



WASHOE COUNTY

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STAFF REPORT

BOARD MEETING DATE: January 26, 2021

DATE: December 9, 2020
TO: Board of County Commissioners
FROM: Eric M. Young, Senior Planner, Community Services Department,
328-3613, eyoung@washoecounty.us
THROUGH: Mojra Hauenstein, Arch., Planner, Division Director, Planning &
Building Division, Community Services Department, 328-3619,
mhauenstein@washoecounty.us
SUBJECT: Public hearing and possible adoption of resolutions adopting:

Master Plan Amendment Case Number WMPA19-0007 (Tahoe Area Master Plan), amending the Washoe County Master Plan, Volume 2, Tahoe Area Plan, including changes to the goals, policies, and maps. If adopted, the Master Plan amendment will take effect after a determination of conformance with the Tahoe Regional Plan by the Tahoe Regional Planning Agency; and,

Regulatory Zone Amendment Case Number WRZA19-0007 (Tahoe Regulatory Zone Map), subject to final approval of the associated Master Plan amendment (WMPA19-0007) and a finding of conformance with the 2012 Tahoe Regional Plan, to amend the Tahoe area Regulatory Zone map in order to adopt the Tahoe Regional Planning Agency's Regulatory Zone boundaries; and,

If adopted, authorize the Chair to sign the resolutions to that effect.

If adopted, these amendments will apply to all parcels in the Tahoe Area Plan, which generally encompasses the communities of Crystal Bay and Incline Village in the Lake Tahoe Basin.

These amendments are meant to ensure the express conformance of Washoe County's plans with the 2012 Regional Plan and are generally not intended to increase densities or intensities beyond what is currently permitted by the Regional Plan adopted by the Tahoe Regional Planning Agency (TRPA). Amendments include but are not limited to the following:

- Adopting TRPA's Master Plan land use categories in lieu of Washoe County's Master Plan land use categories set forth in Article 106 of the Washoe County Development Code;
- Adopting regulatory zones utilizing the boundaries and allowed uses of TRPA's plan area statements and community plans in lieu

AGENDA ITEM # _____

of Washoe County's regulatory zones set forth in Article 106 of the Washoe County Development Code;

- Adopting Goals and Policies for the following TRPA required subjects: Land Use, Transportation, Conservation, Public Services and Facilities, Recreation, and Implementation;
- Adopting TRPA's implementing plans by reference when necessary, including but not limited to portions of the TRPA Code of Ordinances and the Shore Zone plan; and,

Adopting other matters necessarily connected therewith and pertaining thereto. (Commission District 1.)

SUMMARY

Recommendation of approval of two resolutions amending the Tahoe area Master Plan (Area Plan) and Tahoe area Regulatory Zone map. These amendments are part of a comprehensive package of amendments that include development code amendments (WDCA19-0007) replacing Article 220 Tahoe Area Plan modifiers with two new articles, Article 220 Tahoe Area Plan modifiers and Article 220.1 Tahoe Area Design Standards. Taken as a whole, this package of amendments is intended to bring Washoe County's planning and development policies and codes into conformance with the 2012 Tahoe Regional Planning Agency's Regional Plan.

If adopted, these amendments will apply to all parcels in the Tahoe Area Plan, which generally encompasses the communities of Crystal Bay and Incline Village in the Lake Tahoe Basin.

Washoe County Strategic Objective supported by this item: Stewardship of our community.

PREVIOUS ACTION

On March 24, 2020, this item was scheduled to be heard by the Board of County Commissioners. The meeting was cancelled due to COVID-19 restrictions.

On February 4, 2020, the Washoe County Planning Commission heard this item, initiated the code amendment, and voted five (5) in favor with one (1) dissent (Commissioner Bruce) to recommend approval of the proposed development code amendment WDCA19-0007 and related items to the Board of County Commissioners (see Attachment F, Minutes February 4, 2020 PC Meeting).

BACKGROUND

The proposed Master Plan amendment (WMPA19-0007) and Regulatory Zone map amendment (WRZA19-0007) are components of a group of related amendments that also includes amendments to the Washoe County Development Code (WDCA19-0007). Taken as a whole these three amendments are commonly referred to as the Tahoe Area Plan Update. The Tahoe Area Plan Update was necessitated by the adoption of the Tahoe Regional Planning Agency's 2012 Regional Plan. The three proposed amendments

represent a multi-year effort to review and update our planning documents and ultimately come into express conformance with the TRPA regional plan. While this staff report is to support the Master Plan and Regulatory Zone amendments, it is accompanied on the same BCC agenda by a staff report in support of the second reading and adoption of the complimentary development code amendment (WDCA19-0007).

The package of amendments is generally not intended to increase the density or intensity of uses beyond what is currently permitted by the TRPA Regional Plan.

