. These standards include the internal look, feel, and function of elements within the plan, as well as how the plan transitions and provides buffers to the surrounding residential areas. The unique niche the area fills as a historic center for tourism that connects Nevada and California is important to the community and the Region.

The design standards adopted for this area should ensure the historic character of the area is not lost to redevelopment. Continued maintenance with periodic upgrades of the existing infrastructure, particularly the local transportation network and existing beautification projects, is critical to the ultimate success of this area. The Crystal Bay Tourist Neighborhood Plan also contains a town center overlay district. The redevelopment incentives offered by this designation present an important opportunity to the property owners within the plan's boundaries to continue long-term environmental redevelopment.

The Incline Village Commercial Neighborhood

The Incline Village Commercial Neighborhood is the mixed-use core of Incline Village and is generally centered on the western portion of the oval formed by Northwood and Southwood Boulevard. This community plan is the most diverse of the four plans and contains an extensive mix of commercial uses as well as high-density residential uses. The vision for this area is one of continued implementation of a highly diverse mixed-use community core through environmental redevelopment. The residents of Incline Village have expressed a desire to create a traditional village core that is people-friendly, interesting and aesthetically pleasing. This area is seen by most residents and visitors to Incline Village as the community core. As such, the ability to get to and from this area is critical to its success. A significant bicycle and pedestrian network are planned and partially constructed in this area. While many projects have been completed, the community desires to see more connections within the existing network. As the area redevelops, new bike and pedestrian facilities between businesses and public spaces are needed to provide improved pedestrian access between uses and to provide safety for bicycles and pedestrians along State Route 28.

Site and architectural design are important considerations in this area. Continued increases in tourism and the limited growth allowed under the Regional Plan will bring an increase in activity and demand for transportation and parking facilities. As the bicycle and pedestrian network expands, demand for parking of all transportation modes will increase. Potential future updates to Article 110.220.1 *Tahoe Area Design Standards*, of the Washoe County Development Code, should fully consider how bicycle, pedestrian, and parking facilities can be fully blended and incorporated into site design standards.

The availability of vacant land, commercial floor area and tourist accommodation units limits new development opportunities. However, the area's commercial and residential built environment is ageing, and there are prime opportunities for environmental redevelopment. This neighborhood plan area is also a town center overlay district; therefore, environmental redevelopment incentives will be valuable tools in achieving long-term environmental redevelopment of this area. Continued maintenance of the existing infrastructure is also necessary to achieve the area's goals.

The list of permissible uses available in this area is extensive and should not be a barrier to environmental redevelopment. However, Washoe County and TRPA may consider additional uses if additional uses may enhance the community's existing character and support environmental redevelopment goals. Any additional uses would be subject to an Area Plan amendment process and associated environmental review.

Incline Village Tourist Community Plan

This area is contiguous with the Incline Village Commercial Community Plan and represents the eastern portion of the Northwood/Southwood oval. Like the other community plans, the Incline Village Tourist Community Plan allows for a diverse mix of uses. However, the character of this area is composed of and dominated by a small number of significant land uses. Sierra Nevada

College, the Hyatt hotel casino, and Incline Village General Improvement District (IVGID) beaches and recreation area make up most of the area. The area is also the location of annual community events that have become components of the overall community character. The uses are complementary of the uses found in the Incline Village Commercial Community Plan, with a greater focus on recreation and the college. The remaining portion of the area is an established mix of commercial and residential. The mixed-use functionality of this community plan requires an extensive network of pedestrian and bicycle facilities to connect the area both internally and to surrounding areas.

The overall vision for the area is one of continued implementation and environmental redevelopment to maintain an active community core focused on recreation, tourism and Sierra Nevada College. This second community core is marked by an atmosphere of openness and connectedness. Redevelopment of the major uses will likely focus on ensuring the existing uses are responsive to contemporary economic, social and environmental conditions.

Neither Sierra Nevada College nor IVGID facilities are targets for redevelopment; however, continued evolution of these areas is important. Sierra Nevada College is subject to a local area master plan developed in conjunction with TRPA. IVGID recreation facilities form an important part of the overall community character for Incline Village and are guided by the IVGID master plan for these facilities developed by IVGID. As demand for recreation increase, it will be important to consider how these facilities should be modernized with economic, social and environmental conditions. The Hyatt hotel casino may consider rehabilitation and modernization of the existing use, but a change in use is not expected.

The community is interested in how mixed uses can be integrated both within buildings and on individual parcels. This area contains some of the few examples in Incline Village of residential and commercial uses integrated into a single building. Except for some sensitive environmental areas comprised mostly of IVGID recreation facilities, this area is also subject to the town center overlay designation. As landowners investigate how the available incentives may facilitate integrated mixed-use redevelopment of their property, Washoe County should ensure that development standards do not create barriers to beneficial environmental redevelopment.

Ponderosa Ranch Neighborhood Plan

The Ponderosa Ranch Neighborhood Plan is located on the east side of Incline Village in the vicinity of the former Ponderosa Ranch theme park, bordering Tahoe Boulevard. Like the other mixed-use plans, this area provides for a diverse mix of uses, including industrial uses. The local waste transfer station, the IVGID public service yard, and other intensive commercial and industrial uses are located here. A significant portion of the remainder of the area was the location of the Ponderosa Ranch theme park. The dismantling and subsequent partial redevelopment of the site has resulted in portions of this area being in an undeveloped or underdeveloped state. Other portions have since been redeveloped with a focus on public access including multi-use and hiking trails, as well as rehabilitation of the historic Flume Trail. While Washoe County no longer envisions a theme park at this location, the mix of other commercial opportunities is extensive. Residential uses in the ponderosa plan are currently more limited. The list of available uses reflected in the development code for this area should reflect Washoe County's desire to exclude highly intense uses but continue to provide meaningful redevelopment opportunities.

Ponderosa is the only mixed-use neighborhood plan in the plan area that is not subject to the provisions of the town center overlay district. While opportunities for redevelopment certainly exist in this area, a town center designation is not considered necessary or appropriate for this area at this time. The new vision for the Ponderosa Ranch Neighborhood respects the original

vision for this area. In addition to the theme park, the original vision for this area included creating a beautiful entry way into Incline Village and eventually creating an industrial oriented business park on the north end of the area. With the exception of the theme park, these ideas still provide a good foundation for a new vision. The new concept reflects the area is a portal or waystation for reaching recreation areas stretching south along the lake, rather than simply an entryway. While the current list of uses is not known to be a barrier to development, uses that would further integrate this area into the community at large should be considered. In general, the vision is of an area no longer focused on being a destination, but attempting to balance between a destination, a portal, and a center of highly mixed commercial uses. In many ways the neighborhood is two distinct areas, with one focused on intense commercial and industrial uses, and another focused on the commercial services necessary to support the development of a portal between recreation facilities and the community at large.

A planning process focused specifically on this area should be conducted to identify additional opportunities to strengthen the integration of this area into the community and to take advantage of its special location as the connection between Incline Village and Lake Tahoe Nevada State Park. The future role of residential uses should be considered as well. The planning process should include the uses, services, and infrastructure necessary to support the envisioned activity.

Residential Neighborhoods

There are eighteen residential designated neighborhoods in the plan area. These neighborhoods are focused primarily on single family dwellings. Other available uses types include multi-family and a broad scope of public service and resource management uses. A small number of commercial uses are also available in some of these neighborhoods. However, these areas are predominately residential character. The primary vision for these areas is to maintain safe and functional residentially focused neighborhoods, with development that contributes to the desired community character and attainment of the TRPA environmental thresholds. The maintenance of existing infrastructure is critical to this vision. The expansion of bicycle and pedestrian connections to the mixed use areas is also a component of the vision for these neighborhoods. None of the residential neighborhood plans are subject to the town center overlay provisions or are otherwise targeted for environmental redevelopment.

Conservation Neighborhoods

There are four conservation designated neighborhoods in the plan area. These neighborhoods focused primarily on resources management use types. Public service and recreation uses are also widely available in these neighborhoods. Recreation uses are largely undeveloped, such as hiking and snowshoeing. While summer homes are an allowed use, other residential dwellings are extremely limited. Because the conservation neighborhoods are located such that they provide much of the forested and mountainous backdrop to the plan area, they serve as important components of the plan area's overall identity and character, and contribute to the scenic values of the plan area. As such, the vision for these areas is to remain focused on resource management, including environmental restoration and forest resiliency, and continue to allow appropriate recreation uses. The majority of the land in these neighborhoods is publicly owned and managed for dispersed public access.

Recreation Neighborhoods

There are three recreation designated neighborhoods in the plan area. These neighborhoods are similar to the conservation neighborhoods, but there is a greater emphasis on recreation use types. East shore beaches, the multi-use path along State Route 28, Sand Harbor State

Park, Diamond Peak Ski area, and the Incline Meadows recreation area are all located in these neighborhoods. Resource management, public service, and very limited residential use types are also available. The vision for these areas is to remain focused on outdoor recreation consistent with conservation goals. The Incline Ski Master Plan located in the Incline Ski Neighborhood, should continue to implement its planned recreation facilities. These areas should continue to maintain, improve and expand upon bicycle and pedestrian facilities for access to and within these neighborhoods.

Public Land

There is a large amount of publicly owned land within the planning area. These lands can be found in isolated parcels throughout the neighborhood plans, as well as in large tracts under U.S. Forest Service or Nevada State Lands management, and IVGID (quasi-public) ownership. Public ownership of this land should be retained and protected for beneficial uses such as groundwater recharge, open space, wildlife habitat, and recreational and community uses. Much of the National Forest land in the planning area is used for recreational purposes such as hiking and cross-country skiing by tourists and residents and should remain open on a non-fee basis to such uses.

The U.S. Forest Service and the State of Nevada, through their various acquisition programs, have acquired many large parcels of land and residential lots within the planning area. These agencies, or others who may ultimately manage the land, are expected to continue to maintain the large parcels and residential lots in a safe and clean condition.

Goals

Goal LU1

The Area Plan Land Use Classifications, Regulatory Zones, and Allowable Uses adopted by Washoe County and TRPA in the planning area are compatible and consistent with the land use planning approach adopted by TRPA in the Regional Plan and Code of Ordinances.

Policy LU1-1 Within the planning area, Washoe County will establish and maintain a planning and development approach that is consistent with and implements the TRPA Regional Plan and Code of Ordinances.

