

Webinar



---

**COMMUNITY  
SERVICES DEPARTMENT**

---

# 2025 Tahoe Area Plan Update

April 16, 2025

# Agenda



- Background on Tahoe Area Plan & 2025 TAP update
- The 2025 TAP update so far
- What we've heard
- Key Topics
- Overview of draft amendments
- Opportunities to engage
- Demonstration of online survey

# Goals for Today

- Everyone understand how to engage with the 2025 TAP update draft
- Broad understanding of changes proposed

# Background

- Tahoe Area Plan adopted in 2021 after extensive public outreach process
- Serves as the master plan for the Tahoe Area (Incline Village & Crystal Bay)
- Guides future of land use and development
  - Article 220 (Tahoe Development Code Standards) and Article 220.1 (Design Standards) adopted as appendices



WASHOE COUNTY

## TAHOE AREA PLAN



---

WASHOE COUNTY ADOPTED – JANUARY 26, 2021  
TRPA ADOPTED – MAY 26, 2021  
AMENDED – JUNE 28, 2023

# Focus of 2025 TAP update

- In 2023, TRPA adopted the “Phase 2 Housing Amendments,” focused on supporting deed-restricted affordable, moderate, and achievable multi-family developments
  - Necessitates amendments to Washoe County Code to conform with updated TRPA rules and policies
- Lessons learned from plan implementation since 2021
  - Identified potential code improvements
- Focused update; vision established in 2021 update

# 2025 TAP Update—Public Events Held



COMMUNITY  
SERVICES DEPARTMENT

- Kick off at IV/CB CAB on December 16<sup>th</sup>, 2024
- “Pop-up” events at Incline Village Community Center
  - January 6<sup>th</sup>, 2025—approximately 16 attendees
  - January 14<sup>th</sup>, 2025—between 40 and 50 attendees

# What we've heard



- Concerns about Phase 2 Housing Amendments
  - Potential for 0 parking required in Town Centers
  - Negative community impacts of increased height
  - Coverage impacts on lake clarity
  - Increase in people and resulting impacts on infrastructure and evacuation
  - Definitions of achievable housing and TRPA deed restriction enforcement capacity
- General concerns about development and evacuation
- Concerns about providing too many incentives without sufficient benefit
- Support for workforce housing