The Planning Commission heard all three proposed amendments during the same public hearing on February 4, 2020. The Planning Commission staff report, attached here as Attachment E, discusses each amendment in detail as well as the relationship between the three amendments (WDCA, WMPA, WRZA.) The Planning Commission resolution, which includes the proposed ordinance, is attached as Attachment C to this staff report.

The Tahoe Regional Plan requires that newly adopted area plans undergo a conformance review process in order to ensure they are consistent with the regional plan. Should the board adopt the proposed changes in the full area plan update, including the accompanying development code amendments represented in WDCA19-0007, staff and the TRPA then would begin the TRPA conformance hearing process. Chapter 13.6.4 of the Tahoe Regional Plan states the following regarding conformance review:

“Approval of Area Plan by TRPA: For Area Plans initiated and approved by a lead agency other than TRPA, the Area Plan shall be submitted to and reviewed by the TRPA Governing Board at a public hearing. Public comment shall be limited to issues raised by the public before the Advisory Planning Commission and issues raised by the Governing Board. The TRPA Governing Board shall make a finding that the Area Plan, including all zoning and development Codes that are part of the Area Plan, is consistent with and furthers the goals and policies of the Regional Plan. This finding shall be referred to as a finding of conformance and shall be subject to the same voting requirements as approval of a Regional Plan amendment.”

FISCAL IMPACT

No fiscal impact.

RECOMMENDATION

It is recommended that the Board of County Commissioners affirm the decision of the Planning Commission and approve Master Plan amendment Case Number WMPA19-0007 (Tahoe area Master Plan) and Regulatory Zoning map amendment Case Number WRZA19-0007 (Tahoe area Regulatory Zone map).

POSSIBLE MOTION

Should the Board agree with staff's recommendation, a possible motion would be:

“Move to adopt:

Master Plan Amendment Case Number WMPA19-0007 (Tahoe Area Plan), amending the Washoe County Master Plan, Volume 2, Tahoe Area Plan, including changes to the goals, policies, and maps. If adopted, the Master Plan amendment will take effect after a determination of conformance with the Tahoe Regional Plan by the Tahoe Regional Planning Agency;

AND

Regulatory Zone Amendment Case Number WRZA19-0007 (Tahoe Regulatory Zone Map), subject to final approval of the associated Master Plan amendment (WMPA19-0007) and a finding of conformance with the 2012 Tahoe Regional Plan, to amend the Tahoe area Regulatory Zone map in order to adopt the Tahoe Regional Planning Agency's Regulatory Zone boundaries;

In making this motion, the Board is able to make the findings for the Master Plan amendment as required by Washoe County Code Section 110.820.15(d):

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Change Conditions. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.
5. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

Further, the Board is able to make the findings for the Regulatory Zone amendment as required by Washoe County Code Section 110.821.15(d):

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.

3. Response to Change Conditions; more desirable use. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment.
5. No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.
6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.
7. Effect on a Military Installation When a Military Installation is Required to be Noticed. The proposed amendment will not affect the location, purpose and mission of the military installation.

AND FURTHER,

Authorize the Chair to sign the two resolutions included as Attachments A and B to adopt the amendment to the Tahoe area Master Plan, after a determination of conformance with the Tahoe Regional Plan by the Tahoe Regional Planning Agency, and the amendment to the Tahoe Regulatory Zone map.”

Attachments:

Attachment A: Master Plan Amendment Resolution

Attachment B: Regulatory Zone Amendment Resolution

Attachment C: Planning Commission Signed MPA Resolution

Attachment D: Planning Commission Signed RZA Resolution

Attachment E: Planning Commission Staff Report

Attachment F: Planning Commission Minutes



WASHOE COUNTY COMMISSION

1001 E. 9th Street
Reno, Nevada 89512
(775) 328-2000

**RESOLUTION
ADOPTING AN AMENDMENT TO THE WASHOE COUNTY MASTER PLAN, TAHOE
AREA MASTER PLAN (WMPA19-0007)**

WHEREAS, the Washoe County Planning Commission adopted a resolution to approve **Master Plan Amendment Case Number WMPA19-0007 (Tahoe Area Master Plan)**, amending the Washoe County Master Plan, Volume 2, Tahoe Area Plan, including changes to the goals, policies, and maps; and,

WHEREAS, on February 4, 2020, the Washoe County Planning Commission held a public hearing and approved the proposed amendment and adopted Planning Commission Resolution Number 20-06 adopting Amendment Case Number WMPA19-0007; and recommended that the Washoe County Board of County Commissioners adopt the proposed amendment; and,

WHEREAS, upon holding a subsequent public hearing on January 26, 2021, this Board voted to adopt the proposed amendment, having affirmed the following findings made by the Planning Commission in accordance with Washoe County Code Section 110.820.15:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Changed Conditions. The proposed amendment identifies and responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.
5. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource.
And;

WHEREAS, Under Chapter 13, Section 13.6.4 of the Tahoe Code of Ordinances, before this adoption can become effective, this Board must submit this proposed amendment to the Tahoe Regional Governing board and receive a final determination that the proposed amendment conforms with the Tahoe Regional Plan;

NOW THEREFORE BE IT RESOLVED,

That the Washoe County Board of County Commissioners does hereby ADOPT the amendment to the Tahoe Master Plan (WMPA19-0007), as set forth in Exhibit A-1 attached

hereto, to become effective if and when the County has received a final determination that the amendment conforms to the Tahoe Regional Plan.