Policy LU 1-2 All amendments to this Area Plan will be evaluated pursuant to Chapter 13 of the TRPA Code of Ordinances, which include a TRPA finding of conformance with the Regional Plan and an environmental review.

Goal LU2

Land uses established in the planning area are compatible with adjacent properties, and consistent with the associated Land Use Classification and Regulatory Zone.

Policy LU2-1 The compatibility of adjacent land uses is a priority in the planning area and will be regulated through the use of design standards. Design standards will ensure compatibility between adjacent parcels as well as compatibility of mixed uses within the same parcel.

Policy LU2-2 The approval of all discretionary permits in the planning area must include a finding ensuring that compatibility between adjacent uses will be established and maintained through implementation of appropriate design standards.

Goal LU3

Implementation of the Area Plan will establish a land use pattern and development standards that are consistent with the community's longstanding vision and character.

- Policy LU3-1 Amendments to this Area Plan should be considered when they respond to new economic, social and environmental conditions; protect the community's health, safety or welfare; preserve sensitive environmental areas or implement a necessary environmental improvement project; facilitate a recreation or transportation project that furthers the Region's environmental goals; or facilitate appropriate environmental redevelopment within a town center.
- Policy LU3-2 Amendments to Land Use Classifications, Regulatory Zones, or implementing documents will not significantly alter the historical pattern of development within the planning area.
- Policy LU3-3 Adopted design standards for Regulatory Zones within the plan area will help to create a unique sense of place consistent with the community's longstanding character and identity.
- Policy LU3-4 Washoe County will encourage changes to allowable uses in an area if the changes are supportive of an expanded local economy. New uses will not conflict with the community's longstanding character and identity.

Goal LU4

Environmental redevelopment within the town center overlay districts is promoted and barriers are identified, and appropriate regulatory adjustments are made.

- Policy LU4-1 Incentives for environmental redevelopment within town center overlay districts are provided in the Development Code and their use should be encouraged for qualifying projects.
- Policy LU4-2 A review of the design standards handbook for the planning area should be conducted to determine if amendments could be made to remove barriers, facilitate redevelopment efforts, or more efficiently implement the community's longstanding sense of place and identity.
- Policy LU4-3 Washoe County should conduct a planning survey within the adopted Town Center overlay districts to identify potential barriers to redevelopment as well as potential amendments to remove such barriers or to otherwise facilitate redevelopment in these areas.
- Policy LU4-4 Washoe County supports exploring the use of additional environmental redevelopment incentives, where appropriate.
- Policy LU4-5 In order to remove a potential barrier to environmental redevelopment and economic development in general, development rights will be available throughout the plan area, consistent with underlying zoning, rather than allocated to specific neighborhoods.

Goal LU5

Tourist and Mixed-Use zoning districts provide a diversity of focal points within the community, each providing a unique character through complimentary uses and design standards.

- Policy LU5-1 Tourist and Mixed-Use zoning districts will each contain a unique set of permissible uses and design standards that facilitate community focal areas with individual character and contribution to the community.
- Policy LU5-2 Amendments to Tourist and Mixed-Use zoning districts should ensure that plans retain their unique character and do not become overly similar.
- Policy LU5-3 Washoe County should undertake an analysis of the existing allowable uses in the Ponderosa Regulatory Zone to determine if they should be amended to better reflect current economic, social, and environmental conditions.

Goal LU6

Residential zoning districts provide complementary civic and minimal commercial uses.

- Policy LU6-1 Residential zoning districts form the residential core of the community and should only be amended to further strengthen their residential character or provide for environmental improvement.

Goal LU7

The local economy is characterized by multiple sources of year-round activity.

- LU 7-1 Washoe County supports the efforts of the IVGID to establish and promote recreational opportunities at Diamond Peak outside the winter season.
- LU 7-2 Appropriate community events and special events should be encouraged within the planning area.

Goal LU8

The range of housing available in the planning area includes options for affordable and workforce housing.

- Policy LU8-1 Washoe County should conduct public outreach in the planning area such as short publications, joint public events with TRPA, or websites devoted to ensuring developers understand the affordable and workforce housing incentives TRPA has made available in the planning area.
- Policy LU8-2 Washoe County should consider establishing additional incentives for affordable and workforce housing in the planning area that would complement the incentives provided by TRPA.

Goal LU9

The services, infrastructure, and land use patterns in the planning area contribute to a reduction in automobile use.

- Policy LU9-1 Washoe County will prioritize the connectivity of the community using bike paths, pedestrian paths, multi-use trails and other non-motorized forms of transportation.
- Policy LU9-2 Town Center overlay districts are connected to the broader community and internally with an extensive network of bike and pedestrian facilities.
- Policy LU9-3 Design standards throughout the planning area should encourage and facilitate the use of the non-motorized transportation network by requiring design features that support its use. This includes bike parking and storage facilities, completion

of planned paths or trails, and the development of connective paths between existing routes.

Policy LU9-4 Washoe County supports the expansion of transit services to, from, and within the planning area and the region at large.

Goal LU10

Town Center overlay districts will be managed to provide the community with focal points for commercial and civic activities and to facilitate redevelopment opportunities.

LU19. Washoe County should consider adopting incentives for redevelopment projects within the Town Center overlay districts that complement those provided by TRPA.

LU20. Washoe County's Commercial Floor Area and other development right allocation processes should proactively support redevelopment of the town centers.

LU21. Washoe County will implement all environmental redevelopment incentives made available by TRPA such as increased height, increased density, and additional coverage.

DRAFT

Conservation Element

The Washoe County Area Plan Conservation Element supplements the Conservation Element of the TRPA Regional Plan (Regional Plan) and the Conservation Element of the Washoe County Master Plan. Consistent with the Regional Plan and Washoe County Master Plan, this Conservation Element provides the policy context for the Tahoe Area Plan to achieve its vision for natural resource protection, and identifies the area plan's environmental conservation and management strategies aimed at achieving and maintaining the TRPA Environmental Threshold Carrying Capacities (environmental thresholds).

The policies of the Regional Plan apply to the planning area unless specifically superseded by policies identified in this Conservation Element. The Conservation Element of the Regional Plan includes ten subelements related to scenic and natural resources in the Tahoe Region. These include vegetation, wildlife, fisheries, soils, shorezone, scenic, open space, stream environment zone, and cultural resources. The Regional Plan is implemented through the TRPA Code of Ordinances, which includes chapters addressing water quality (Chapter 60), vegetation and forest health (Chapter 61), wildlife resources (Chapter 62), fish resources (Chapter 63), air quality and transportation (Chapter 65), scenic resources (Chapter 66), historic resources (Chapter 67), and noise (Chapter 68).

TRPA has established environmental thresholds for environmental topics including air quality, water quality, soil conservation, scenic resources, and noise. Threshold evaluations are conducted every four years to evaluate the status and trends of environmental conditions relative to the threshold standards. The results of these evaluations have led TRPA to adopt the Environmental Improvement Program (EIP). The EIP is a partnership of federal, state, and local agencies, private interests, and the Washoe Tribe, created to protect and improve the extraordinary natural and recreational resources of the Tahoe Region and attain and maintain the environmental thresholds. EIP partners implement projects that fall within one or more of the six EIP areas: (1) watersheds, habitat, and water quality; (2) forest management; (3) air quality and transportation; (4) recreation and scenic resources; (5) applied science; and (6) program support. Washoe County is an active participant in the EIP and is committed to continuing to support, attain, and maintain the environment thresholds through implementation of the EIP and policies identified in this area plan. Current information on planned and completed EIP projects in Washoe County, and the status of environmental thresholds is available at www.laketahoeinfo.org.

Existing Conditions

Water Quality

A total of 36 EIP water quality and watershed projects have been implemented or planned in the plan area that reduce erosion and restore the area's watersheds to improve water quality and contribute to restoring Lake Tahoe clarity (Map 1).

Stream restoration projects that have been completed in the plan area include:

- Third Creek/Incline Creek Restoration-Phase II Culvert Replacement

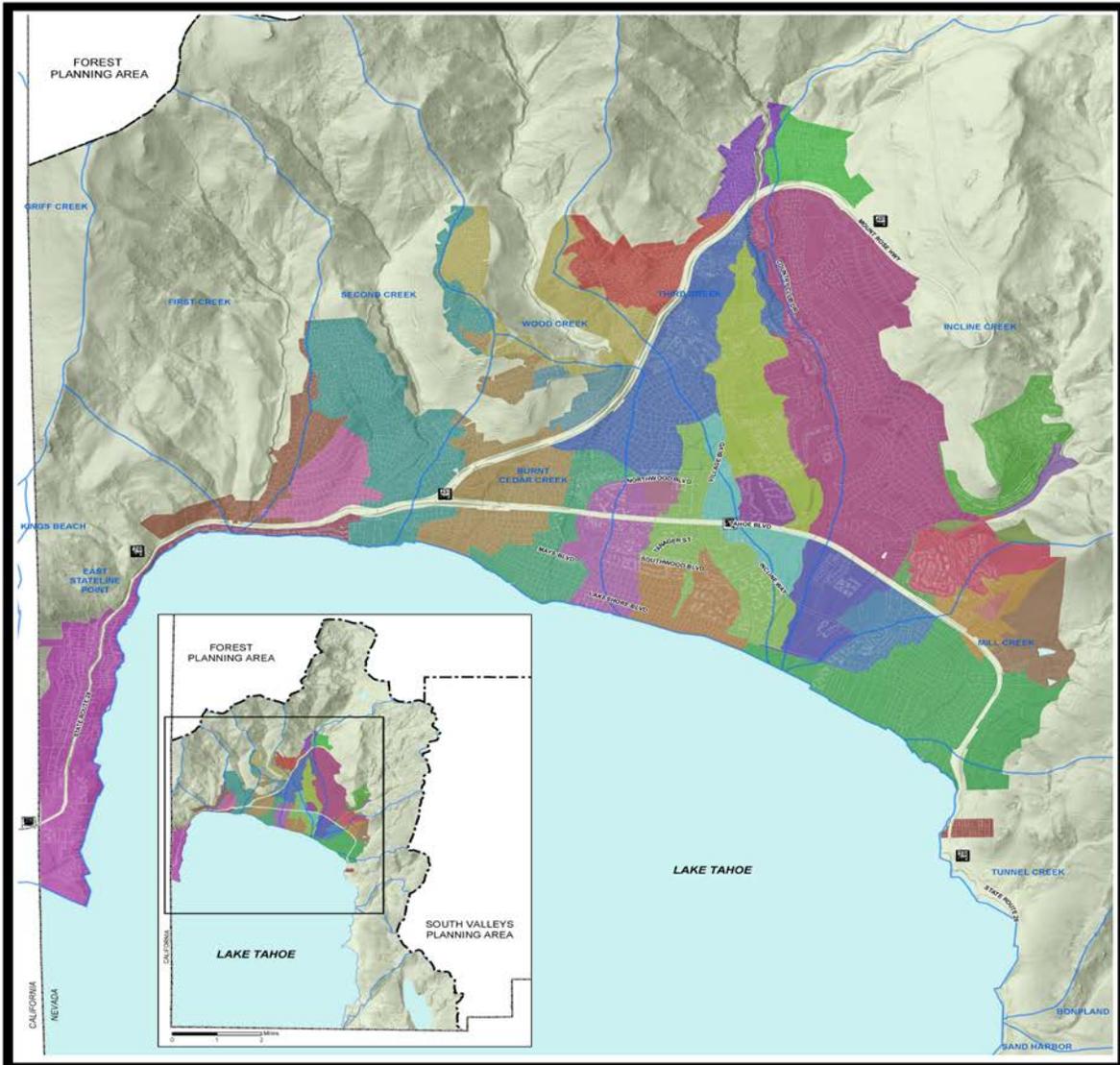
- Third Creek Restoration Phase I
- Third Creek/Incline Creek Restoration-Phase IV
- Third Creek/Incline Creek Restoration-Phase III Lakeshore Boulevard Culvert Replacement

