

## Tahoe Area Plan Update Draft Changes

This document compiles draft changes to the Tahoe Area Plan, including changes to Articles 220 and 220.1 of the Washoe County Development Code (the Tahoe Modifiers). For ease of use, changes are organized by topic and annotated with explanatory footnotes.<sup>1</sup> When the proposed changes only apply to certain regulatory zones, a map showing those zones is included prior to the draft changes. Text in **bold and red** is new text, and text in ~~red with a strikethrough~~ is deleted text. A document with all the draft changes in the order in which they appear in the Area Plan can be viewed online here: [Tahoe Area Plan Full Draft](#). The changes shown in both documents are identical; the Tahoe Area Plan Full Draft document simply includes the modified sections of the area plan in their entirety, including all typographical fixes and updated references—and does not include explanatory footnotes or maps showing the impacted areas. For questions and comments, please contact Kat Oakley at [koakley@washoecounty.gov](mailto:koakley@washoecounty.gov) or 775.328.3628.

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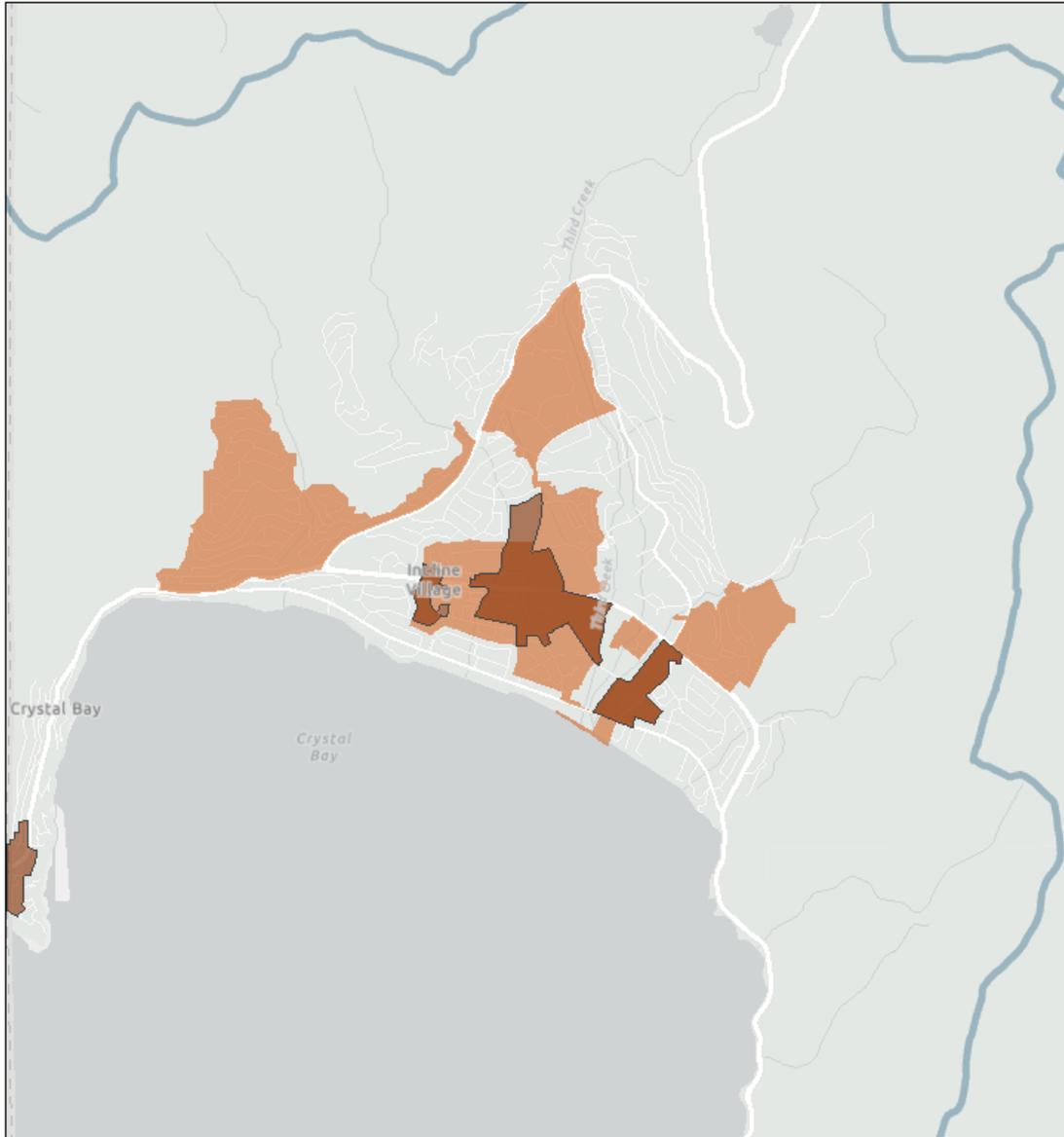
<sup>1</sup> This is an example footnote. Footnotes are for explanatory purposes only and will not appear in the final draft of amendments to the Tahoe Area Plan.

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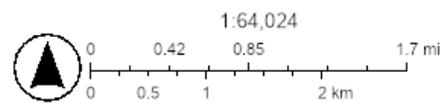
## TRPA Phase 2 Housing Amendments

TRPA Phase 2 Housing Map



4/2/2025, 9:55:45 AM

-  Town Centers
-  Areas Zoned Multi-family
-  TRPA Boundary



TRPA, TRPA, USFS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

## Housing Incentives

**Section 110.220.20 Tahoe Regional Planning Agency Growth Management.** The TRPA and Washoe County coordinate to implement a growth management system in the Tahoe Planning Area that requires most development to obtain development rights consistent with the use type, size and location of the project. This growth management system is described in four chapters of the TRPA Code of Ordinances: Chapter 50, *Allocation of Development*; Chapter 51, *Banking, Conversion, and Transfer of Development*; Chapter 52, *Bonus Unit Incentive Program*; and Chapter 53, *Individual Parcel Evaluation System* (land coverage, a related component of the growth management system is described in Chapter 30, *Land Coverage*). Washoe County may adopt policies regarding the allocation of a project's needed development rights, including establishing priorities and fees, and instituting application processes. The following criteria shall be used as the allocation process for the development rights described below.

- (f) Land Coverage. Land coverage requirements are set forth in Chapter 30, *Land Coverage*, of the TRPA Code of Ordinances. ~~Projects located within a designated Town Center may obtain up to 70% land coverage in accordance with Chapter 13, Area Plans, of the TRPA Code of Ordinances.~~ Lots with existing coverage in excess of 70% must reduce coverage pursuant to Section 110.220.40(c3).<sup>2</sup>

**Section 110.220.35 Town Center Overlay.** There are three areas designated with the Town Center overlay in the Tahoe Planning Area (see Figures 110.220.01, *Incline Village Commercial Town Center*; 110.220.02, *Incline Village Tourist Town Center*; and 110.220.03, *Crystal Bay Tourist Town Center*.) The Town Center overlay districts provide a focus area for the re-development goals of the TRPA Regional Plan and are subject to additional regulation to promote redevelopment. Town Centers are eligible for additional height, density, and land coverage as described in this section.

The following additional regulations apply to development within an adopted Town Center.

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<sup>2</sup> Allows for over 70% coverage in Town Centers when the residential component of a development is 100% affordable, moderate, or achievable housing. This is a requirement of the Tahoe Regional Planning Agency (TRPA) Phase 2 Housing amendments. Requirements are further detailed in Section 110.220.35.

(a) Height. Development within a designated Town Center is permitted to be **4 stories** ~~(56 feet)~~ maximum, when the following conditions are met:<sup>3</sup>

- (1) The project is designed to meet the greenhouse gas reduction standard described in Section 110.220.415, *Greenhouse Gas Reduction*.
- (2) The project meets all other applicable design standards for the Town Center.
- (3) The project does not degrade any applicable established scenic threshold as described in the Tahoe Area Plan Conservation Element.
- (4) The following findings in Section 37.7 of the TRPA Code of Ordinances are made as part of project approval:
  - (i) Finding 1 (Subsection 37.7.1)
  - (ii) Finding 3 (Subsection 37.7.3)
  - (iii) Finding 5 (Subsection 37.7.5)
  - (iv) Finding 9 (Subsection 37.7.9)

(d) Density. Chapter 31, *Density*, of the TRPA Code of Ordinances shall not apply to residential or mixed-use developments within Town Centers. New residential and mixed-use development **and redevelopment** within a Town Center shall have a minimum residential density of ~~15~~ **10** units per acre and a maximum density of 25 units per acre. **Residential or mixed-use developments that are 100% deed-restricted affordable, moderate, or achievable are not subject to minimum density requirements.**<sup>4</sup>

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<sup>3</sup> Removing dated reference to maximum story height limit.

<sup>4</sup> Reduces minimum density in Town Centers from 15 to 10 units per acre and allows development over or under minimum and maximum density when the residential component of a development is 100% affordable, moderate, or achievable housing. Allowances for development over the maximum density is part of the TRPA Phase 2 Housing Amendments. Changes to minimum density are intended to reduce barriers to small-scale redevelopment.

(g) Land coverage. Development in a Town Center is eligible for up to ~~70%~~ **100%** coverage on high capability lands per Chapter 13 of the TRPA Code of Ordinances.<sup>5</sup>

**(h) Standards for Affordable, Moderate, and Achievable Housing in Town Centers. Within Town Centers, the following standards shall apply:**

(1) Height. The maximum height may be increased for residential or mixed-use developments with a residential component that is 100% deed-restricted affordable, moderate, or achievable, pursuant to Section 13.5.3.B.I of the TRPA Code of Ordinances.

(2) Density. The maximum density may be increased for residential or mixed-use developments with a residential component that is 100% deed-restricted affordable, moderate, or achievable, pursuant to Section 13.5.3.B.I of the TRPA Code of Ordinances.

(3) Parking. Minimum parking standards shall apply unless the project applicant demonstrates through a parking analysis in conformance with Section 110.220.45(b) that an alternate parking standard will accommodate the parking demand of the project.<sup>6</sup>

**Section 110.220.38 Standards for Affordable, Moderate, and Achievable Housing in Multifamily Zones. Areas zoned to allow multifamily housing shall be subject to the following standards:**

(a) Height. The maximum height may be increased for residential and mixed-use developments with a residential component that is 100% deed-restricted

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<sup>5</sup> Updates reference to reflect the new maximum coverage under the TRPA Phase 2 Housing Amendments. In general, Washoe County does not regulate coverage but rather defers to TRPA regulations of such.