ADOPTED this 26th day of January 2021, to be effective only as stated above.

WASHOE COUNTY COMMISSION

Bob Lucey, Chair

ATTEST:

Janis Galassini, County Clerk



WASHOE COUNTY



TAHOE AREA PLAN



PLANNING COMMISSION DRAFT // JANUARY 2020

EXHIBIT A-1

ACKNOWLEDGEMENTS

Washoe County and the Tahoe Regional Planning Agency would like to thank the following individuals for their contributions to this Area Plan.

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CHAPTER 1

Introduction

PURPOSE

The purpose of the Washoe County 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 the 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 service and facility 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 the Lake Tahoe Regional Plan and TRPA's standards for area plans as set forth in Chapter 13: *Area Plans* of the TRPA Code of Ordinances.

LOCATION

The Tahoe planning area is located in the southwest portion of Washoe County, as shown in Map 1.1. 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.

RELATIONSHIP TO TRPA PLANS

The Washoe County Tahoe Area Plan is a component of both the Washoe County Master Plan and the Lake Tahoe Regional Plan. The plan serves to further refine the general goals, policies, and standards from these two comprehensive plans for application to the Incline Village and Crystal Bay communities. It provides the regulatory framework for future development in the portion of Washoe County that is within the Tahoe Basin.

This area plan replaces the former community plans and plan area statements. TRPA originally developed Plan Area Statements in 1987. TRPA and Washoe County jointly adopted community plans for the four commercial, public service, and tourist areas within the plan area in 1996. These plans were only rarely amended. While the community plans served the Tahoe planning area well, the challenges the plan area faces have since transformed into challenges of planning for redevelopment versus planning for new development. The Regional Plan adopted by TRPA in 2012 recognizes these planning challenges and the need to re-focus on redevelopment.

VISION

The Lake Tahoe Regional Plan promotes a form of re-development described 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., stormwater) 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.

COMMUNITY VISION STATEMENT

Through cooperation with the Washoe County Board of County Commissioners and the Tahoe Regional Planning Agency, the communities of the Tahoe planning area will maintain and apply objective standards and criteria that serve to manage growth and development in a manner that:

- Respects the heritage of the area by encouraging architectural and site design standards that are responsive to this heritage;
- Respects private property rights;
- Provides a range of housing opportunities;
- Provides ample open space and recreational opportunities;
- Promotes the educational and scientific opportunities inherent in the area's natural history;
- Addresses the conservation of natural, scenic and cultural resources; and
- Promotes the goals of the TRPA, Washoe County, and the Community.
- Maintain existing development pattern, including the preservation of residential and conversation areas.

The primary vision of this plan is to maintain, preserve, and facilitate the planning area's desired character as described below.

COMMUNITY CHARACTER

The desired community character as expressed by the community found throughout this plan is not significantly different from those originally planned for and supported when the previous community plans were developed in 1996. 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 remains strong. 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.

Washoe County worked with the Incline Village and Crystal Bay community for fourteen years to develop this plan. An accounting of some of the more important of the many community meetings and workshops is attached to this plan as Appendix C. In the years since the prior community plans were adopted, the citizens of Incline Village/Crystal Bay have taken part in a steady stream of planning and visioning projects.

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.