Washoe County's participation in the Total Maximum Daily Load (TMDL) and stormwater load reduction programs is ongoing. The county has developed and implemented improvements in the planning area to reduce pollutant loading from stormwater runoff (see Map 1). The Lake Tahoe TMDL sets targets and a timeline for pollutant load reductions for fine sediment particles, phosphorus, and nitrogen (Table 1). The TMDL also requires that each local jurisdiction prepare a load reduction plan demonstrating how the jurisdiction will achieve its share of the load reduction target. Washoe County, the Nevada State Division of Environmental Protection and TRPA each maintains a comprehensive website to make the data and other information associated with the TMDL and stormwater reduction programs. For more information please see:

https://www.washoecounty.us/csd/engineering_capitalprojects/tahoe/

<http://www.trpa.org/programs/water-quality-stormwater-management/>

<https://ndep.nv.gov/water>



TAHOE STORMWATER / WATERSHED MANAGEMENT			
EIP PROJECT	Abv431_CIVph1	CIVph2	EastIVcastoff
Abv431_DeerCrk	CIVph2EastIV	FF3_RWC	MillCrk (Sweetwater)
Abv431_RWC	CrystalBay	FF3_UDC	RockyPoint
Abv431_ThirdCrk	DiamondPeak	FirstCreek	SecondCreek
Abv431_WoodCrk	Disconnected	GO1WC01-WC03	SewerCreek
Blw431_WoodCrk	EastIV1	InclineCrk (CCS&R28)	ThirdCreekHOA
BurntCedarCrk	EastIV2	InclineCrk (Skiway)	Tyrolian Village
CIVph1	EastIV3	Lower Wood Creek Ph1	Z01
	EastIV4	MillCreek	

MAP 1
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 SCC ADOPTION DATE:

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Map 1. Completed and Planned Stormwater Management and Watershed Management Environmental Improvement Program

Table 1 Lake Tahoe TMDL Load Reduction Targets from the 2004 Baseline Condition (percent reduction)

Pollutant	2016 Target	2021 Target	2026 Target	Transparency Standard (2076)
Fine Sediment	10%	21%	34%	71%
Total Phosphorus	7%	14%	21%	50%
Total Nitrogen	8%	14%	19%	46%

Source: NDEP 2011

There are two major challenges in meeting the county’s targets; the first challenge is that current area-wide projects are reaching the limits of efficiency and overall benefit. While these projects are recognized as providing significant benefit to lake clarity, Washoe County’s targets cannot be met utilizing this approach in isolation. The second challenge is that individual parcel best management practices (BMP) compliance is at 72 percent, the highest of any jurisdiction with the Tahoe Region (see Table 1). While the existing high rate of BMP compliance contributes to achieving water quality goals, it leaves little opportunity for future water quality improvements through individual parcel BMPs. Consequently, there is a need to explore new approaches to achieve county load reduction targets.

Table 2 Status of BMP Compliance in the Plan Area

Parcel Type	BMP Certificate	No BMP Certificate	Total	Percent in compliance
Commercial	185	45	230	80%
Condominium	3,725	649	4,374	85%
Multi-Family Residential	38	84	122	31%
Public Service	3	2	5	60%
Recreation	3	3	6	50%
Single Family Residential	2,183	1,011	3,194	68%
Tourist Accommodation	4	7	11	36%
Vacant	120	634	754	16%
Total	6,261	2,435	8,696	72%

Source: TRPA 2019

Soil Conservation

The Washoe County portion of the Tahoe Basin is predominantly steep-sloped forest. The portions of the county within the Tahoe Region include Lake Tahoe Nevada State Park, Crystal Bay, and Incline Village, and the uplands of the Mount Rose and Tunnel Creek areas.

Land Coverage

Impervious cover (or land coverage) is an indicator of land disturbance. Impervious coverage alters surface hydrology and modifies groundwater recharge. There are two types of coverage

defined by TRPA: hard and soft coverage that are distinguished by their degree of imperviousness. Hard coverage is completely impervious to infiltration of water into the soil (e.g. roofs, asphalt pavement, concrete sidewalks). Aside from highways and paved roads, most of the hard coverage in the plan area is limited to within Incline Village. Soft coverage may allow limited infiltration into the soil (e.g., dirt walking trails, compacted dirt parking areas).

The TRPA impervious cover threshold is guided by the land-capability classification system for the Lake Tahoe Basin, California-Nevada (Bailey 1974). Land capability districts (LCDs) are based on soil type, slope, erosional hazard, soil drainage, and other features. The nine separate land capability classes reflect the amount of development an area can support without soil or water quality degradation. Table 3 shows the amounts of land under each type of land capability district within the plan area. Under this system, the maximum allowable land coverage is 1, 5, 20, 25, or 30 percent of a given area, depending on the area's environmental sensitivity as defined by the Bailey classification system. Refer to Chapter 30 of the TRPA Code of Ordinance for additional detail.

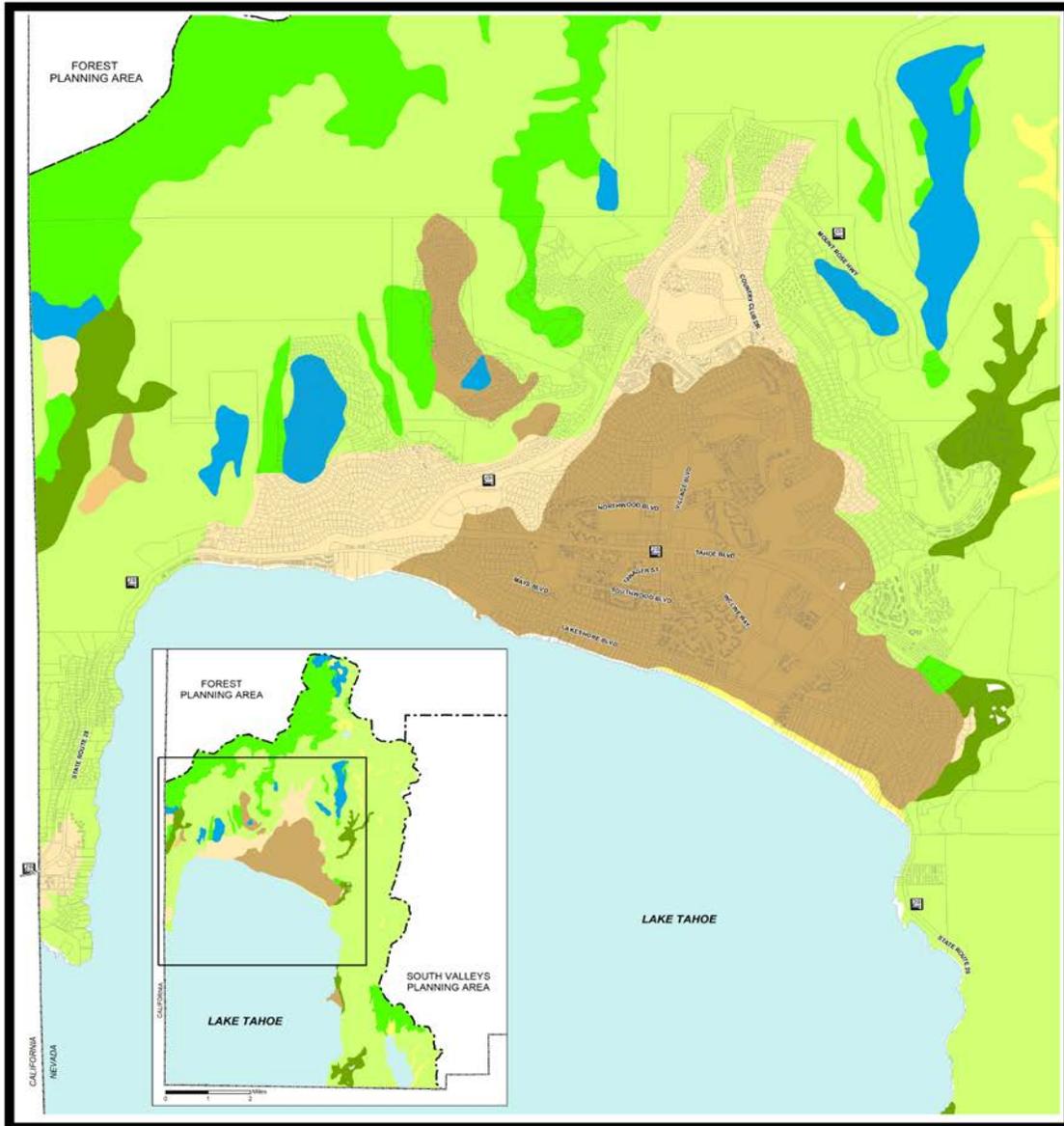
Land Capability District	Total Area (acres)	Base Allowable Coverage	Allowable Coverage (acres)	Existing Coverage (acres)	Available Coverage (acres)
1a	12496.71	1%	124.97	336.30	211.33
1b	332.40	1%	3.32	7.38	4.06
1c	2993.48	1%	29.93	27.45	-2.48
2	643.40	1%	6.43	50.22	43.79
3	572.41	5%	28.62	35.38	6.76
4	874.21	20%	174.84	224.63	49.78
5	15.94	25%	3.99	0.39	-3.60
6	1820.64	30%	546.19	543.04	-3.15
7	NA	30%	n/a	n/a	n/a
Water	13892.86	n/a	0	n/a	n/a
Total	33642.06		918.30	1224.78	306.48

*Disclaimer: This information is provided for reference only. The information provided in this table has been compiled by Tahoe Regional Planning Agency (TRPA) from a variety of sources and is subject to change. TRPA makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This table is not intended for use as a survey product or to generate legal documentation. Project-level verifications of land capability, existing and potential coverage, and/or units of use shall be required for any projects.