<sup>6</sup> References TRPA Code of Ordinances to incorporate the TRPA Phase 2 Housing incentives related to height, density, and parking in Town Centers. Based on public input, Washoe County is currently working with TRPA to get feedback on an alternate proposal which would not incorporate the Town Center incentive allowing an additional 9' in height and would only allow parking reductions in Town Centers down to an average of 0.5 parking spaces per dwelling unit. Based on direction from TRPA, staff will either proceed with an alternate proposal or fully incorporate the TRPA Phase 2 Housing Amendments as drafted above.

**affordable, moderate, or achievable, pursuant to Section 37.5.5 of the TRPA Code of Ordinances.**

**(b) Density.** The maximum density may be increased for residential developments or mixed-use developments with a residential component that is 100% deed-restricted affordable, moderate, or achievable, pursuant to Section 31.4.1 of the TRPA Code of Ordinances.

**(c) Parking.** Minimum parking standards shall apply unless the project applicant demonstrates through a parking analysis pursuant to WCC 110.220.45(b) that an alternate parking standard will accommodate parking demand, pursuant to TRPA Code Section 34.4.1.<sup>7</sup>

**Section 110.220.40 Community Design and Land Use Compatibility.** To ensure the compatibility of adjacent and neighboring land uses, all development in the planning area is subject to the following site and architectural design standards:

(c) Coverage Reduction. Projects containing existing land coverage greater than 70 percent shall reduce on-site coverage as follows:

(1) Within Town Centers, coverage shall be reduced as follows:

- (i) On sites with up to 75 percent coverage, coverage shall be reduced to no more than 70 percent of the site area as part of the project.
- (ii) On sites with more than 75 percent coverage, coverage shall be reduced by 5 percent of the site area as part of the project.

(2) Outside of Town Centers, coverage shall be reduced by a minimum of five percent or to 70 percent, whichever results in less coverage, as part of the project.

(3) Areas where coverage has been reduced in compliance with this standard may be used for BMPs, snow storage, and other uses that are exempt from coverage requirements pursuant to Chapter 30, Land Capability System of the TRPA Code of Ordinances.

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<sup>7</sup> References TRPA Code of Ordinances to incorporate the TRPA Phase 2 Housing incentives related to height, density, and parking in multifamily areas.

**(4) Projects which are allowed more than 70% coverage per Section 110.220.35 are exempt from these requirements.<sup>8</sup>**

**Section 110.220.45 Parking.** The intent of Washoe County's parking standards is to ensure the design of parking facilities provides adequate and accessible parking in a manner that facilitates pedestrian and non-motorized traffic within and between adjacent properties. **Minimum standards for bicycle parking for the entire Tahoe Planning Area are established in this section. Other parking standards for mixed-use and tourist regulatory zones** in the Tahoe Planning Area are established in Article 110.220.1, *Tahoe Area Design Standards for mixed-use and tourist Regulatory Zones*, and **For all other areas in the Tahoe Planning Area, non-bicycle parking standards are established** in Washoe County Development Code Article 410, *Parking and Loading*, ~~for all other areas~~.<sup>9</sup> All discretionary permits granted by Washoe County that may have an impact on parking and accessibility must implement a parking and accessibility plan that mitigates the expected impacts of the permitted activity regarding parking, accessibility and safety through the development and implementation of a parking plan. Parking plans, at a minimum, must address vehicular, **bicycle**, and pedestrian traffic flow, and vehicular, **cyclist**, and pedestrian safety. Off-site parking agreements are permitted in order to accommodate expected demand, provided pedestrian **and cyclist** safety is maintained. Whenever necessary, the approval of discretionary permits in the planning area will be conditioned to ensure the adequacy and safety of the proposed parking plan. **In the Tahoe Planning Area, the following standards for parking shall be applicable:**

- (b) Parking Analysis. Applicants may submit a parking analysis to request reductions in residential parking minimums for residential developments or mixed-use developments with a residential component that are 100% deed-restricted affordable, moderate, or achievable, as described in subsection 36.13 of the TRPA Code of Ordinances, and pursuant to Sections 110.220.35 and 110.220.38.<sup>10</sup> Such requests will be made through the Director's Modification of Standards application process.<sup>11</sup> 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:**

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<sup>8</sup> Creates exemption for coverage reduction for developments allowed over 70% coverage per the TRPA Phase 2 Housing Amendments.

<sup>9</sup> Updated standards for bicycle parking are proposed to be established in this section. Those changes are included in full later in this document.

<sup>10</sup> Implements TRPA Phase 2 Housing incentives for parking.

<sup>11</sup> Uses clearly established Director's Modification process to review parking analyses.

- (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.<sup>12</sup>**
- (3) Whether the applicant has demonstrated that the parking analysis does not rely upon the utilization of parking spaces in adjacent or nearby roadways.<sup>13</sup>**
- (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.<sup>14</sup>**
- (8) For projects outside of Town Centers, the parking analysis can request no less than an average of .75 spaces per dwelling unit.**

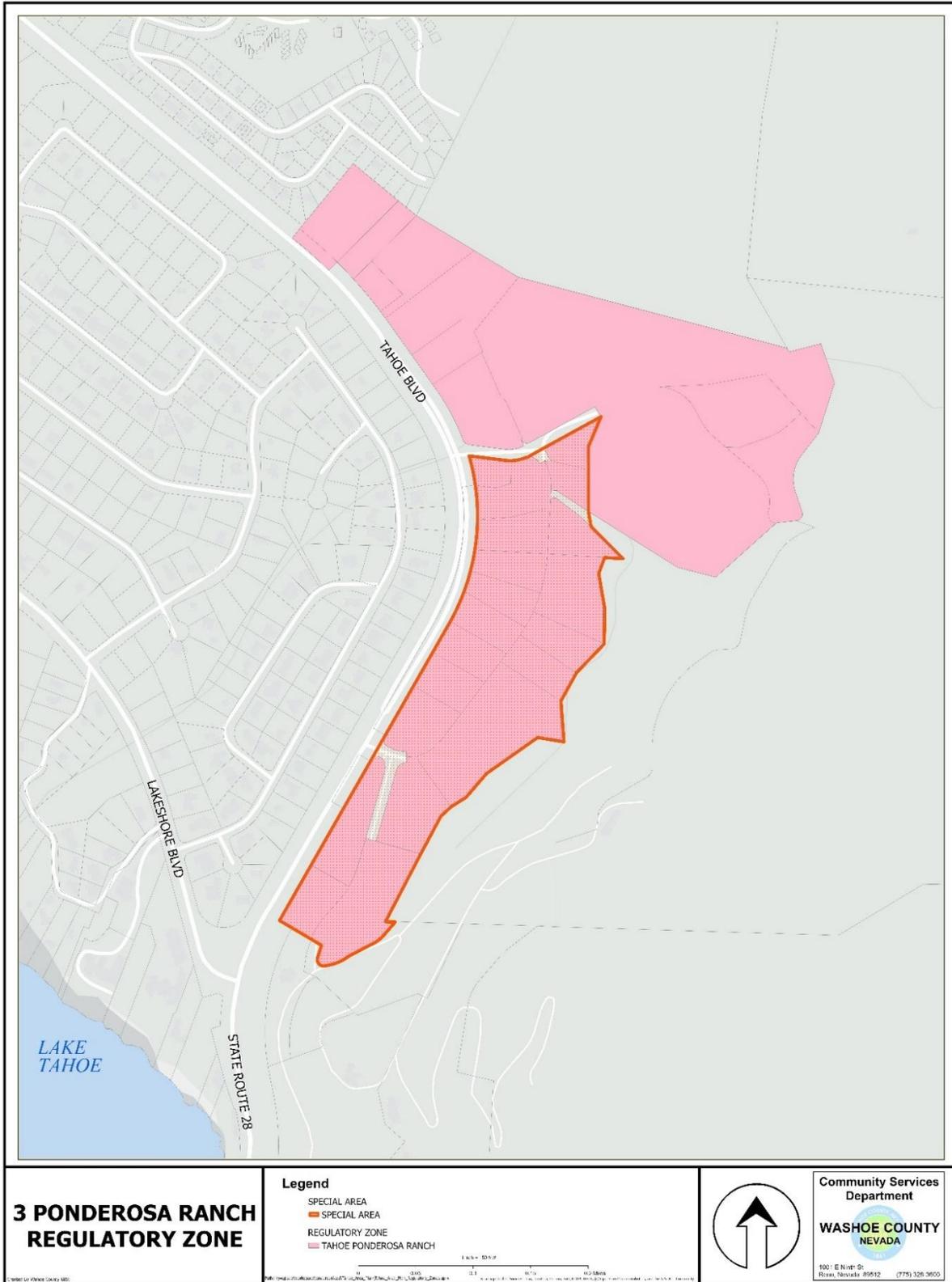
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<sup>12</sup> Subsections 1 and 2 establish criteria for consideration required by the TRPA Phase 2 Housing Amendments.

<sup>13</sup> Subsection 3 proposes additional criteria to ensure that parking reductions cannot be approved if they will impact parking in nearby roadways.

<sup>14</sup> Additional criteria ensure that parking reductions have to be based on evidence of lower parking demand.

## Ponderosa Ranch Multifamily Housing



**Section 110.220.165 Ponderosa Ranch Regulatory Zone.**

<b>PONDEROSA RANCH REGULATORY ZONE</b>		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
<b>Residential</b> <sup>15</sup>		
<b>Multiple Family Dwelling</b>	<b>A</b>	<b>15 units per acre</b>
<b>Employee Housing</b>	<b>A</b>	<b>15 units per acre</b>
<b>PERMISSIBLE USES – PONDEROSA RANCH REGULATORY ZONE SPECIAL AREA</b>		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	15 units per acre
<b>Multiple Family Dwelling</b>	<b>A</b>	<b>15 units per acre</b>
Nursing and Personal Care	S	25 people per acre
Residential Care	S	25 people per acre

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

**(e) New uses in the Ponderosa Ranch regulatory zone shall share existing driveways.**<sup>16</sup>

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<sup>15</sup> Adds residential uses to Ponderosa Ranch. This is part of the alternate Phase 2 Housing Amendments proposal on which Washoe County is seeking feedback from TRPA. Adds multiple family housing to the special area and to areas of Ponderosa Ranch outside of the special area.