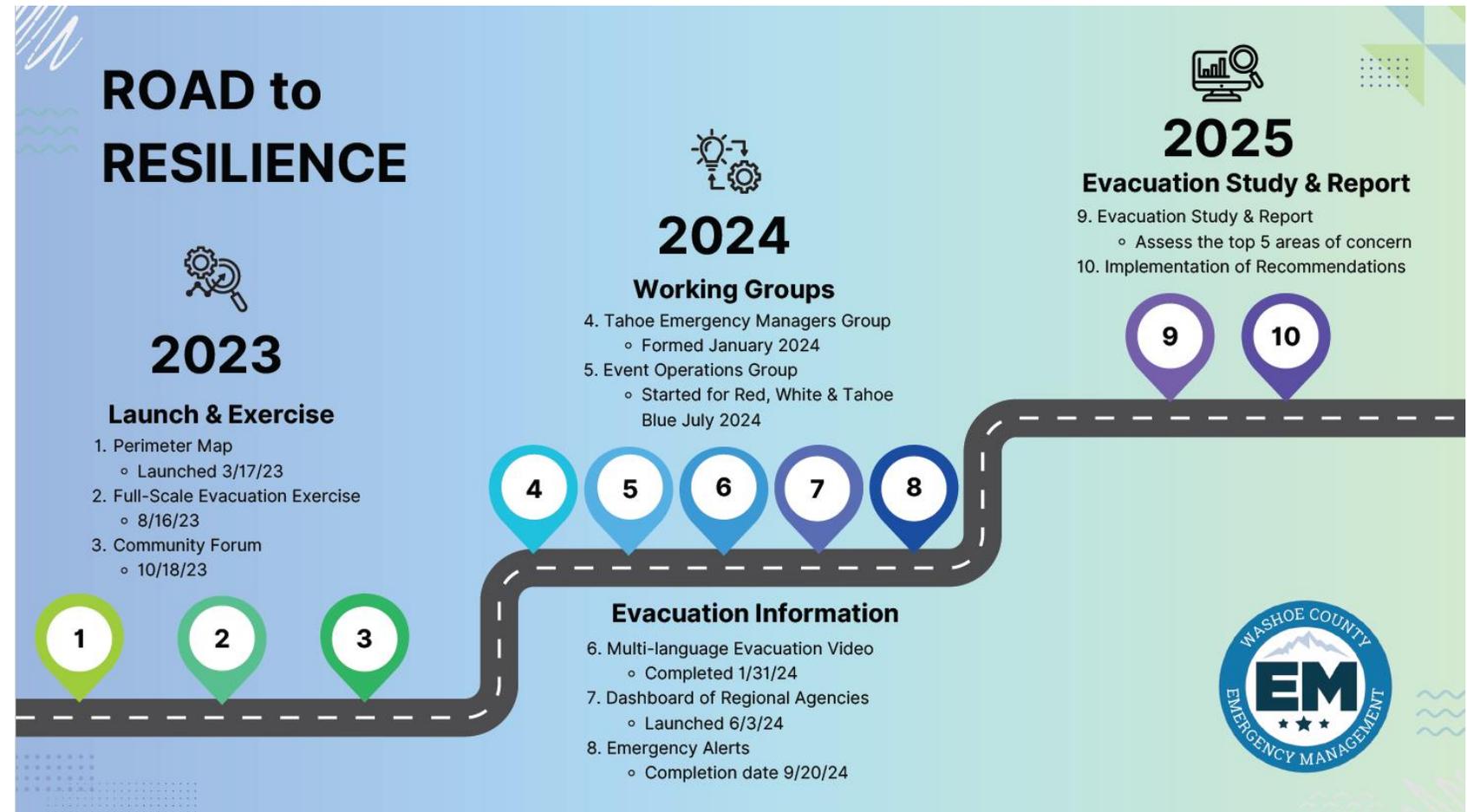
# Growth Management

- TRPA caps the amount of residential, tourist, and commercial development
- Washoe County and TRPA have a combined **235** residential allocations remaining
- Washoe County has **116 bonus units**, and TRPA has **415 unreserved bonus units** remaining
- The Tahoe Basin is approaching caps on growth
- **None of the proposed changes would increase allowed growth**

# Evacuation Planning



- Washoe County Emergency Management responsible for evacuation planning and response support/coordination in a disaster



# TRPA Phase 2 Housing Amendments



- Does not increase development potential in the Tahoe Basin
  - Only so many additional residential units can be developed in the Tahoe Basin; incentives so that more of those units will be achievable
- At existing densities, Town Centers in IV/CB have capacity for over 7,400 residential units
  - Washoe County has **116 bonus units**, and TRPA has **415 unreserved bonus units** remaining
- TRPA requirement: Washoe County can “opt in” and adopt all Phase 2 Amendments or propose an alternative that they can prove will have an equal or greater **financial impact on incentivizing achievable housing**
  - No available option to not adopt the amendments, or to adopt something that does not have a proven equal or greater financial impact on achievable housing



---

**COMMUNITY  
SERVICES DEPARTMENT**

---

# **Draft Changes**

# Scheduled Amendments



- 2021 adoption of TAP identified needed amendments
  - Delete Tyrolian Village Special Area
  - Include the Tahoe Transportation District (TTD) in the parking management plan
  - Identify which regulatory zones can receive transferred development rights (TDRs)
  - Apply Code of Ordinance rules for Community Plans to Ponderosa Ranch

**Section 110.220.170 Ponderosa Ranch Regulatory Zone Special Policies.** The following special policies will be implemented in the Ponderosa Ranch Regulatory Zone.