Stream Environment Zones

Stream Environment Zones (SEZs) are defined by hydrology, soil, and water-associated vegetation. SEZs only constitute a small portion of the total land area in the plan area but perform many ecosystem services, such as nutrient cycling and sediment retention, flood attenuation, infiltration and groundwater recharge, open space, scenic and recreational enjoyment, wildlife habitat, and wildfire abatement (Roby et al., 2015:11). Locations of SEZs (Land Capability District 1b) are limited in the plan area, such as along beaches near Incline Lake northwest of State Route 431, and near Marlette Lake (see Map 2).

DRAFT



TAHOE LAND CAPABILITY

CAPABILITY

- 1A. Environmentally Sensitive
- 1B. Environmentally Sensitive
- 1C. Environmentally Sensitive
- 2. Environmentally Sensitive
- 3. Environmentally Sensitive
- 4. Non-Sensitive Land
- 5. Non-Sensitive Land
- 6. Non-Sensitive Land
- 7. Non-Sensitive Land

SOURCE: Tahoe Regional Planning Agency/Washoe County Planning and Building Division - California-Nevada (Bailey 1974)

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**Community Services
Department**

**WASHOE COUNTY
NEVADA**
1961

MAP 2

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BCC ADOPTION DATE:

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Map 2. Land Capability Map for the Plan Area

Scenic Resources

The planning area includes several TRPA-designated scenic roadway units and shoreline units (see Tables 4 and 454 and Map 3). Roadway travel units 13.5 (North Stateline Casino Core), 14 (Crystal Bay), and 12.5 (Ponderosa Area) are in non-attainment of TRPA scenic threshold standards. Shoreline travel units 22 (Brockway) and 23 (Crystal Bay) are also in non-attainment. A score of XX is required to establish attainment of the scenic thresholds. The area plan also includes several TRPA-identified scenic viewpoints (Map 3), which are protected from scenic degradation under Chapter 66 of the TRPA Code of Ordinances.

Table 4 Status of the TRPA-Designated Scenic Roadway Travel Units within the Plan Area

Travel Unit Name	Unit Number	1982 Score	2015 Score ¹	Status ¹
North Stateline Casino Core	21	NA	13.5	Non-attainment
Crystal Bay	22	12	14	Non-attainment
Mt. Rose Highway	23	25	25.5	Attainment
Ponderosa Area	25	12	12.5	Non-attainment
Sand Harbor	26	26	27	Attainment
Prey Meadow	27	27	27	Attainment

Note: NA = not available

¹The 2015 score and status are based on scenic threshold monitoring data collected by TRPA and partner organizations in 2015.

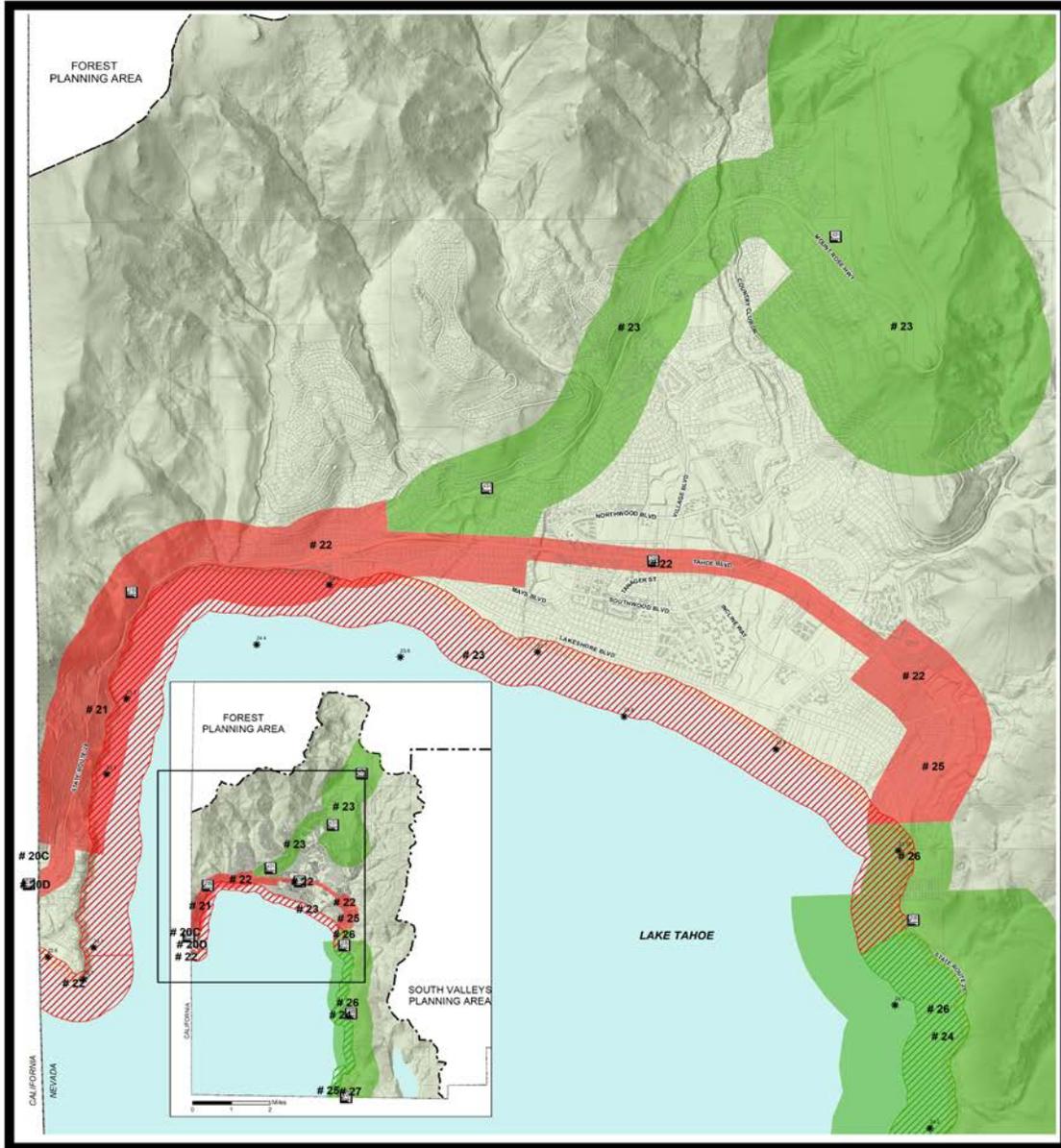
Source: TRPA 2016

Table 5 Status of the TRPA-Designated Scenic Shoreline Travel Units within the Plan Area

Travel Unit Name	Unit Number	1982 Score	2015 Score ¹	Status ¹
Brockway	22	10	9	Non-attainment
Crystal Bay	23	11	7.5	Non-attainment
Sand Harbor	24	12	12	Attainment
Skunk Harbor	25	13	13	Attainment

¹The 2015 score and status are based on scenic threshold monitoring data collected by TRPA and partner organizations in 2015.

Source: TRPA 2016



TAHOE
 SCENIC TRAVEL UNITS AND RESOURCES

- | | | |
|------------------------------|------------------------------|-------------------------|
| SCENIC ROAD CORRIDORS | SCENIC SHORELINE UNIT | |
| Attainment | Attainment | Scenic Shoreline Points |
| Non-Attainment | Non-Attainment | |

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**WASHOE COUNTY
 NEVADA**

MAP 3
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 BCC ADOPTION DATE:

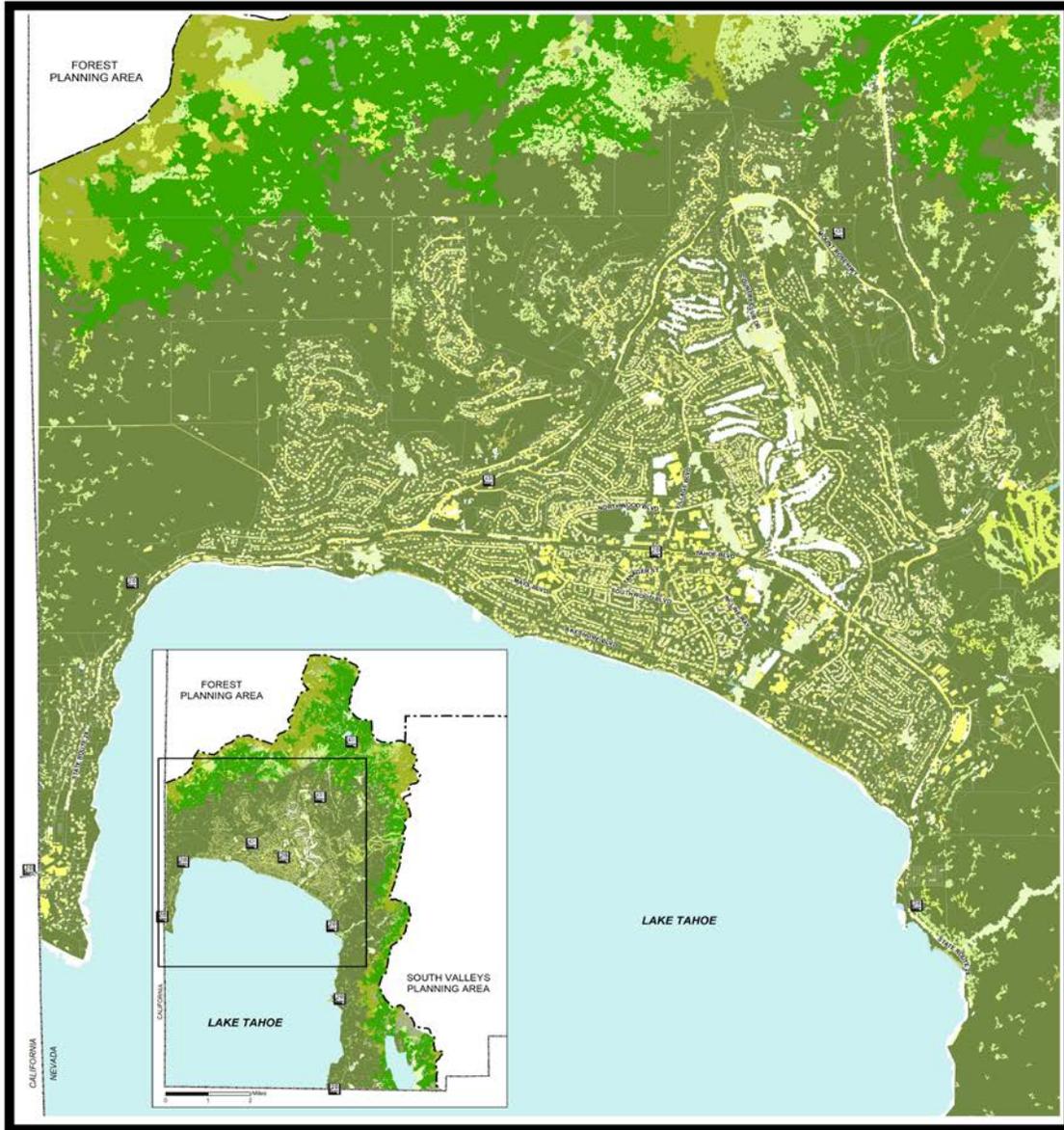
SOURCE: Tahoe Regional Planning Agency/Washoe County Planning and Building Division

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Map 3. Scenic Travel Units and Resources in the Plan Area

Vegetation and Wildlife

Terrestrial and aquatic biological resources in the planning area include several common vegetation and animal species, sensitive habitats, and special-status plant and animal species. The elevation gradient across the plan area (e.g., from Lake Tahoe toward Mount Rose) results in three general vegetation zones: montane, upper montane, and subalpine (Map 4). Several vegetation types are present within each vegetation zone, including Jeffrey pine (*Pinus jeffreyi*), white fir (*Abies concolor*), and montane chaparral at lower elevations. At higher elevations, red fir (*Abies magnifica*), western white pine (*Pinus monticola*), and, on north-facing slopes, small areas of mountain hemlock (*Tsuga mertensiana*) occur. Patches of whitebark pine (*Pinus albicaulis*) are often present at the highest elevations. Aquatic habitats in the plan area range from small glacial tarns and snowmelt ponds to large lakes, such as Lake Tahoe and Marlette Lake. Streams range from small ephemeral drainages and intermittent streams to larger perennial streams, such as Incline Creek, Third Creek, and Tunnel Creek. Riparian and wetland vegetation associated with these aquatic features provides important aquatic habitat functions and are considered sensitive habitats. TRPA special interest wildlife species known or likely to occur in the plan area include osprey (*Pandion haliaetus*; nests near Sand Harbor and Memorial Point), bald eagle (*Haliaeetus leucocephalus*; nests near Marlette Lake), peregrine falcon (*Falco peregrinus*), northern goshawk (*Accipiter gentilis*), golden eagle (*Aquila chrysaetos*), waterfowl, and mule deer (*Odocoileus hemionus*). Tahoe yellow cress (*Rorippa subumbellata*), a TRPA sensitive plant species, has been documented on Hidden Beach and Sand Harbor beaches along Lake Tahoe in the planning area.



**TAHOE
LAND COVER**

Washoe_Impervious	Sagebrush Scrub	Yellow Pine Forest
TRPA Vegetation Type	Shrub	Deciduous Riparian
Cushion Plant	Red Fir Forest	Wetland
Annual Grassland	Subalpine Forest	Water
Meadow		

MAP 4
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SOURCE: Tahoe Regional Planning Agency/Washoe County Planning and Building Division

Map 4. Land Cover in the Plan Area

Air Quality

Region-wide air quality trends are tracked by TRPA as part of the threshold monitoring program. The primary sources of air pollution in the planning area are vehicle emissions, vehicle entrainment of road dust, wildfire, and residential wood smoke. TRPA threshold standards address carbon monoxide (CO), ozone, regional and sub-regional visibility, particulate matter, nitrate deposition, and odor. Numerical standards have been established for each of these parameters, and management standards have been developed that are intended to assist in attaining the threshold standards. The applicable management standards include reducing particulate matter (PM₁₀ and PM_{2.5}), maintaining levels of nitrogen oxides (NO_x), and reducing vehicle miles of travel (VMT). Attainment status and trends of each air quality indicator reporting categories from the 2015 Threshold Evaluation are summarized in Table 6.

Table 6 TRPA Air Quality Indicator Attainment Status and Trends

Threshold Indicator Reporting Category	Threshold Standards	2015 Attainment Status	Trend
Carbon monoxide (CO)	Highest 1-hour Concentration of Carbon Monoxide	Considerably better than target	Moderate improvement
	Highest 8-hour Average Concentration of Carbon Monoxide	Considerably better than target	Moderate improvement
	Average Daily Winter Traffic Volume, Presidents Weekend	Considerably better than target	Moderate improvement
Ozone	Highest 1-hour Average Concentration of Ozone	At or somewhat better than target	Moderate improvement
	Highest 8-hour Average Concentration of Ozone	Somewhat worse than target	Moderate improvement
	3 Year Average of the 4th Highest 8-hour Concentration of Ozone	At or somewhat better than target	Moderate improvement
	Oxides of Nitrogen Emissions	Considerably better than target	Moderate improvement
Visibility	Regional Visibility		
	Regional Visibility 50th Percentile ("Average Visibility Days")	At or somewhat better than target	Little or no change
	Regional Visibility 90th Percentile ("Worst Visibility Days")	At or somewhat better than target	Little or no change
	Subregional Visibility		
	Subregional Visibility 50th Percentile ("Average Visibility Days")	Insufficient data to determine status	Insufficient data to determine trend
Particulate matter	Highest 24-hour PM ₁₀ Concentration	Somewhat worse than target	Little or no change
	Annual Average PM ₁₀ Concentration	Considerably better than target	Moderate improvement
	24-hour PM _{2.5} Concentration	At or somewhat better than target	Little or no change
	Annual Average PM _{2.5} Concentration	Considerably better than target	Little or no change
Nitrate deposition	Reduce generation and transport of nitrate to achieve water quality standards	Implemented ¹	Unknown
	Vehicle Miles Traveled (VMT)	At or somewhat better than target	Moderate improvement
Odor	Reduce diesel engine fumes	Implemented ¹	Unknown

[Recommendation: Replace text in the "2015 Attainment Status" and "Trend" columns with the symbols used in the Threshold Evaluation.]

Note:

¹ "Implemented" refers to implementation of a management standard rather than monitoring the achievement of a numerical standard.

Source: TRPA 2016

As shown in Table 7, the U.S. Environmental Protection Agency (EPA) has established national ambient air quality standards (NAAQS) for the following criteria air pollutants: ozone, carbon

monoxide (CO), oxides of nitrogen (NO_x), sulfur dioxide (SO₂), and respirable and fine particulate matter (PM₁₀ and PM_{2.5}). The planning area is currently in attainment for all NAAQS.

Table 7 National Ambient Air Quality Standards

Pollutant	Averaging Time	National Ambient Air Quality Standards (Primary) ^{1,2}	Attainment Status ³
Ozone	8-hour	0.070 ppm (147 µg/m ³)	Attainment
Carbon monoxide (CO)	1-hour	35 ppm (40 mg/m ³)	Maintenance
	8-hour	9 ppm (10 mg/m ³)	Maintenance
Nitrogen dioxide (NO ₂)	Annual arithmetic mean	53 ppb (100 µg/m ³)	Attainment
	1-hour	100 ppb (188 µg/m ³)	Attainment
Respirable particulate matter (PM ₁₀)	24-hour	150 µg/m ³	Maintenance
Fine particulate matter (PM _{2.5})	Annual arithmetic mean	12 µg/m ³	Attainment
	24-hour	35 µg/m ³	Attainment

Notes: µg/m³ = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million

¹ National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. The PM₁₀ 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. The PM_{2.5} 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency for further clarification and current federal policies.

² National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

³ Attainment: any area that meets the national primary or secondary ambient air quality standard for the pollutant.

Nonattainment: any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.

Maintenance: any area previously designated nonattainment pursuant to the federal Clean Air Act Amendments (CAAA) of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAAA, as amended.

Source: EPA 2016, 2019

Goals and Policies

Goal C1

Actively protect and restore the natural, scenic, and cultural resources of the planning area in a manner consistent with the Regional Plan.

Policy C1-1

Identify opportunities to fund, plan, design, construct and maintain infrastructure and programs intended to attain environmental thresholds.

Policy C1-2

Implement or facilitate completion of the Environmental Improvement Program projects identified for the planning area.

Policy C1-3

Continue to identify and promote multi-benefit capital improvement projects and public/private partnership opportunities.

Policy C1-4

Coordinate with the U.S. Forest Service, Nevada State Parks, Incline Village General Improvement District, and other agencies to support and facilitate projects and programs led by others that benefit environmental thresholds.

Policy C1-5

Explore the development and implementation of an Urban Forestry Strategy within the planning area.

Goal C2

Provide for the conservation of cultural and historic resources in public and private development projects.

Policy C2-1

Cooperate and participate with state, federal and Native American agencies in the planning and conservation activities of those agencies related to cultural and historic resources.

Policy C2-2

Pursue funding opportunities for the identification, conservation, and interpretation of natural, cultural and historic resources. Displays may be installed at parks and trailheads to provide the public with pertinent information regarding these resources. Interpretive displays will be designed in consultation with other interpretive or educational organizations in accordance with current best practices for such displays.