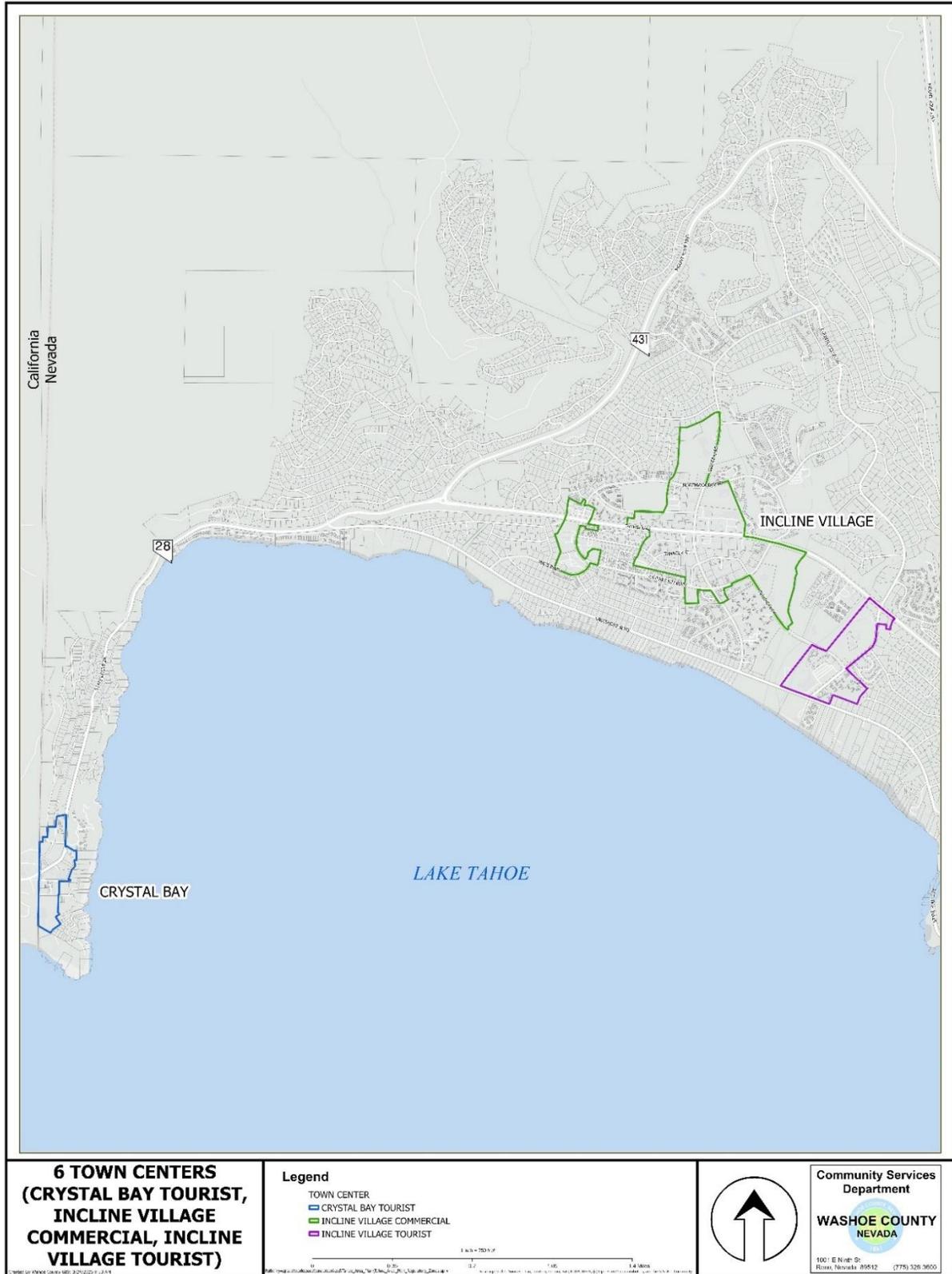
<sup>16</sup> Codifies shared driveway requirement that currently is established in the non-code portion of the area plan.

- (f) All residential uses must meet the income eligibility standards for one of TRPA's three deed-restricted housing types: affordable, moderate, or achievable, as defined in the TRPA Code of Ordinances.<sup>17</sup>**

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<sup>17</sup> Restricts residential development in Ponderosa Ranch to deed-restricted housing.

## Multifamily Permitting Process Changes



**Section 110.220.130 Regulatory Zone Development Standards.** The following sections provide details on the allowed uses, density and special area regulations, and other development standards within the Regulatory Zones. Existing uses not listed shall be considered nonconforming uses within the Regulatory Zone. The establishment of new uses not listed in the tables provided below shall be prohibited. Where listed, A = Allowed ~~by right subject to an administrative permit pursuant to Article 808, Administrative Permits of this chapter~~,<sup>18</sup> S = Board of Adjustment Special Use Permit pursuant to Article 812, *Special Use Permits* of this chapter; **AR=Administrative Review Permit pursuant to Article 809 Administrative Review Permits**.<sup>19</sup> **In cases where a regulatory zone contains a special area, the list of uses under the special area is independent and complete, not supplemental to other allowed uses in the regulatory zone.**<sup>20</sup> For projects not subject to delegated permitting under an MOU, permitted by right (“A”) uses shall be processed as TRPA allowed uses in accordance ~~to~~ **with** TRPA Code of Ordinance section 21.2.1 and **both administrative review (“AR”) and** special uses (“S”) shall be processed as TRPA special use in accordance ~~to~~ **with** TRPA Code of Ordinances Section 21.2.2. Land uses are defined in Table 21.4-A and Chapter 81 of the TRPA Code of Ordinances.

**Section 110.220.135 Crystal Bay Tourist Regulatory Zone.**

CRYSTAL BAY TOURIST REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Add 'l Regs.
Residential		
Employee Housing	S	Based on other residential use densities

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<sup>18</sup> Fixes typographical error that erroneously states that “A” requires an administrative permit rather than being allowed by right, as is stated later in the same paragraph.

<sup>19</sup> Adds the administrative review process, which is a more streamlined discretionary review process which still requires public noticing and allows the imposition of conditions of approval.

<sup>20</sup> Clarifies organization of use tables.

Multiple Family Dwelling ( <b>more than four units</b> ) <sup>21</sup>	<b>SAR</b>	<del>15</del> <b>10</b> units per acre <del>minimum</del> <b>minimum</b> <sup>22</sup>  25 units per acre maximum
<b>Multiple Family Dwelling (four units or less)</b>	<b>A</b>	<b>10 units per acre minimum</b>  <b>25 units per acre maximum</b>
Multi-Person Dwelling	S	25 people per acre
Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85

**Section 110.220.145 Incline Village Commercial Regulatory Zone.**

<b>INCLINE VILLAGE COMMERCIAL REGULATORY ZONE</b>		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
<b>Residential</b>		
Employee Housing	A	Based on other residential use densities
Multiple Family Dwelling ( <b>more than four units</b> )	<b>SAR</b>	<del>15</del> <b>10</b> units per acre <del>Minimum</del> <b>minimum</b>

<sup>21</sup> Allows multiple family dwellings under four units by right, and over four units through administrative review in all Town Centers (Crystal Bay Tourist, Incline Village Commercial, and Incline Village Tourist Regulatory Zones).

<sup>22</sup> Reduces minimum density in Town Centers to remove barrier to small scale redevelopment.

		25 units per acre maximum
<b>Multiple Family Dwelling (four units or less)</b>	<b>A</b>	<b>10 units per acre minimum</b>  <b>25 units per acre maximum</b>
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care (Section 110.220.410)	S	40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre
Single Family Dwellings	S	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
<b>INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA 1</b>		
<b>Allowable Land Uses by Land Use Classification</b>	<b>Land Use Permit</b>	<b>Density</b>
<b>Residential</b>		
Single Family Dwelling*	A	1 unit per parcel
Multiple Family Dwelling	A	<del>15</del> <b>10</b> units per acre minimum  25 units per acre
Employee Housing	A	Based on other residential use densities
Nursing and Personal Care (Section 110.220.410)	S	40 people per acre

Residential Care (Section 110.220.410)	S	40 people per acre

**Section 110.220.155 Incline Village Tourist Regulatory Zone.**

<b>INCLINE VILLAGE TOURIST REGULATORY ZONE</b>		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	S	Based on other residential use densities
Multiple Family Dwelling ( <b>more than four units</b> )	<b>SAR</b>	<del>45</del> <b>10</b> units per acre minimum 25 units per acre maximum
Within the Town Center  Outside of the Town Center		
Multiple Family Dwelling ( <b>four units or less</b> )	<b>A</b>	<b>10 units per acre minimum</b> <b>25 units per acre maximum</b>
Within the Town Center  Outside of the Town Center		
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care within the Town	S	40 people per acre

Center (Section 110.220.410) Other Nursing and Personal Care		25 people per acre
Residential Care within the Town Center (Section 110.220.410) Other Residential Care	S	40 people per acre 25 people per acre
Single Family Dwellings	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85

### Mixed-Use Minimum Lot Width and Setbacks

**Section 110.220.55 Yard and Lot Standards.** Required yards for structures, minimum parcel area and minimum parcel width are determined by parcel size and use type according to Table 110.220.03, *Tahoe Area Yard and Lot Standards*. The use types are defined under TRPA Code of Ordinances Chapter 21, *Permissible Uses*. Standards for development in Town Center overlay districts are found in Section 110.220.35, *Town Center Overlay* and Article 110.220.1, *Tahoe Area Design Standards*. Structures fronting State Routes 28 and 431 shall be set back a minimum of 20 feet from the right-of-way, unless an exception is granted pursuant to TRPA Code of Ordinances Subsection 36.5.4, *Setback Standards*.

Use Type and Parcel Size	Required Setback			Minimum Parcel Width* (Feet)	Minimum Parcel Size (Square Feet)
	Front (Feet)	Side (Feet)	Rear (Feet)		
Residential					3,700 sf.
Greater Than 2.5 Acres	30	15	30	80 ft.	
35,000 Square Feet to 2.5 Acres	30	12	30	80 ft.	
12,000 Square Feet to 34,999.99 Square Feet	20	8	20	60 ft.	