**(d) In order to retain long-standing development standards for areas that were within Community Plans prior to the adoption of the Area Plan and are not included in the Town Center, provisions of the TRPA Code of Ordinances that apply to Community Plans and Community Plan Areas shall continue to apply.**

# TRPA Phase 2 Housing Amendments



- Creates incentives for affordable, moderate, and achievable housing in Town Centers and multifamily areas.
  - Requires jurisdictions to “opt-in” or propose alternative and prove that it will be equally or more financially effective in encouraging achievable housing
  - Incentives relate to height, coverage, density, and parking
- Based on feedback during previous public outreach, staff exploring an alternative proposal which:
  - Does not allow additional 9’ of height in Town Centers and only allows parking reductions in Town Centers down to an average of 0.5 space per dwelling unit
  - Allows affordable, moderate, and achievable housing only in Ponderosa Ranch
- Seeking feedback from TRPA to determine direction

# TRPA Phase 2 Housing Amendments (2)



- Incentives for 100% achievable deed restricted housing in Town Centers.
  - Up to **100% coverage**, with an area wide stormwater treatment system.
  - Allow parking below residential parking minimums with a **parking analysis**.
  - No maximum residential density.
  - Additional 9' in height.
- Incentives for 100% achievable deed restricted housing outside of Town Centers.
  - Up to **70% coverage**, with an area wide stormwater treatment system.
  - Allow parking below residential parking minimums with a **parking analysis**, with no less than **0.75 spaces** provided per dwelling unit.
  - No maximum residential density.
  - Allow additional height for buildings with a shallower roof pitch.

# TRPA Phase 2 Housing Amendments (3)



- Other changes to support achievable housing.

- Allow 100% achievable deed restricted multifamily housing in the Ponderosa Ranch regulatory zone.
- Allow multifamily housing through the administrative review (AR) process or by right in preferred affordable areas.
- Align residential and commercial setbacks in mixed-use development and reduce minimum lot width to 25' in preferred affordable areas for residential and mixed-use development.
- Addition of specific standards for review of parking analyses.

**(b) Parking Analysis. ... The study must demonstrate that the parking reduction will not impact surrounding roadways. The criteria considered by the Director in determining whether to allow a reduction in parking minimums will include, but not be limited to:**

- (1) Whether the applicant has demonstrated that parking demand generated by the project, as determined by a parking analysis or information from similarly situated projects, will be accommodated.**
- (2) Whether the applicant has demonstrated sufficient parking supply through parking management strategies, including but not limited to executed shared parking agreements, unbundling parking and rent, or contributing to alternative transportation methods such as public transit.**
- (3) Whether the applicant has demonstrated that the parking analysis does not rely upon the utilization of parking spaces in adjacent or nearby roadways.**
- (4) Mixed-use projects shall meet parking requirements for the non-residential portion of the development.**
- (5) The parking analysis shall assume 100% year-round occupancy for all dwelling units.**
- (6) The parking analysis shall not use public street parking or the privatization of existing public street parking to justify a reduction in on-site parking.**
- (7) Any presumption of lower parking rates per dwelling unit than the minimum required by Washoe County Code shall be supported by availability of other transportation options, local data on parking demand for similar developments, or other appropriate means.**
- (8) For projects outside of Town Centers, the parking analysis can request no less than an average of .75 spaces per dwelling unit.**