Policy C2-3

Washoe County's development standards shall include standards for historic site conservation in order to preserve the character of identified historic places.

Goal C3

Washoe County's development standards, programs and projects in the planning area improve and protect the scenic quality and tranquility of the planning area.

Policy C3-1

Maintain and enforce development standards that will contribute to attainment of TRPA scenic and noise threshold standards while promoting a consistent and aesthetically-pleasing architectural character in the built environment.

Policy C3-2

Maintain and enforce site, building, and landscape design standards that result in a built environment that blends with the surrounding environmental backdrop of the basin.

Policy C3-3

Explore the establishment of codes to further restrict the unnecessary removal or alteration of trees, boulders and natural landscape materials, except as may be required for health safety or welfare.

Policy C3-4

Support and promote implementation of scenic quality improvement projects identified in the TRPA Scenic Quality Improvement Program. Prioritize scenic improvement projects within shoreline and roadway travel units that are not in attainment of scenic threshold standards.

Policy C3-5

Support and promote the implementation of the Mount Rose Scenic Byway Corridor Management Plan.

Goal C4

Achieve Lake Tahoe Total Maximum Daily Load (TMDL) targets related to stormwater load reduction within the planning area.

Policy C4-1

Explore implementing additional incentive programs to encourage all property owners to install and maintain best management practices (BMPs) on their property.

Policy C4-2

Continue to participate in the TMDL Program and Lake Clarity Crediting Program (LCCP), maintain stormwater load reduction plans (SLRPs), and implement the identified stormwater load reduction measures. This area plan incorporates by reference, all monitoring, operations, maintenance, and reporting required by the county's interlocal agreement with the Nevada Tahoe Conservation District to implement the Lake Tahoe TMDL and the adopted SLRP.

Policy C4-3

Continue to invest in road operations in the Lake Tahoe Region, with specific focus on abrasive application and sweeping strategies to reduce urban roadway stormwater pollutant loads entering Lake Tahoe.

Policy C4-4

Continue to participate in the Lake Tahoe Environmental Improvement Program (EIP) and coordinate with other agencies to identify and secure funding for water quality improvement projects.

Policy C4-5

Coordinate with TRPA to support a private property BMP certification program. Prioritize accelerating private property BMPs in locations and for land uses that have the greatest potential for pollutant loading to Lake Tahoe.

Policy C4-6

Pursue opportunities for coverage reduction in all public and private redevelopment projects.

Policy C4-7

Evaluate the feasibility of establishing one or more public stormwater districts to construct and maintain water quality improvements.

Goal C5

Achieve air quality improvement and emission reductions in the plan area.

Policy C5-1.

Explore the establishment of incentivized regulations to reduce the planning area's contribution of greenhouse gas to the region, including height incentives and fee waivers.

Policy C5-2

Explore the establishment of idle-free zones and other mechanisms to reduce the amount of air pollution generated in the planning area.

Policy C5-3

Publicly funded buildings in the planning area should be designed and constructed to an industry recognized standard for sustainability and greenhouse gas reduction.

Goal C6

Natural hazards in the plan area are recognized and mitigated through the application of appropriate design and review standards.

Policy C6-1

Applicants for development projects in the planning area should be informed if the proposed project is potentially at risk of experiencing wildfire, flood, avalanche, landslide, tsunami, or seismic hazards.

Policy C6-2

The potential for risk should be based on commonly accepted standards based on location, seismic zone, soil type, relative elevation, slope, or other accepted metrics.

Policy C6-3

Potential risk should be mitigated with building codes, development standards, the provision of pertinent information, or other appropriate means.

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Transportation Element

This Transportation Element is a supplement to the Transportation Element of the TRPA Regional Plan (Regional Plan), the Regional Transportation Plan (RTP), the Mount Rose Scenic Byway Corridor Management Plan, and the Land Use and Transportation chapter of the Washoe County Master Plan. Consistent with these plans, this element identifies the specific policies applicable to the Area Plan and describes the improvements necessary to implement these policies. Transportation planning and management directly affects air quality, noise, water quality, and other environmental thresholds adopted by TRPA.

The transportation choices made by people when traveling to, from, and within the Tahoe Region affect both the environment and wellbeing of the communities within the Region. The range of available transportation choices plays a role in overall environmental and societal health. Providing and promoting diverse transportation options, with a focus on transportation modes that reduce air pollution, traffic, and noise is a fundamental necessity for managing the impacts of tourism and development in the Region. Understanding this, TRPA adopted an RTP that promotes a reduced reliance on private automobiles, while acknowledging the transportation challenges of a mountain tourism destination. The RTP relies on the cooperation and coordination of multiple partner agencies, including state and local transportation departments. Washoe County is a partner agency in the implementation of the RTP. Washoe County supports the transportation plan in three critical ways:

1. By ensuring that the County's plans and programs in the basin conform to the transportation plan;
2. By cooperating and coordinating with TRPA, the Tahoe Transportation District (TDD) and the State of Nevada Department of Transportation to implement the plan through the construction and operation of transportation facilities and services; and
3. By recognizing the increasing impact that growth throughout Washoe County is having on the basin and encouraging the Regional Transportation Commission to coordinate with the North Tahoe Transportation District in the development of alternative modes of transportation into and out of the basin from Washoe County.

Washoe County will continue to partner with other transportation agencies in the basin to provide a transportation system in Washoe County that is consistent with the RTP and contributes to the attainment of environmental thresholds. Both the transportation and recreation elements of this Area Plan recognize and emphasize the importance of pedestrian, bicycle, transit and parking facilities. High-quality pedestrian and bicycling path networks combined with diverse and convenient transit services can provide an exceptional experience for residents and visitors.

Existing Conditions

Local Street and Highway Infrastructure

Two state highways, State Route (SR) 28 (Tahoe Boulevard) and SR 431 (Mt. Rose Highway) serve as the foundation of the roadway network, with a series of collector and local streets serving to connect the commercial, mixed use, and residential areas. Existing roads and other transportation infrastructure are identified on the Local Transportation System Map (Figure 1). A full description of level of service and roadway functional classifications is contained in the Land Use and Transportation Element of the Washoe County Master Plan.

Pedestrian, Bicycle and Multi-Modal Facilities

Facilities that support pedestrian, bicycle, and multi-modal forms of transport are increasingly important in the planning area. While the traditional demand for these facilities as components of the recreation system continues to grow, an increasing component of the overall demand is for access to commercial and residential areas. The growing popularity of these modes of transportation as a substitute for automobile transport creates the need for additional infrastructure, such as parking and storage facilities near recreation and commercial services, trailheads, and transit vehicles capable of transporting bicycles. Existing and proposed pedestrian, bicycle, and multi-modal facilities are displayed on the Local Transportation System Map.

Transit Services

Existing transit service in the planning area is provided by the Tahoe Truckee Area Regional Transit (TART) and the Tahoe Transportation District (TTD). TTD provides the East Shore Express, with connections between Incline Village and Sand Harbor from June to September. TART operates the TART Mainline, which connects Incline Village with Kings Beach, Tahoe City, and Tahoma, California. Various shuttle services are also available including a free ski shuttle connecting Incline Village to Diamond Peak Ski Resort, the North Lake Tahoe Express with connections between the Reno/Tahoe International Airport and Incline Village, and private mountain biking and hiking shuttle services. Expanding transit services for access to, from, and within the Region is a critical component of regional and local transportation plans. Washoe County has limited authority and ability to directly implement transit services. However, the County is committed to implementation of existing transit plans, as well as working to expand the availability and types of transit servicing the plan area. The County recognizes the Tahoe Transportation District as an important partner in the implementation of a sustainable transportation system in the planning area and throughout the Basin.

Parking

Parking is a significant community issue throughout the plan area. Parking availability affects access to all land use types. During summer weekends, public parking areas are at capacity, leading to potentially dangerous roadside parking. To continue supporting the needs of the local residents, the community's many special events, and the underlying tourism-based economy, the County must work to develop a comprehensive approach to parking in the planning area. The approach should balance the immediate need to provide adequate parking with the desire to encourage alternative transportation modes that do not carry the same parking demand. The Local Transportation Map and the Recreation Opportunities Map (Figure 1, Recreation Element) identify existing public parking areas.

Goals

Goal T1

The transportation network throughout the plan area will provide safe, efficient, and environmentally responsible access to residential areas, commercial services, public lands and recreational opportunities, and will provide efficient connections within the Tahoe Region.

Policy T1-1

Washoe County ensures the local transportation infrastructure for which it has responsibility is maintained in a manner that is consistent with public safety and maintaining established levels of service.

Policy T1-2

Support implementation of access management regulations consistently throughout the plan area.

Goal T2

The transportation network implements the RTP, reduces Vehicle Miles Travelled, and reduces noise by providing a diverse array of clean modes of transportation, including pedestrian, bicycle, and transit facilities, in addition to private automobiles.

Policy T2-1

Seek opportunities to plan, fund, and implement pedestrian, bicycle and multimodal opportunities that provide access to recreation and commercial opportunities and support a robust pedestrian—and bicycle—friendly community throughout the plan area.

Policy T2-2

Facilitate safe pedestrian, bicycle and multimodal connections throughout the planning area.

Policy T2-3

Seek opportunities to fund, plan, design, construct and maintain all types of facilities associated with bicycle and pedestrian use, including facilities that may or may not be separated from the existing street network including paths, trails, sidewalks, and bicycle lanes.

Policy T2-4

Work the Washoe County Regional Transportation Commission to develop, maintain, and expand transit services to and from the planning area.

Policy T2-5

Implement development standards for pedestrian and bicycle facilities at parking areas, and provide for safe connectivity between these facilities and trails or roads.

Policy T2-6

Implement development standards that incorporate the facilities necessary to support the use of clean modes of transportation, including bike racks, connection to pedestrian and bike facilities and transit or shuttle bus stops.

Policy T2-7

Seek opportunities to implement travel demand management strategies to contribute to attainment of the regional threshold for VMT established by the TRPA.

Policy T3-2

Attain and maintain the level of service standards consistent with the RTP and the Washoe County Land Use and Transportation Element.

Policy T3-3

Washoe County supports the use of public and private shuttle bus services for special events and to relieve the impacts of high traffic volume from seasonal attractions such as Diamond Peak Ski Area and Sand Harbor State Park.