5,000 Square Feet to 11,999.99 Square Feet	20	5	20	60 ft.	
Less Than 5,000 Square Feet	15	5	10	60 ft.	
Commercial & Mixed-Use <sup>23</sup>	10	10	10	75 ft.	10,000 sf.
Tourist Accommodation	20	10	10	75 ft.	10,000 sf.
Public Service	20	15	20	N/A	N/A
Recreation	20	15	20	N/A	N/A
Wildlife Management					
Structures 12' or Greater in Height	15	15	15	N/A	N/A
Structures 12' or Less in Height	5	5	5	N/A	N/A

Table 110.220.03 *Tahoe Area Yard and Lot Standards*

**Notes:**

**\* Minimum parcel width shall be 25 feet for residential and mixed-use development in preferred affordable areas.**<sup>24</sup>

## Accessory Dwelling Units

**Section 110.220.85 Accessory Dwellings.** In the Tahoe Planning Area accessory dwellings are regulated pursuant to the standards established under Section 21.3.2, *Secondary Residence*, of the TRPA Code of Ordinances. In addition to these standards Washoe County will apply the following additional development regulations to all accessory dwellings (secondary residence):

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<sup>23</sup> Aligns residential and commercial setbacks in mixed-use building, so that buildings can adapt to changing uses and interior layouts.

<sup>24</sup> Large minimum lot widths can serve as a barrier to certain types of housing and redevelopment. This will ensure that lot width is not a barrier in areas where affordable housing is a priority.

- (a) When the primary use is residential, all accessory dwellings must obtain an ~~detached accessory dwelling~~ administrative review **permit pursuant to Article 809.**, ~~as described in Washoe County Development Code Section 110.306.25(i);~~<sup>25</sup>
- (b) When the primary use is residential, the accessory dwelling (secondary residence) shall be limited to **the following maximum sizes based on the size of the parcel:**
  - (1) On parcels 1 acre or larger:** 50% of the size of the main dwelling or 1,500 square feet, whichever is smaller;
  - (2) On parcels smaller than 1 acre: 1,200 square feet.**<sup>26</sup>
- (c) When the primary use is non-residential, the accessory dwelling shall be limited to 1,500 square feet;
- (d) All accessory dwellings must provide a minimum of one off-street parking space (tandem parking is allowed) in addition to the parking required for the primary use;
- (e) Additional requirements as defined in Washoe County Development Code Article 306, *Accessory Uses and Structures* **shall apply; and,**
- ~~(f) The parcel on which accessory dwelling will be located is a minimum of 1 acre in size.~~<sup>27</sup>
- ~~(gf) Detached accessory dwellings are subject to the sS~~Standards for detached accessory structures ~~as found above~~ in Section 110.220.80, *Accessory Structures and Uses* **shall apply; and,-**
- (g) If a detached accessory dwelling unit is under 500 square feet and is 12 feet in height or less, it can be located as close as 5 feet from the side and rear property lines.**<sup>28</sup>

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<sup>25</sup> An administrative review permit will continue to be required for all accessory dwelling units (ADUs) in the Tahoe Basin.

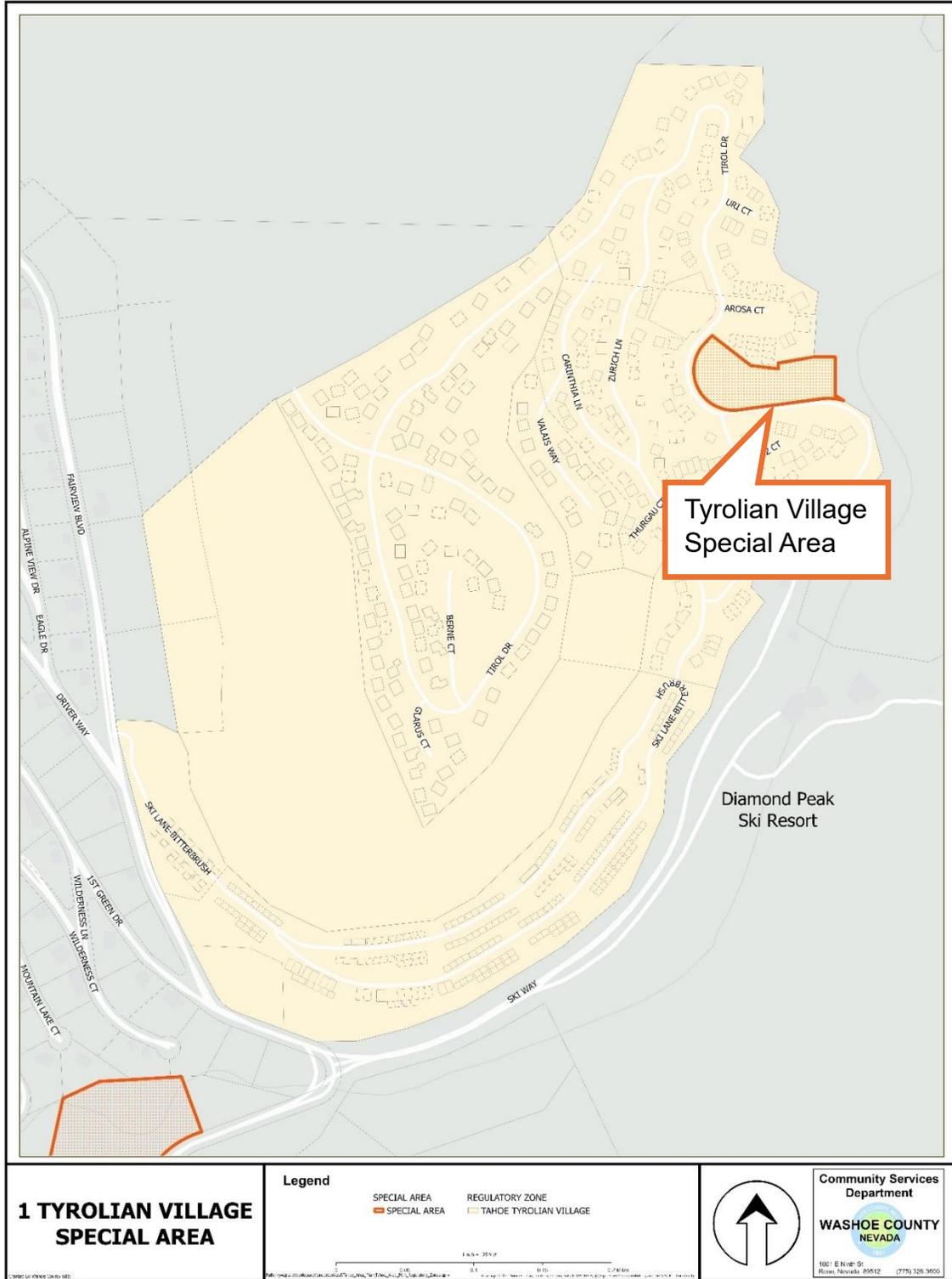
<sup>26</sup> Proposes smaller maximum ADU size of 1,200 square feet for smaller parcels.

<sup>27</sup> Proposes to remove minimum lot size of 1 acre for ADU development. This could help support more attainable housing options, as currently ADU's are only allowed on a very limited number of parcels in Washoe Tahoe. In Washoe County, ADU's cannot be used as short-term rentals.

<sup>28</sup> Allows smaller setbacks for small ADU's. These setbacks match the setbacks allowed for accessory structures under 12 feet tall.

# Updates from 2021 Tahoe Area Plan Adoption

## Remove the Tyrolian Village Special Area



**Section 110.220.325 Tyrolian Village Regulatory Zone**

TYROLIAN VILLAGE REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwellings	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Public Service		
Local Public Health and Safety Facilities	S	
Transit Stations and Terminals	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
Recreation		
Participant Sports Facilities	S	
Temporary Events	A	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	

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Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
<del>PERMISSIBLE USES—TYROLIAN VILLAGE REGULATORY ZONE SPECIAL AREA</del>		
<del>Allowable Land Uses by Land Use Classification</del>	<del>Land Use Permit</del>	<del>Density</del>
<del>Residential</del>		
<del>Same as General List</del>		
<del>Tourist Accommodations</del>		
<del>Time Sharing—Residential Design (See Special Policies)</del>	<del>S</del>	<del>15 units per acre</del>
<del>Bed and Breakfast Facilities</del>	<del>S</del>	<del>10 units per acre</del>
<del>Public Service</del>		
<del>Same as General List</del>		

Recreation
<del>Same as General List</del>
Resource Management
<del>Same as General List</del>

## Tahoe Area Plan Page 2-21

### Special Areas

Special Areas may be designated in order to allow permissible uses and densities that differ from the underlying regulatory zone. The Tahoe Area Plan establishes the Special Areas in the following regulatory zones:

- Incline Village Commercial – Three special areas are established for the Incline Village Commercial zone. This allows different uses to be focused in different areas within this Town Center.
- Incline Village Tourist – A special area is established for the IVGID-owned recreational facilities.
- Ponderosa Ranch – A special area is established for the former theme park site. More intense uses, such as light industrial, are focused outside of the special area. Retail uses and employee housing are permissible within the special area.
- Incline Village 3 – A special area is established to specify different density standards for a specific site. The site has since been developed.
- Crystal Bay Condominiums – A special area is established to allow low-density multi-family residential development.
- Wood Creek – A special area is established to allow public service uses on county-owned property.
- Fairway – A special area is established to allow a variety of multi-family, tourist accommodation, and neighborhood commercial uses.
- Mt. Shadows – A special area is established to allow neighborhood commercial uses on a specific parcel.

- ~~• Tyrolian Village — A special area is established to allow residential-designed timeshares and bed and breakfast uses on a specific parcel.<sup>29</sup>~~

Include Tahoe Transportation District in parking management plan

**Tahoe Area Plan Page 3-14**

**IMPLEMENTATION ACTIONS**

*Action T-5      Parking Management Plan*

Work with TRPA, **TTD**, and the Truckee North Tahoe Transportation Management Association to develop and implement a comprehensive approach to parking management in the planning area.