# Accessory Dwelling Units

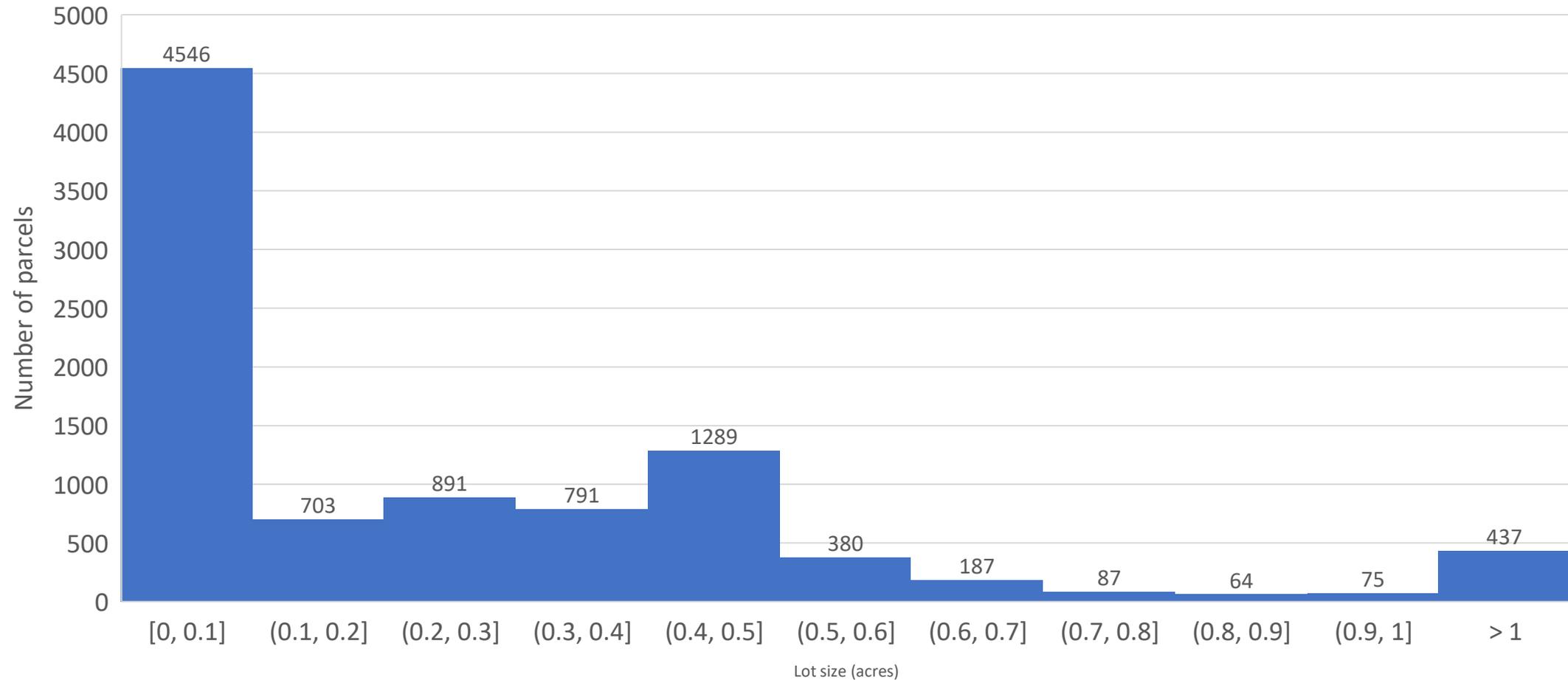


- In 2021, regional minimum lot size of 1 acre for an ADU was removed
- ADU's compatible with single-family development and provides flexibility for multigenerational living and opportunities for people to downsize without leaving their neighborhood (aging in place)
- Proposed changes:
  - Allow ADU's up to 1,200 square feet in size on parcels smaller than 1 acre
  - Remove minimum lot size of 1 acre
  - Allow detached ADU's under 500 square feet and 12' tall to be 5' from side and rear property lines

# Accessory Dwelling Units



### Lot Size Distribution in Tahoe



# Typographical Errors & Clarifications



- Development Code Amendments (DCA's) are also master plan amendments, requiring regional review and approval.
  - Fix an error in the section explaining use table abbreviations to **clarify that "A" means "allowed,"** rather than "allowed subject to an administrative permit."
  - Add clarification that **development code amendments (DCA's) are also master plan amendments,** and thus subject to both application requirements and fees.
  - Add clarification that the **special areas in use tables have an entirely separate list of allowed uses,** rather than being additional to uses allowed in the rest of the regulatory zone.
  - **Allow "Schools—Kindergarten through Secondary Schools" in Incline Village Tourist** by special use permit (inadvertently removed after a 2002 area plan amendment added the use)