Goal T4

The local transportation system contributes to the preservation and implementation of the community character as described in the Tahoe Vision and Character Statement, and to preserving and enhancing scenic and recreational areas for visitors to enjoy.

Policy T4-1

Improvements to the existing roadways that enhance bicycle, pedestrian and multimodal use, improve safety, are a component of an approved plan for community design, or increase efficiency will be planned and developed consistent with best practices. These improvements may include intersection improvements such as roundabouts, crosswalks, turning lanes, driveway/access consolidation or improvement, landscaping and signage.

Goal T5

Establish cooperation among all levels of government, jurisdictions, and stakeholders to provide a comprehensive, integrated transportation system within the plan area.

Policy T5-1

Coordinate with all agencies responsible for transportation services and planning in the Tahoe Area Plan including but not limited to the Tahoe Transportation District (TTD), the Tahoe Regional Planning Agency (TRPA), the Washoe County Regional Transportation Commission (RTC) and the Nevada Department of Transportation (NDOT).

Policy T5-2

Work with TRPA to implement that agency's transportation plans regarding multi-modal and complete streets opportunities, including the Tahoe Regional Transportation Plan (RTP) and the Active Transportation Plan (ATP) (formerly the Bicycle and Pedestrian Plan).

Policy T5-3

Partner with other public agencies and public-private partnerships to explore opportunities to plan, fund and develop right-of-way parking nodes, trailhead parking, and other parking facilities for all types of vehicles to help facilitate environmental enhancements and redevelopment opportunities, and to provide safe and efficient access to services and recreation opportunities.

Goal T6

Provide for adequate parking facilities and comprehensive parking management throughout the planning area that responds to the unique, seasonal needs of the Tahoe Region.

Policy T6-1

Require that parking facilities be pedestrian–and bicycle–friendly and connected to other parking facilities when possible.

Policy T6-2

Implement parking regulations that recognize the demands of daily, special event, and seasonal traffic.

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Recreation Element

This Recreation Element is a supplement to the Recreation Element of the TRPA Regional Plan (Regional Plan), the Washoe County Parks Master Plan, and the Washoe County Open Space and Natural Resources Management Plan. It contains the Area Plan's strategy for managing, improving, and expanding recreational opportunities in the planning area and identifies methods to improve planning for and implementation of recreational facilities. Recreational policies contained in the Regional Plan are implemented through the TRPA Code of Ordinances, where recreational development standards and requirements are identified. All TRPA policies and ordinances apply to management of recreation within the planning area, unless specifically superseded by policies in this Area Plan.

Both TRPA and Washoe County recognize that recreational opportunities are a fundamental component of the character of the Tahoe Region. Outdoor recreation is beneficial to the quality of life for residents and visitors, and is a major driver of the local economy. While the community and economic benefits of expanding recreational opportunities are substantial, the County and TRPA recognize that the potential negative environmental consequences of expanded recreation facilities or use must be mitigated or prevented through careful planning and regulation. Washoe County supports providing sufficient recreational capacity for high-quality and diverse recreational activities; and supports the community's right to participate in guiding how the expansion of recreational opportunities will be consistent with the desired community character.

TRPA has adopted environmental thresholds for recreation as two separate policy statements. One policy statement calls for the preservation and enhancement of high quality recreational experiences. It also calls for additional access to the shore zone and other areas for dispersed recreational uses. The second policy statement directs TRPA, Washoe County, and other agencies to "...establish and ensure a fair share of the total basin capacity for outdoor recreation is available to the general public" (TRPA 1982). As of the 2015 threshold evaluation, TRPA determined that both recreation threshold policies had been implemented. The strategies in this Recreation Element are intended to support continued attainment of the TRPA recreation thresholds.

Existing Recreation Opportunities

The majority of recreation infrastructure in the planning area is located within Incline Village; consequently, the Incline Village General Improvement District (IVGID) is responsible for its development and maintenance. Other agencies that contribute to the development and management of recreational facilities within the plan area include the U.S. Forest Service (USFS), Nevada State Lands (NSL), Nevada State Parks (State Parks), Tahoe Transportation District (TTD), Nevada Department of Transportation (NDOT), Friends of Incline Trails, Tahoe Area Mountain Biking Association, Tahoe Rim Trail Association, Tahoe Fund and Washoe County.

Recreation opportunities that are directly associated with the natural world are widely available throughout the plan area. Outdoor activities, such as snow and water sports, beach activities, golfing, hiking, walking, and bicycling are all common in the planning area. The upper elevations of the planning area, located mostly on National Forest land, are accessible to the public on a non-fee basis for activities such as hiking and cross-country skiing. The demand for outdoor

recreational opportunities in the Tahoe Region also drives significant innovation in the outdoor recreation industry.

In addition to this wide variety of traditional outdoor recreation, several large community events are hosted in Incline Village throughout the year. These events form a longstanding component of the community character by providing access to the arts, holiday celebrations, educational opportunities and other valuable communal activities. These activities have also created challenges for the community over the years regarding traffic, pollution, safety, and nuisances. The County has worked to overcome these challenges by pursuing updates to its permitting processes. The County remains committed to the importance of these activities in the community and will continue identifying strategies to ensure they are permitted and operated according to best practices for traffic, pollution, safety, and nuisances, and general community compatibility.

The Tahoe Recreational Opportunities Map identifies existing and planned recreation facilities within the planning area.

Recreation Facilities

A variety of recreation facilities exist within the plan area. The Lake Tahoe-Nevada State Park, including Sand Harbor, encompasses 13,700 acres of the Tahoe planning area. IVGID operates three beach facilities for the private use of property owners—Incline Beach, Ski Beach that includes a boat-launching ramp, and the Burnt Cedar Beach that includes a swimming pool. IVGID also operates two public golf courses, a tennis complex, three athletic fields, the Diamond Peak Ski Area, a disc golf course, a bike park, and a skateboard park

The Incline Village Recreation Center, located on Incline Way, was constructed in late 1992. Features of the community center include an indoor pool, gymnasium, aerobic/dance studio, fitness facility and childcare service.

Washoe County has constructed two gateway/interpretive parks in the NDOT right-of-way along the State Route 28 end of Incline Village along Tahoe Boulevard. Both parks are part of IVGID’s recreational facilities. The Washoe County Parks and Recreation Program also plans to construct several new neighborhood parks that will potentially be located in the Crystal Bay area, the Dorsey Drive area, and/or on Loma Court.

The recreation facilities available in the plan area include, but are not limited to, the following:

Facility	Operator
Local Parks/Facilities	
East Entrance Park	IVGID
Preston Park	IVGID
Burnt Cedar Park	IVGID
Incline Beach Park	IVGID
Ski Beach Park	IVGID
West Entrance Park	IVGID
Aspen Grove Community Center	IVGID
Incline Village Visitor Center	IVGID
Incline Skate Park	IVGID

North Tahoe Lions Club Disc Golf Course	IVGID
Diamond Peak Ski Resort	IVGID
The Robert & Robin Holman Family Bike Park	IVGID
Incline Village Tennis Center	IVGID
State Parks	
Lake Tahoe Nevada State Park (Including Sand Harbor)	State Parks
Beaches	
Chimney Beach	USFS
Sand Harbor Beach	State Parks
Hidden Beach	State Parks
Ski Beach	IVGID
Incline Beach	IVGID
Burnt Cedar Beach	IVGID
Golf Courses	
Incline Championship Golf Course	IVGID
Incline Mountain Golf Course	IVGID

Trail System

Abundant walking, hiking, and biking trails characterize the planning area. These recreational opportunities include miles of paved trails, such as bike lanes along Tahoe Blvd and Lakeshore Blvd through Incline Village, and the Tahoe East Shore Trail—a shared use path along SR-28. A portion of the Tahoe East Shore Trail was recently completed, connecting the Ponderosa Ranch area with Sand Harbor. Once the entire trail is complete, it will offer non-vehicular access to the east shore of Lake Tahoe, including 11 miles of undeveloped shoreline, the longest stretch of undeveloped shoreline on the lake. It will also serve to improve the safety of those traveling through this corridor and incentivize non-vehicular travel, thereby helping to reduce associated erosion impacts that diminish the lake’s clarity. The planning area also includes numerous unpaved trails, such as the increasingly popular Flume Trail and the world renowned Tahoe Rim Trail, that are popular for hiking, backpacking, mountain biking, and trail running.

Dispersed Recreation

Numerous opportunities for dispersed outdoor recreation exist on public lands in the planning area including within the Lake Tahoe Nevada State Park and the Mount Rose Wilderness Area. Popular activities include hiking, mountain biking, backcountry skiing, camping, fishing, snowmobiling, cross country skiing, snowshoeing, dog walking, and wildlife viewing. Public lands supporting dispersed recreation are managed by USFS, NSL, Washoe County, and State Parks. Dispersed uses on USFS lands are governed by the Lake Tahoe Basin Management Unit Forest Plan. Dispersed recreation on State Parks lands are governed by applicable State Parks plans and policies.

Goals and Policies

Goal R1

The Tahoe planning area contains an extensive system of pedestrian and bicycle facilities that connects recreational facilities with one another and with public lands; and contributes to the desired community character.

Policy R1-1

Seek opportunities to fund, plan, design, construct and maintain all types of facilities associated with bicycle and pedestrian use, including multi-use paths that are separated from the existing street.

Policy R1-2

Design new trails, paths, lanes and other similar facilities to accommodate multiple uses, including equestrian, pedestrian and bicycle traffic; unless safety, technical, environmental, or economic hardships warrant consideration of a more limited use.

Policy R1-3

As new residential and commercial properties develop in the Tahoe planning area, Washoe County will review development proposals for potential trail, pedestrian, and bicycle facility connections and require any necessary easements or design considerations.

Policy R1-4

Access to existing trails will be protected and improved whenever possible. During the process of development review, Washoe County will request dedication of property or easements and require appropriate design standards when trail, pedestrian, and bicycle alignments have been identified that expand linkages within the Tahoe planning area or connect existing trails or otherwise contribute to Goal R1. Trail, pedestrian, and bicycle facilities identified in any relevant plan or map adopted by a public agency will be used to guide this policy, including the Tahoe Recreational Opportunities Map, the Tahoe Local Transportation Network Map, and the TRPA Active Transportation Plan (ATP).