**Tahoe Area Plan Page 7-7**

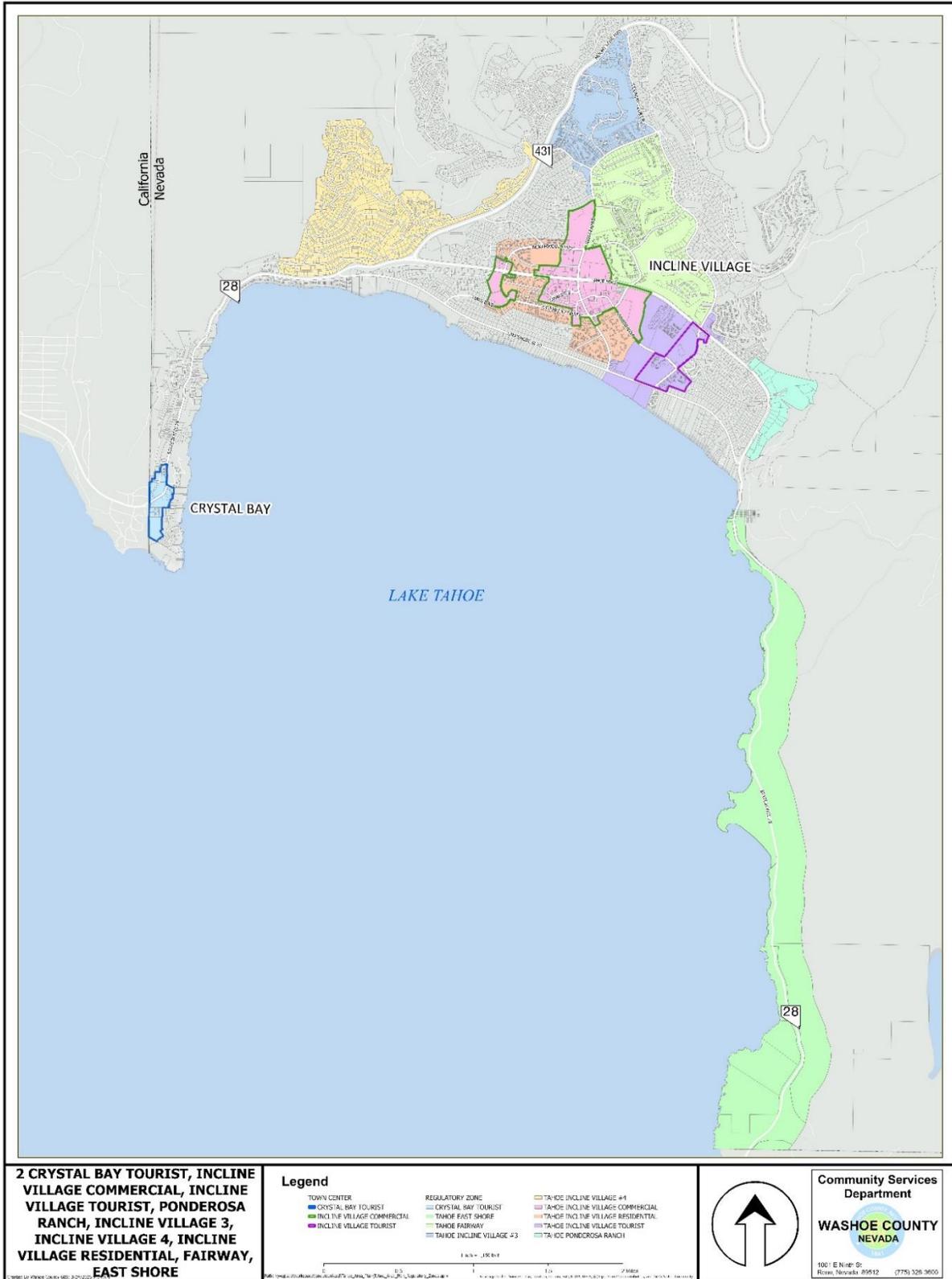
Transportation Actions								
Action/Project	Lead Implementor	Other Participants	Short Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long - Term 11-20 Yrs	One-Time	On-Going	Funding Sources
Action T-1 Employer Based Vehicle Trip Reduction	WC	TMA, TRPA	•					GF, Grants

<sup>29</sup> The Tyrolian Village Special Area was approved by TRPA in 2004 to allow certain tourist uses on a single parcel. In 2006, Washoe County denied that request, creating a conflict between the two plans. The special area was included in the 2021 adoption in error which can be corrected by its removal. This change would apply to only one parcel.

Tahoe Area Plan Update Compiled Draft 4/8/25

Action T-2 Access Management Standards	WC	NDOT	•					RF
Action T-3 Plowing of Multi- Use Trails	WC	IVGID	•					RF, GF
Action T-4 Short-Range Transit Plan	WCRTC	TMA, TRPA, TART, TTD	•					GF, Grants
Action T-5 Parking Management Plan	WC	TRPA, <b>TTD</b>	•					GF, Grants

Identify Regulatory Zones Receiving Transferred Development Rights



**Section 110.220.140 Crystal Bay Tourist Regulatory Zone Special Policies.** The following special policies will be implemented in the Crystal Bay Tourist Regulatory Zone.

(a) The Crystal Bay Tourist Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:

- (1) Preferred Affordable Housing Area
- (2) Scenic Restoration Area
- (3) **Transfer of Development Right Receiving Area for existing development and multi-residential development<sup>30</sup>**

**Section 110.220.150 Incline Village Commercial Regulatory Zone Special Policies.** The following special policies will be implemented in the Incline Village Commercial Regulatory Zone.

(a) The Incline Village Commercial Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:

- (1) Preferred Affordable Housing Area
- (2) Scenic Restoration Area
- (3) **Transfer of Development Right Receiving Area for existing development and multi-residential development**

**Section 110.220.160 Incline Village Tourist Regulatory Zone Special Policies.** The following special policies will be implemented in the Incline Village Tourist Regulatory Zone.

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<sup>30</sup> Identification of areas that can receive TDRs was accidentally excluded during the 2021 adoption of the TAP. Such identification has been added to the special policies of the applicable regulatory zones. There are no changes to which areas can receive TDRs from what was allowed prior to the 2021 Area Plan adoption. See page 160-161 of the 2021 Area Plan adoption [Governing Board Staff Report](#).

(b) The Incline Village Tourist Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:

(1) Preferred Affordable Housing Area

(2) **Transfer of Development Right Receiving Area for existing development and multi-residential development**

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

(b) The Ponderosa Ranch Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:

(1) Preferred Affordable Housing Area, within the Special Area only

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(2) Scenic Restoration Area

(3) Preferred Industrial Area, outside of the Special Area only

(4) **Transfer of Development Right Receiving Area for existing development and multi-residential development**

**Section 110.220.200 Incline Village 3 Regulatory Zone Special Policies.** The following special policies will be implemented in the Incline Village 3 Regulatory Zone.

**(d) The Incline Village 3 Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:**

**(1) Transfer of Development Right Receiving Area for multi-residential development, and for existing development and multi-residential development in the special area.**

**Section 110.220.210 Incline Village 4 Regulatory Zone Special Policies.** The following special policies will be implemented in the Incline Village 4 Regulatory Zone.

**(b) The Incline Village 4 Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, Special Designations:**

**(1) Transfer of Development Right Receiving Area for multi-residential development**

**Section 110.220.230 Incline Village Residential Regulatory Zone Special Policies.**

The following special policies will be implemented in the Incline Village Residential Regulatory Zone.

(a) The Incline Village Residential Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:

(1) Preferred Affordable Housing Area

(2) Scenic Restoration Area

**(3) Transfer of Development Right Receiving Area for existing development and multi-residential development**

**Section 110.220.300 Fairway Regulatory Zone Special Policies.** The following special policies will be implemented in the Fairway Regulatory Zone.

**(d) The Fairway Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:**

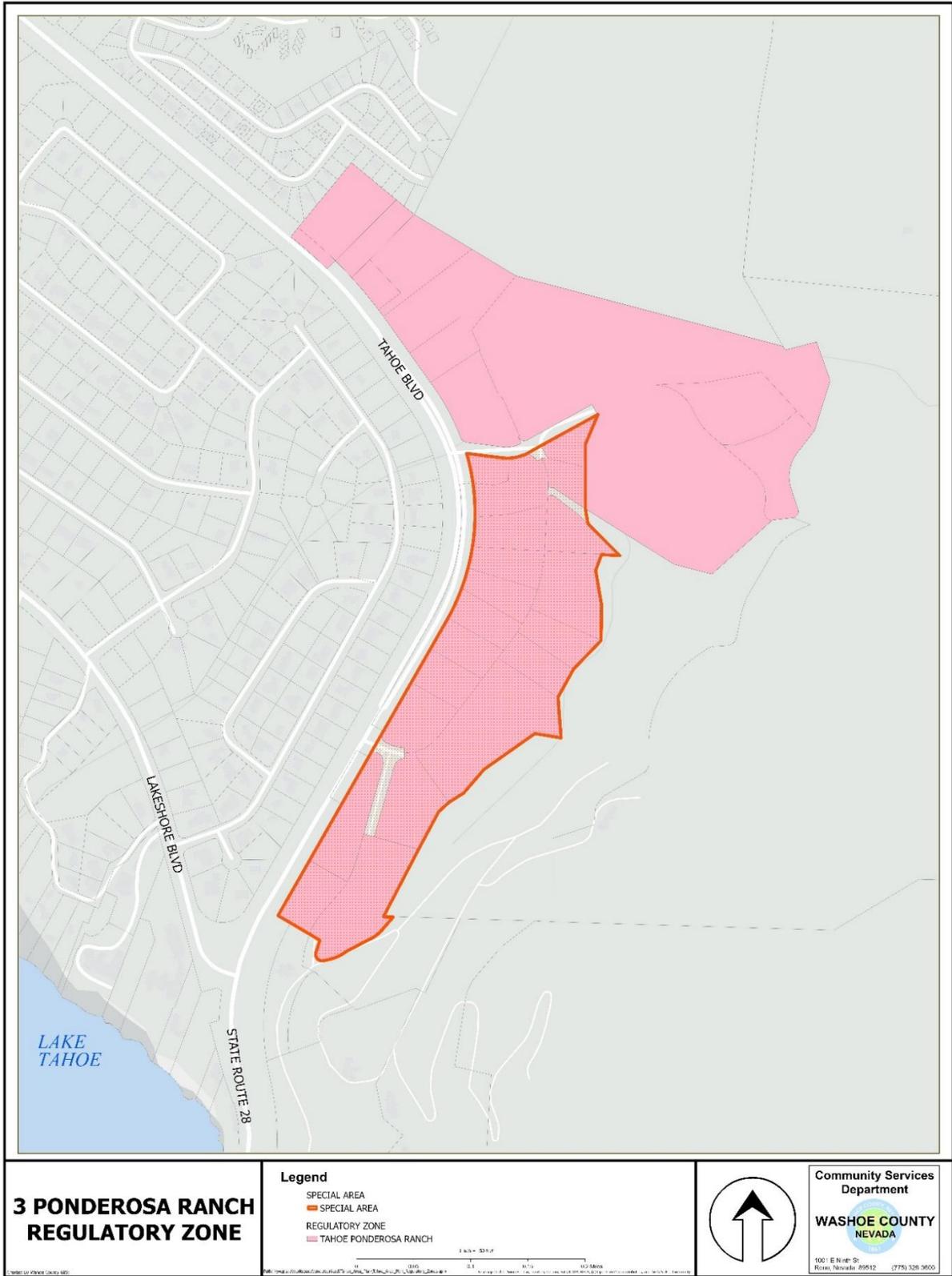
**(1) Transfer of Development Right Receiving Area for multi-residential development, and for existing development and multi-residential development in the special area.**

**Section 110.220.390 East Shore Regulatory Zone Special Policies.** The following special policies will be implemented in the East Shore Regulatory Zone.