# Code Improvements

- **Remove the requirement for a special use permit for a single-family home or for all development.** Require hold harmless agreements as needed to address potential avalanche and other natural hazard risks. This includes changes to the Crystal Bay, Incline Village 5, and East Shore regulatory zones.
- **Decrease the minimum density in Town Centers from 15 to 10 and allow 100% deed restricted achievable housing developments to be below the minimum density.** This will lower an existing barrier to redevelopment and small additions of housing units in Town Centers.

- **Align the processes for accessory structures and main structures to encroach into the front yard setback on sloped and corner lots**, and update requirements for encroachment related to roadways to encompass roadways managed by entities other than Washoe County (e.g. Nevada Department of Transportation) and other types of infrastructure.
  - Allow through building permit
  - Require consultation with any agencies with infrastructure adjacent to front yard
- Allow Washoe County to recognize TRPA approved **temporary uses**
- Add **requirements for long- and short-term bike parking** within and outside of Town Centers.

# Code Improvements (3)



- Short-Term Bicycle Parking: for visitors, customers, and others expected to depart within two hours.
- Long-Term Bicycle Parking: for users who park their bicycles for a period longer than two hours. Provides a higher level of security.

Land Use/Location	Bicycle Parking Location	Short-Term Bicycle Parking	Long-Term Bicycle Parking
Multi-family Residential (with private garage for each unit)	Near building entrance with good visibility	0.05 spaces for each bedroom (2 spaces minimum for complex)	0
Multi-Family Residential (without private garage for each unit)	Near building entrance with good visibility	.05 spaces for each bedroom (2 spaces minimum for complex)	.15 spaces for each bedroom (2 spaces minimum)
Park	Adjacent to restrooms, picnic areas, fields, and other attractions	8 spaces	0
Schools	Near office entrance with good visibility	8 spaces	4 spaces per Classroom
Public Facilities (libraries, community centers, etc.)	Near main entrance with good visibility	8 spaces	1 space per 20 employees
Commercial, retail, and industrial developments over 10,000 gross square feet	Near main entrance with good visibility	8 spaces per 10,000 square feet	2 locker spaces per 10,000 square feet
Transit stations and/or mobility hubs	Near boarding area or security guard	8 spaces	21 locker spaces for every 30 parking spaces

# Clean-up Changes



- Changes since 2021 that should be updated in the Tahoe Area Plan
  - Updates in organization names (e.g. Sierra Nevada College => University of Nevada, Reno at Tahoe)
  - Incorporating references to the Active Transportation Plan (ATP)
  - Updating references to the Washoe County Master Plan
  - Adding dates to tables containing point-in-time data
  - Other fixes to typographical errors and clarifications.

# Opportunities to Engage

- Online surveys
- In-person workshops
  - **Neighborhood Meeting Workshop #1:** Monday April 21, 2025; Incline Village Library Meeting Room, 845 Alder Ave, Incline Village, NV 89451; 5:30-7:30 p.m.
  - **Neighborhood Meeting Workshop #2:** Wednesday April 30, 2025; The Chateau at Incline Village, 955 Fairway Blvd, Incline Village, NV 89451; 5:30-7:30 p.m.
  - Will include this presentation on the TAP update process and draft, view posters that summarize the draft changes and a draft of the changes, talk with staff, and provide feedback.
- Email Kat Oakley with comments or questions:  
[koakey@washoecounty.gov](mailto:koakey@washoecounty.gov)



QR Code for Tahoe Area  
Plan Update Website

# Thank you

Kat Oakley, Senior Planner  
Washoe County CSD – Planning Division  
koakley@washoecounty.gov  
775-328-3628



---

COMMUNITY  
SERVICES DEPARTMENT

---