Policy R1-5

Require parking at all public trailheads unless technical or safety issues prevent the construction of parking facilities or it is determined that the parking facility cannot be adequately screened or buffered from adjacent residential properties. Promote transit service to popular trailheads to reduce parking demand, consistent with the Transportation Element.

Goal R2

Recreational opportunities in the planning area continue to expand and diversity.

Policy R2-1

Support updates to the Diamond Peak Ski Area Master Plan and associated activities that allow for new or expanded winter and summer recreation opportunities that leverage existing infrastructure and are consistent with environmental conservation goals.

Policy R2-2

Coordinate with IVGID to support implementation of the IVGID Community Services Master Plan to expand and diversify local parks, trails, and recreation facilities and programs; and promote and develop contemporary, market-driven recreation activities and amenities, including the employee infrastructure necessary to support those activities.

Goal R3

Community events are managed according to best practices regarding safety, traffic, pollution, and compatibility.

Policy R3-1

Washoe County should work with the community and TRPA to designate certain areas within the planning area as “Special Event Areas” per TRPA Code section 22.6.3. Areas within the community centers that experience on-going, annual temporary events should be considered for this designation.

Policy R3-2

All temporary events that require a discretionary permit should be required to show that parking, access, and safety issues have been considered and addressed. If necessary, those responsible for these events should be required to conduct any necessary studies to show the parking, access, and safety issues generated by the event are fully mitigated.

Goal R4

Recreation plans and programs are consistent with and contribute to the implementation of TRPA plans regarding recreation, including the attainment of environmental thresholds.

Policy R4-1

Work with TRPA to implement the ATP through Washoe County’s recreation, transportation, and land use plans and programs.

Policy R4-2

Coordinate with TRPA, USFS, Nevada State Parks, and other recreation providers to develop and implement a sustainable recreation plan for the Tahoe Region.

Policy R4-3

Recognizing a growing pressure on public lands brought on by an increasing demand for outdoor recreational activities, cooperate with federal and state agencies and TRPA to ensure that management plans for public lands in the planning area consider the impacts of expanding recreational activities on residents and environmental thresholds, including the effects on wildlife and on the overall quality of recreational activities.

Goal R5

Establish and sustain effective cooperation among all levels of government, jurisdictions, and stakeholders to provide a comprehensive, integrated recreation system within the plan area.

Policy R5-1

Seek partnerships, both public and private, to plan, fund, construct and maintain facilities that directly and indirectly support the existing and planned recreational opportunities in the planning area.

Policy R5-2

Cooperate with local, state and federal agencies in the management of public lands in the planning area.

Policy R5-3

Partner with IVGID to provide community recreational facilities and disperse Residential Construction Tax funds.

Policy R5-4

Cooperate with community members, non-governmental organizations, and other local agencies to explore establishing new funding sources for the planning, design, construction and maintenance of new and existing recreation facilities.

References

TRPA. 1982. Attachment C to TRPA Resolution 82-11, as amended. Environmental Threshold Carrying Capacities.

Public Services and Facilities Element

This Public Services and Facilities Element is a supplement to the Public Services Element of the TRPA Goals and Policies document of the Regional Plan and the Public Services and Facilities chapter of the Washoe County Master Plan. Consistent with the Regional Plan and Washoe County Master Plan, this chapter provides the policy context for future public and quasi-public facilities and services within the planning area, and provides a framework for the development and maintenance of the public services and facilities that are needed to serve the residents, businesses, and tourists of the planning area. The goals and policies of the Regional Plan that relate to public facilities apply to the planning area unless specifically superseded by policies identified in this Area Plan.

Multiple agencies, including Washoe County, the State of Nevada, Incline Village General Improvement District (IVGID), the North Tahoe Transportation District, and the North Lake Tahoe Fire Protection District (NLTFFPD) provide services within the planning area and contribute to the construction and maintenance of public facilities and improvements. This chapter provides basic information about public services including water service, sanitary sewer, stormwater, fire and police protection, schools, and libraries within the plan area. Existing and planned fire, police, school and other public facilities as well as service areas for water and sanitary sewer service are shown on Tahoe Public Services and Facilities Map. . Development of new public services and facilities is determined by existing and proposed land uses, the provision of existing services and facilities, and the service standards adopted by Washoe County, IVGID, and TRPA.

Significant population growth in the planning area is not expected (see the growth discussion in the Land Use Element), and therefore the focus of the Area Plan is on re-development in core areas, growth in the year-round tourism economy, attainment of environmental thresholds, and the maintenance of facilities for existing residents and businesses.

Existing Public Services and Facilities

Water Service

Water service for Incline Village and Crystal Bay is provided by IVGID public works. The Nevada side of the Tahoe Region has an allocation of 11,000 acre-feet per year (afy) from Lake Tahoe and tributary surface waters, of which IVGID is allocated 4,272.83 afy. IVGID exercises approximately 75 percent of its water rights in any given year.

Sanitary Sewer Service

The planning area, including Incline Village, Crystal Bay, and Sand Harbor, is serviced by a community sewer system that is owned and operated by IVGID. Water is treated at a primary and secondary treatment plant; from there the treated effluent is transported by pipeline out of the Basin to a 900-acre wetlands enhancement project in the Carson Valley. The community sewer system was designed and built such that it could be expanded to accommodate the communities at full build out.

Stormwater

Storm water management infrastructure is of critical importance to protect and restore the water quality of Lake Tahoe. Approximately 72 percent of the fine sediment that enters Lake Tahoe every year comes from urban upland areas, such as neighborhoods, town centers, and roadways (TRPA 2019). Storm water management systems (e.g., curbs and gutters, catch basins, storm drainpipes, culverts, ditches, and detention ponds) are the responsibility of all parties who have a right-of-way or drainage easement, or have graded development. The county, NDOT, and IVGID are responsible for stormwater infrastructure along their respective roads and drainage easements, while private property owners are responsible for infiltrating runoff on their properties. Combined, this network of storm water infrastructure connects to provide drainage to the entire planning area.

Private Utilities

Internet, telecommunication service, electricity, and natural gas utilities are all provided by private or quasi-public utilities companies in the planning area. Electricity is provided by NV Energy and natural gas service is provided by Nevada Energy. Demand for telecommunication and internet infrastructure has increased in recent years with the advancement of devices that rely on these services. In addition, such services are needed to provide reliable communications and support the activities of Sierra Nevada College, the local public and private schools, and private business in Incline Village and Crystal Bay. While Washoe County recognizes the importance of internet, phone service needs for the service area; it also understands that support infrastructure for these utilities may conflict with local communities' neighborhood design aesthetic. Implementation of these services therefore requires balance between the level of service that can be provided and the community's expectation for design compatibility.

Fire Protection

The North Lake Tahoe Fire Protection District (NLTFPD) provides fire protection services within the planning area. Mutual aid agreements between NLTFPD and the U.S. Forest Service, the Nevada Division of Forestry, the Tahoe Douglas Fire Department, the Kings Beach Fire Department and the Truckee Meadows Fire Protection District augment fire protection response and coverage for the planning area.

Police Services

Police protection in the planning area is provided by the Washoe County Sheriff's Office. The Washoe County Sherriff operates a substation in Incline Village. The Sheriff assigns patrol units that cover the planning area. The Nevada Highway Patrol also has patrols in the area, which dispatch from their Carson City station.

Schools

The Washoe County School District serves the planning area, where it operates three schools: Incline Elementary, Middle and High Schools. The service standard for schools in the area requires that a school be located within a 15-minute one-way travel time for students of elementary schools, 25 minutes one-way for middle schools, and 35 minutes one-way for high schools. Based on these standards, the planning area is adequately served.

Washoe County School District's records show that school enrollment is currently below capacity as of the 2018-2019 Count Day (Table 1), and projections for the area indicate that enrollment is expected to remain steady for the duration of the planning horizon.

Table 1. Washoe County School District 2018-2019 County Day capacities.

School	2018-2019 Enrollment	Capacity	Percent above/below Capacity
Incline Elementary School	310	661	47% of capacity
Incline Middle School	229	882	26% of capacity
Incline High School	297	575	52% of capacity

Source: Washoe County School District 2019

Libraries

The Incline Village Library, located in Incline Village, serves the entire planning area. The library is a part of the Washoe County library system and shares resources with all other branches. There are 12 branches in the system. In fiscal year 2018-2019, the Incline Village branch served 95,415 patrons. Demand for library services is expected to grow.

Public Service and Facilities Goals and Policies

These goals and policies, along with those contained in the Washoe County Master Plan and Regional Plan, serve as a blueprint for providing the plan area with the public services and facilities necessary to support the community's residential, business, and economic growth needs and expectations as described in this Area Plan.

Goal PSF1

Residents, visitors, and business in the planning area have adequate access to the public services necessary to support a vibrant and safe community.

Policy PSF1-1

The Incline Village General Improvement District will provide water and wastewater service within their service boundary in the planning area. Prior to approval, the infrastructure and resource needs of development will be evaluated by Washoe County and found consistent with all applicable water and wastewater resources and facilities plans.

Policy PSF1-2

Washoe County will provide a full range of library services and facilities comparable to those provided in Reno and Sparks, and consistent with local demographics and geography.

Policy PSF1-3

Washoe County recognizes the benefits of establishing and expanding broadband internet service throughout the planning area. The county will participate in public,

public-private, and inter-agency efforts to ensure widespread community access to internet services.

Policy PSF1-4

The Washoe County Sheriff's office will continue to serve the planning area. Staffing levels will be determined by the sheriff's internal methodology for directing resources to meet real-time and on-going service demands.

Policy PSF1-5

The county will continue to cooperate with the North Lake Tahoe fire Protection District in the provision of Fire Protection Services.

Policy PSF6

In order to meet the levels of service established in Washoe County Master Plan, the county advocates exploring diverse funding opportunities to maintain and expand public services, particularly facilities that overlap other goals and policies in the sub-elements of the area plan, such as bicycle/pedestrian paths, recreation facilities, water quality facilities, and right-of-way improvements.

Goal PSF2

The range and quality of services available in the plan area support diverse development and economic growth in a manner consistent with the environmental thresholds and other standards.

Policy PSF2-1

Washoe County, IVGID, and all private and semi-public service providers will provide services consistent with federal, state, and TRPA regulations.

Policy PSF2-2

In order to preserve the natural setting of the plan area, utilities such as electrical lines and telephone lines should be placed underground to the extent possible. Propane gas tanks should be completely screened from off-site view.