**(h) The East Shore Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:**

**(1) Transfer of Development Right Receiving Area for multi-residential development, but limited to employee housing only.**

### Apply Code of Ordinance Community Plans Code 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.

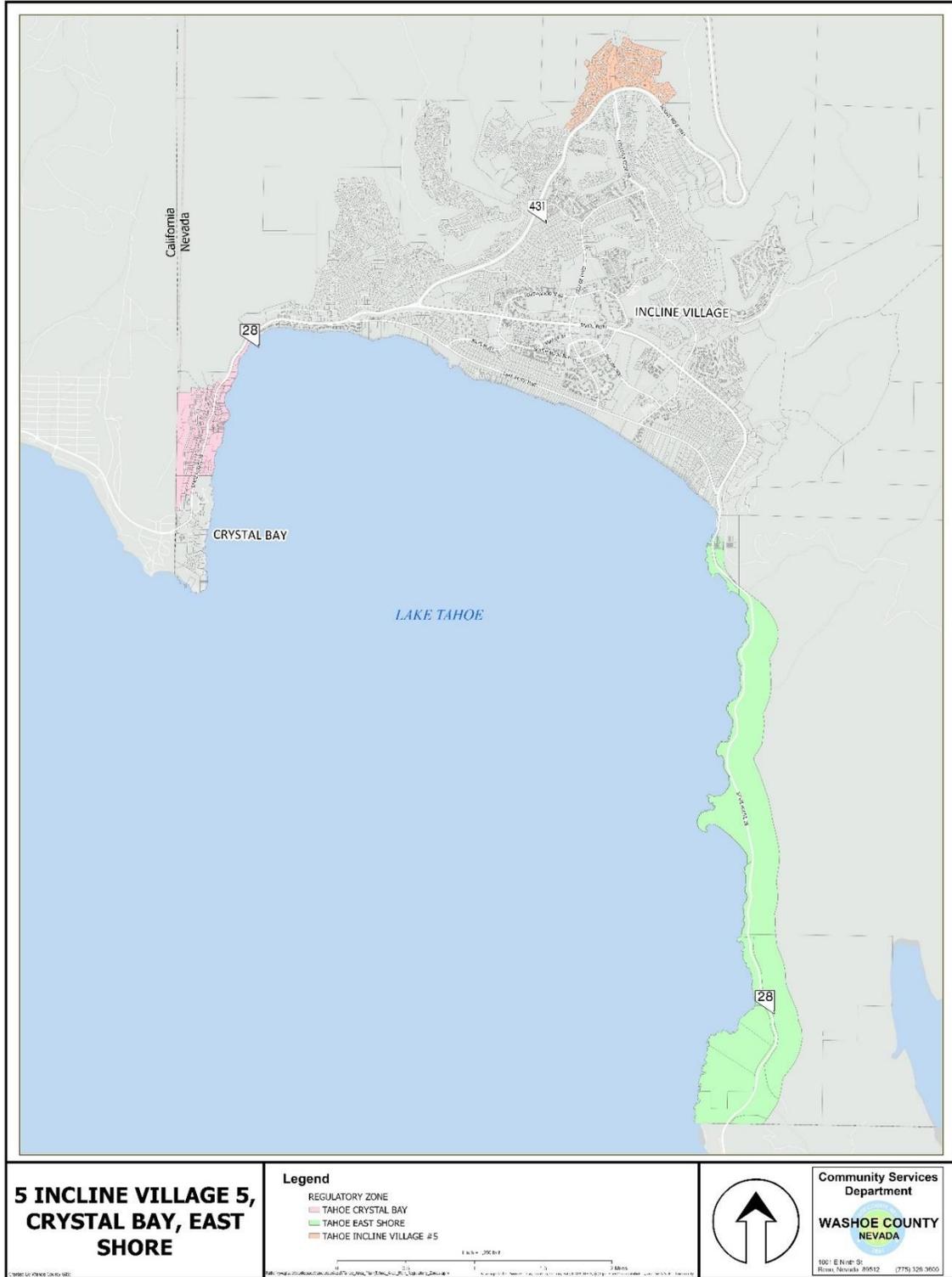
**(d) In order to retain long-standing development standards for areas that were within Community Plans prior to the adoption of the Area Plan and are not included in the Town Center, provisions of the TRPA Code of Ordinances that apply to Community Plans and Community Plan Areas shall continue to apply.<sup>31</sup>**

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<sup>31</sup> Ponderosa Ranch is the only former Community Plan area that did not become a town center with the 2021 Area Plan adoption. As such, applying the Community Plan regulations to the area would allow continued application of incentives that have historically applied to the area.

## Code Improvements

### Special Use Permits in Residential Zones for Residential Uses



**Section 110.220.125 Natural Hazards.** All development in the planning area must comply with Washoe County codes and policies for development and building in areas prone to floods, earthquakes, avalanches, wildfire and other natural hazards. The Potential Natural Hazards Map (Figure 110.220.03) identifies areas potentially subject to these hazards. Development located in an identified potential hazard zone may be subject to additional design, construction, and review requirements as discussed below.

- (c) Avalanche. All development within an identified avalanche hazard area must **record a hold harmless agreement which shall run with the land and provide that the County shall be held harmless from any liability resulting from avalanche activity.** ~~complete an appropriate geo-technical study as determined by the Washoe County Community Services Department and comply with the study's final recommendations.~~

**Section 110.220.215 Incline Village 5 Regulatory Zone.**

<b>INCLINE VILLAGE 5 REGULATORY ZONE</b>		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
<b>Residential</b>		
Single Family Dwelling	<b>SA</b>	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
<b>Public Service</b>		
Local Public Health and Safety Facilities	S	
Transit Stations and Terminals	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
<b>Recreation</b>		
Participant Sports	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
<b>Resource Management</b>		
Reforestation	A	

Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

**Section 110.220.220 Incline Village 5 Regulatory Zone Special Policies.** The following special policies will be implemented in the Incline Village 5 Regulatory Zone.

- (a) ~~Until this Regulatory Zone has been classified as to avalanche danger, all development shall be subject to a special use permit.~~ **Prior to any development on a parcel in this Regulatory Zone, the property owner shall record a hold harmless agreement which shall run with the land and provide that the County shall be held harmless from any liability resulting from avalanche activity.**<sup>32</sup>

**Section 110.220.245 Crystal Bay Regulatory Zone**

CRYSTAL BAY REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	<b>SA</b>	1 unit per parcel + 1

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<sup>32</sup> In three primarily single-family residential zones with potential avalanche hazard, special use permits are currently required for single-family dwellings or all development. As a result, special use permits are required for any modifications to existing single-family homes. The proposed changes address avalanche and other natural hazard risk through a hold harmless requirement rather than a discretionary review process, which in practice results in the same hold harmless requirement.

		accessory dwelling where allowed by Section 110.220.85
<b>Public Service</b>		
Local Public Health and Safety Facilities	S	
Transit Stations	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
<b>Recreation</b>		
Riding and Hiking Trails	A	
<b>Resource Management</b>		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Management/Treatment	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

**Section 110.220.250 Crystal Bay Regulatory Zone Special Policies.** The following special policies will be implemented in the Crystal Bay Regulatory Zone.

~~(a) Due to the environmental sensitivity of the area, limited emergency access, and geologic hazards, all further development in this Regulatory Zone shall be subject to a special use permit. Prior to any development on a parcel in this~~

**Regulatory Zone, the property owner shall record a hold harmless agreement which shall run with the land and provide that the County shall be held harmless from any liability resulting from avalanche activity or geological hazards.**

- (b) Further encroachment permits onto Highway 28 should be discouraged.
- ~~(c) Due to the sensitivity of the area and the public safety issues, all further development will be considered a special use.~~
- ~~(d) Further study of the avalanche danger is required to resolve the avalanche problem and to ensure that new and existing development is consistent with the findings of that study.~~

**Section 110.220.385 East Shore Regulatory Zone.**

<b>EAST SHORE REGULATORY ZONE</b>		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	S	5 units on State Parks Lands
Single Family Dwelling	<b>SA</b>	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Summer Homes	S	1 unit per parcel

**Sloped and Corner lots**

**Section 110.220.60 Siting on Corner Lots and Sloped Lots.** The following standards apply to any primary building or accessory structure on a corner lot or lot with slopes meeting the thresholds established below.

(a) The front yard setback ~~for accessory structures~~ may be extended to the front property line on any corner lot when built no closer than sixty (60) feet from the corner, and on any interior or through lot where the slope of the front half of the lot is greater than a two (2) foot rise (or fall) for every ten (10) feet above (or below) the established street grade. The **structure building** shall conform to the height and story limits provided within this section. When a primary building or accessory structure is placed within the front yard setback as described in this section, all the following shall apply:

- (1) The ~~Engineering Division~~ **agency having jurisdiction over adjacent roadways**<sup>33</sup> must be able to determine that ~~county~~ right-of-way maintenance and road work operations will not be impeded or sufficient measures have been incorporated in the **building's structure's** design to mitigate an impediment to ~~county~~ right-of-way maintenance and road work operations. The **agency having jurisdiction over adjacent roadways** ~~county~~ may also require that ~~the county~~ **the agency** be held harmless from liability resulting from its right-of-way maintenance and road work operations;
- (2) The ~~Engineering Division~~ **agency having jurisdiction over adjacent roadways** must be able to determine that the speed of traffic, ~~and~~ the volume of traffic, **and site distance triangles** on the street is such that the placing of the **garage building** within the front yard setback will not cause a safety problem for ~~vehicles using all users of~~ the street; and
- (3) The ~~Engineering Division~~ **agency having jurisdiction over adjacent roadways** must be able to determine that the placement of the **structure building** within the front yard setback will not impede the ability of the **county agency** to widen the street in accordance with the adopted Capital Improvements Program, ~~or in accordance with a possible widening of the street as shown in the adopted master plan.~~
- (4) The placement of the **structure building** is not sited closer than fifteen (15) feet from the edge of pavement of the abutting street **and is outside of the right-of-way.**

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<sup>33</sup> Includes agencies with roadway jurisdiction other than Washoe County Engineering, such as the Nevada Department of Transportation (NDOT).

- (5) The maximum square footage of the portion of the **structure building** designed to encroach on the established setback shall not exceed 25% of the size of the primary structure.
- (6) **Structures Buildings** proposed within 20 feet of the rights-of-way of State Routes 28 or 431 may only be approved pursuant to Subparagraph 36.5.4.A.2 of the TRPA Code of Ordinances.
- (7) **Agencies with jurisdiction over infrastructure in or adjacent to the front yard will be consulted to ensure that placement of the structure within the front yard setback will not impede maintenance and operation of such infrastructure.**<sup>34</sup>

~~(b) Proposals to establish primary structures utilizing the same development standards for accessory structures found above shall be reviewed pursuant to the administrative review process described in WCC section 110.306.25 for the approval of detached accessory dwellings. However, appeals of administrative reviews for extending the front setback for primary structures to the property line shall be held before the Board of County Commissioners.~~<sup>35</sup>

## Bike Parking Updates

**Section 110.220.45 Parking.** The intent of Washoe County's parking standards is to ensure the design of parking facilities provides adequate and accessible parking in a manner that facilitates pedestrian and non-motorized traffic within and between adjacent properties. **Minimum standards for bicycle parking for the entire Tahoe Planning Area are established in this section. Other parking standards for mixed-use and tourist Regulatory Zones** in the Tahoe Planning Area are established in Article 110.220.1, *Tahoe Area Design Standards for mixed-use and tourist Regulatory Zones.* **and For all other areas in the Tahoe Planning Area, non-bicycle parking standards are established** in Washoe County Development Code Article 410, *Parking and Loading*, ~~for all other areas,~~<sup>36</sup> All discretionary permits granted by Washoe County that may have

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<sup>34</sup> Adds coordination with agencies with jurisdiction over infrastructure other than roadways, such as water/sewer, electric, etc.

<sup>35</sup> Removes provision requiring an administrative review permit for primary buildings encroaching into the front yard setback. The revised code would allow accessory and primary buildings to encroach into the front yard setback through the same process (a building permit).

<sup>36</sup> Currently, bicycle parking standards in the Tahoe Basin are established in Article 410 of the Washoe County Development Code in most places, and in Article 220.1 for

an impact on parking and accessibility must implement a parking and accessibility plan that mitigates the expected impacts of the permitted activity regarding parking, accessibility and safety through the development and implementation of a parking plan. Parking plans, at a minimum, must address vehicular, **bicycle**, and pedestrian traffic flow, and vehicular, **cyclist**, and pedestrian safety. Off-site parking agreements are permitted in order to accommodate expected demand, provided pedestrian **and cyclist** safety is maintained. Whenever necessary, the approval of discretionary permits in the planning area will be conditioned to ensure the adequacy and safety of the proposed parking plan.

**In the Tahoe Planning Area, the following standards for parking shall be applicable:**

(a) **Bicycle Storage.** In development projects with twenty (20) or more required vehicular parking spaces, bicycle storage facilities for the purpose of storing and protecting bicycles from theft and meeting the minimum requirements of this section shall be installed.

(1) **Minimum bicycle storage facilities shall be provided as stated in Table 110.220.45.1.**

**Table 110.220.45.1<sup>37</sup>**

<b>Land Use/Location</b>	<b>Bicycle Parking Location</b>	<b>Short-Term Bicycle Parking</b>	<b>Long-Term Bicycle Parking</b>
<b>Multi-family Residential (with private garage for each unit)</b>	<b>Near building entrance with good visibility</b>	<b>0.05 spaces for each bedroom (2 spaces minimum for complex)</b>	<b>0</b>
<b>Multi-Family Residential (without private garage for each unit)</b>	<b>Near building entrance with good visibility</b>	<b>.05 spaces for each bedroom (2 spaces minimum)</b>	<b>.15 spaces for each bedroom (2 spaces minimum)</b>

mixed-use and tourist regulatory zones (e.g. Town Centers). The proposed amendments would apply the bicycle standards in this section to the whole Tahoe Planning Area.

<sup>37</sup> Bicycle storage facility rates are based on recommended rates from the [TRPA Active Transportation Plan Appendix A](#).

		<b>for complex)</b>	
<b>Park</b>	<b>Adjacent to restrooms, picnic areas, fields, and other attractions</b>	<b>8 spaces</b>	<b>0</b>
<b>Schools</b>	<b>Near office entrance with good visibility</b>	<b>8 spaces</b>	<b>4 spaces per Classroom</b>
<b>Public Facilities (libraries, community centers, etc.)</b>	<b>Near main entrance with good visibility</b>	<b>8 spaces</b>	<b>1 space per 20 employees</b>
<b>Commercial, retail, and industrial developments over 10,000 gross square feet</b>	<b>Near main entrance with good visibility</b>	<b>8 spaces per 10,000 square feet</b>	<b>2 locker spaces per 10,000 square feet</b>
<b>Transit stations and/or mobility hubs</b>	<b>Near boarding area or security guard</b>	<b>8 spaces</b>	<b>21 locker spaces for every 30 parking spaces</b>

- (2) **Standards for Short-Term Bicycle Parking.** Short-term bicycle parking is meant to accommodate visitors, customers, and others expected to depart within two hours. For safety and convenient use for bicyclists, the following standards are applicable:

**(i) Bicycle Rack Design. Inverted U or arc bicycle racks, and D shaped or swerve racks are encouraged. Bicycle racks shall:<sup>38</sup>**

**(A) Be securely anchored to the ground;**

**(B) Support the bicycle in at least two places;**

**(C) Allow bicyclists to lock the frame and one wheel with a U-lock; and**

**(D) Resist cutting, rusting, bending, or other deformation.**

**(ii) Bicycle Rack Placement. Bicycle racks shall be placed so as to not interfere with pedestrian or vehicular traffic. Rack placement shall meet the following standards:**

**(A) Located within fifty (50) feet from the entrance.**

**(B) Located in a high traffic and well-lit area.**

**(C) Where possible, protected by existing structures such as overhangs or awnings.**

**(D) Located two feet minimum from the curb face.**

**(E) Placed with at least four feet between racks to provide maneuvering room.**

**(F) Positioned so there is enough room between parked bicycles, with a minimum of 36 inches space in any direction.**

**(3) Standards for Long-Term Bicycle Parking. Long-term bicycle parking serves users who park their bicycles for a period longer than two hours. This type of parking should provide a high level of security. It also must protect the entire bicycle, its components, and accessories against theft and inclement weather, including snow and wind-driven rain. For safety and**

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<sup>38</sup> Proposed standards for bicycle rack design and placement are based on best practices and on the TRPA Active Transportation Plan recommendations.

**convenient use for bicyclists, the following standards are applicable.**

**(i) Bicycle Lockers. Bicycle lockers are a form of long-term bicycle parking. When used, they shall meet the following minimum standards:**

**(A) Lockers shall have minimum dimensions of 2.5 feet in width (opening), 4 feet in height, and 6 feet in depth.**

**(B) Lockers shall have 6 feet of clearance on the ends with openings.**

**(C) Lockers with openings that face each other shall be a minimum of 7 feet apart.**

**(ii) Secure Parking Area. A secure parking area is a semi-enclosed or fully enclosed space that offers a higher level of security than ordinary bike racks. When used, they shall meet the following standards:**

**(A) Secure parking areas shall only be accessible via key-card, fob, passcode, combination locks, keys, or other secure method.**

**(B) Allow bicyclists to lock the frame and one wheel with a U-lock.**

#### **Design Standards 220.1 Chapter 4**

##### **D. Special Parking Provisions:**

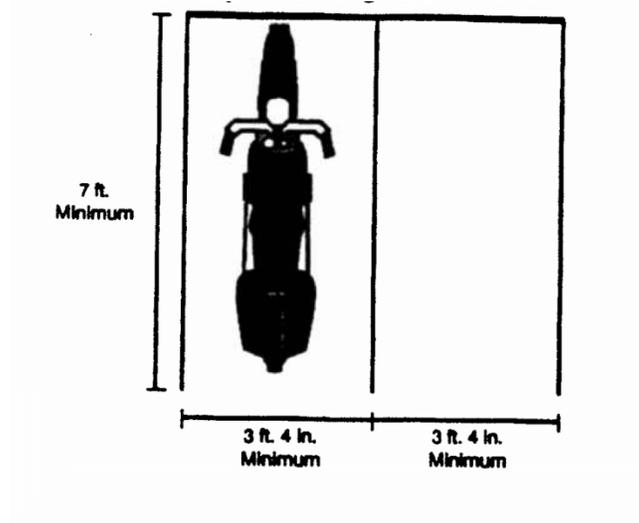
- (1) Motorcycle and Bicycle Spaces: For every four (4) motorcycle ~~or six (6) bicycle parking spaces~~ provided, a credit of one (1) parking space shall be given toward the requirement of this article, provided, however, that the credit for each shall not exceed one-fortieth (1/40) of the total number of automobile spaces required. If determined necessary by the County or TRPA, bollards shall be installed to separate and protect motorcycle ~~and bicycle~~ spaces from automobile circulation.

The minimum dimension for motorcycle ~~and bicycle~~ spaces shall be ~~as set forth in the following subsections~~.<sup>39</sup>

~~(a) — Motorcycle spaces shall be a minimum of seven (7) feet in length and three (3) feet four (4) inches in width as illustrated in Figure 4.1.~~

**Figure 4.1**

**Motorcycle Parking Dimensions**



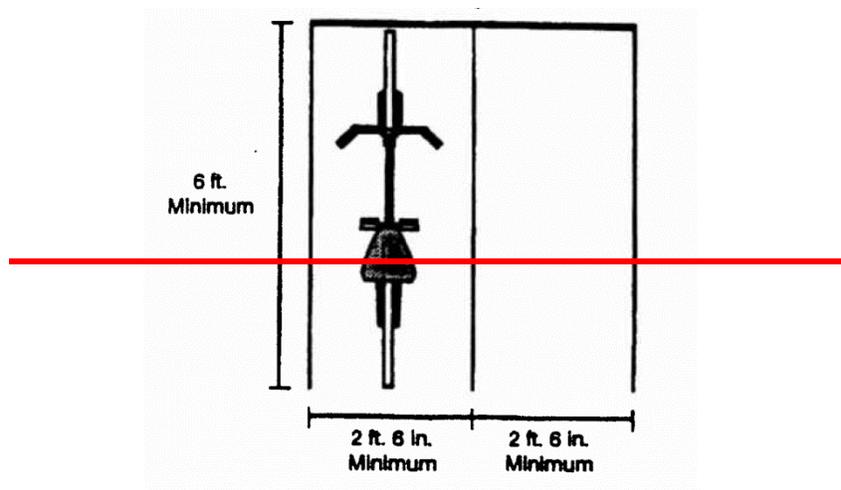
~~(b) — Bicycle spaces shall be a minimum of six (6) feet in length and two (2) feet six (6) inches in width as illustrated in Figure 4.2.~~

**Figure 4.2**

**Bicycle Parking Dimensions**

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<sup>39</sup> Removes requirements for bicycle parking from Section 220.1 because those standards are now in Section 220.45.



- ~~(2) Bicycle Storage: In commercial and industrial **development** projects with twenty (20) or more required parking spaces, a rack or other secure device for the purpose of storing and protecting bicycles from theft shall be installed. Such devices shall be provided with a minimum capacity of one bicycle per twenty (20) required parking spaces and shall be located so as not to interfere with pedestrian or vehicular traffic.~~
- (23) Handicapped Parking: In any parking facility serving the public, parking for the handicapped shall be provided as set forth in this subsection.

## Temporary Uses

**Section 110.220.110 Temporary Uses.** The permitting of temporary uses in the planning area is regulated by Chapter 22, *Temporary Uses, Structures, and Activities*, of the TRPA Code of Ordinances; by Washoe County Development Code Article 310, *Temporary Uses and Structures*; and by Washoe County Code Chapter 25, *Business Licenses, Permits and Regulations*. **The County may approve a temporary use, structure, or activity if the temporary use, structure, or activity has been granted an approved temporary use permit by TRPA in accordance with the TRPA Code of Ordinances, even if such use, structure, or activity is not otherwise authorized in Washoe County Code.**<sup>40</sup>

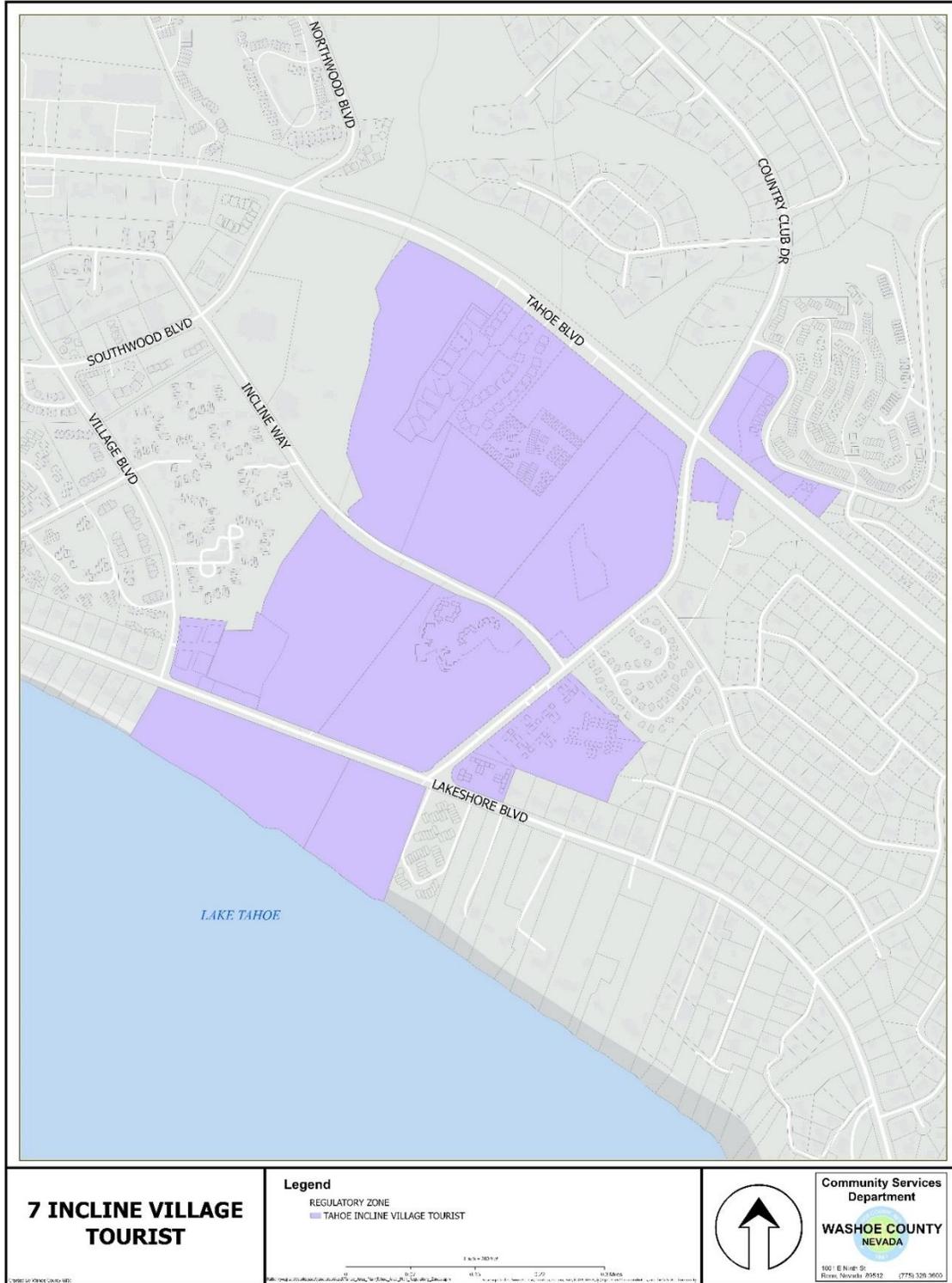
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<sup>40</sup> This change allows Washoe County to recognize temporary uses, structures, and activities that are approved by TRPA and authorized under the TRPA Code of Ordinances. This resolves an existing conflict between TRPA and Washoe County Code.

Approved TRPA master plans in the planning area may also provide for temporary uses (see Section 110.220.405, *TRPA Approved Master Plans*).

# Typographical Errors and Clarifications

## Schools in IV-T



**Section 110.220.155 Incline Village Tourist Regulatory Zone.**

<b>INCLINE VILLAGE TOURIST REGULATORY ZONE</b>		
<b>Allowable Land Uses by Land Use Classification</b>	<b>Land Use Permit</b>	<b>Density</b>
<b>Public Service</b>		
Cemeteries	S	
Churches	S	
Collection Stations	A	
Cultural Facilities	A	
Day Care Centers/Preschools	A	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	S	

<b>Schools— Kindergarten through Secondary Schools<sup>41</sup></b>	<b>S</b>	
Schools – College	S	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	

## Development Code Amendment Application Requirements

**Section 110.220.10 Land Use Categories.** The master plan land use classifications and Regulatory Zones in the Tahoe Planning Area are different from those utilized in Washoe County’s other planning areas. Below are the descriptions of the land use classifications and Regulatory Zones specific to the Tahoe Area Plan.

(b) Regulatory Zones. Regulatory Zones in the Tahoe Planning Area are sub districts within the master plan land use classifications described above. These sub districts are referred to as Regulatory Zones. Previously, these sub districts were referred to as community plans and plan area statements (see table 110.220.01 *Land Uses and Regulatory Zones in the Tahoe Planning Area.*) The location of the 27 Regulatory Zones in the Tahoe Planning Area is depicted on the Washoe County

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<sup>41</sup> Allows schools by special use permit in the Incline Village Tourist regulatory zone. This allowance was inadvertently removed after a 2002 area plan amendment which added the use.

Regulatory Zone Map for the Tahoe Planning Area. Amendments to the boundaries of the Regulatory Zones require a Regulatory Zone amendment as described in Article 821, *Amendment of Regulatory Zone*, of the Washoe County Development Code. Amendments to the permissible uses and other regulations regarding these areas require a development code amendment pursuant to Article 818, *Amendment of Development Code*, of the Washoe County Development Code. Any amendment regarding the boundaries, uses, or other development regulations in the planning area must additionally undergo conformity review pursuant to TRPA Code of Ordinances Subsection 13.6.6. **All proposed amendments to Article 220 or Article 220.1 are considered both Development Code Amendments and Master Plan Amendments, subject to the provisions of Article 818 Amendment of Development Code and Article 820 Amendment of Master Plan, respectively. Applicants for development code amendments shall be required to provide and bear the cost of the environmental analysis required by TRPA.**<sup>42</sup>

## Transportation Updates to Incorporate Active Transportation Plan<sup>43</sup>

### Tahoe Area Plan Chapter 3 Pg 3-3 through 3-5

#### Transit Services

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<sup>42</sup> Articles 220 and 220.1 of the Washoe County Development Code are also part of the Tahoe Area Plan, which is a master plan and can only be amended by bringing a master plan amendment request to TRPA. Thus, applicant request to modify those sections of code will also be required to submit a master plan amendment application.

<sup>43</sup> Changes in this section reference updates made to TRPA's Active Transportation Plan.

Existing transit service in the planning area is provided by the Tahoe Truckee Area Regional Transit (TART). 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. **They also operate TART connect, which provides curb-to-curb on-demand service within certain service areas.** Various shuttle services are also available including the North Lake Tahoe Express with connections between the Reno/Tahoe International Airport and Incline Village, private mountain biking and hiking shuttle services, and a free ski shuttle connecting Incline Village to Diamond Peak Ski Resort. 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 TTD, TART and the Truckee-North Tahoe Transportation Management Association as important partners in the implementation of a sustainable transportation system in the planning area and throughout the Basin.

### **Tahoe Area Plan Chapter 3 Pg 3-7**

#### **Pedestrian, Bicycle, and Multi-Modal Facilities**

The area plan proposes a comprehensive network of Class I multi-use pathways connecting Town Centers with residential areas and recreational uses. At completion, this network would involve roughly 9.65 miles of Class-I multi-use pathways. This network is supplemented with Class II **and IV** bicycle lanes, sidewalks, and trails as shown in the *Active Transportation Plan*.

### **Tahoe Area Plan Chapter 3 Pg 3-14**

#### Planned Roadway Network Projects

##### **Project T-1: State Route 28 Complete Streets Improvements**

Improve State Route 28 to complete street standards in the Incline Village Commercial, Incline Village Tourist, and Crystal Bay Tourist areas, in accordance with the *Active Transportation Plan*. **This includes improvements from Lakeshore Blvd to Beowawie Rd and from Southwood/Northwood Blvd East to Southwood/Northwood Blvd West as prioritized in the Lake Tahoe Region Vision Zero Strategy.**