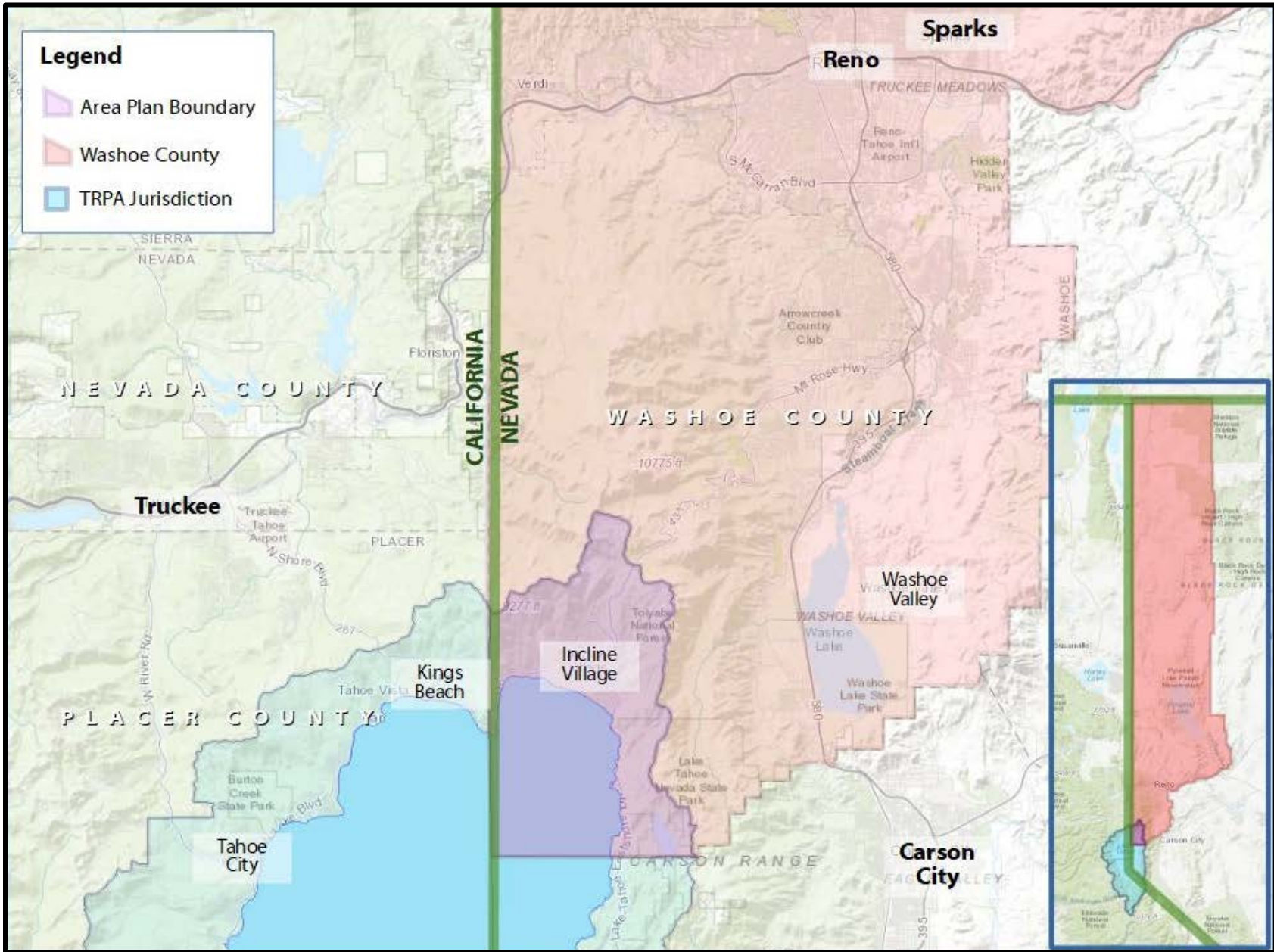
At the time of plan adoption, the community is concerned that it is becoming increasingly difficult to maintain a permanent population base in the face of increasing demand for recreation. The success of the tourist industry in promoting Lake Tahoe as a destination brings many benefits to the area. However, the community wishes to ensure that both the infrastructure and the regulatory framework necessary to support this increased tourism is concurrent with the increasing demand. In order to support the goal of maintaining a balanced community, 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 the Regional Plan'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 redevelopment 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 community's needs are largely based in the removal of redevelopment 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.



MAP 1.1. AREA PLAN BOUNDARY

CHAPTER 2

Land Use

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 Chapter 1, 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 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 has few other options for development. The residential areas are nearly built-out, and subdivisions resulting in increased development potential 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 is to focus on implementation. This 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.

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 Map (Map 2.8) and Regulatory Zoning Map (Map 2.9), 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 community plans 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.

Land Ownership

Within the planning area, roughly 91 percent of land is owned by a public entity. Major landowners include the US Forest Service, Nevada State Parks, and Nevada State Lands. Table 2.1, below, summarizes land ownership within the plan area.

Table 2.1: Land Ownership

Ownership Type	Parcels	Acreage	
		Total	%
Public	1,265	31,490	90.9%
Federal	723	19,778	57.1%
State	353	10,110	29.2%
Local	189	1,602	
Private	8,153	3,157	9.1%

Total	9,418	34,647	100%
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Vacant Lots

While, the planning area includes over 1,400 vacant lots, the vast majority of these lots are owned by public agencies and will be preserved from development. Based on Washoe County records, roughly 254 privately owned parcels are classified as vacant. Table 2.2 summarizes ownership and acreage of vacant parcels.

Table 2.2: Vacant Parcel Ownership

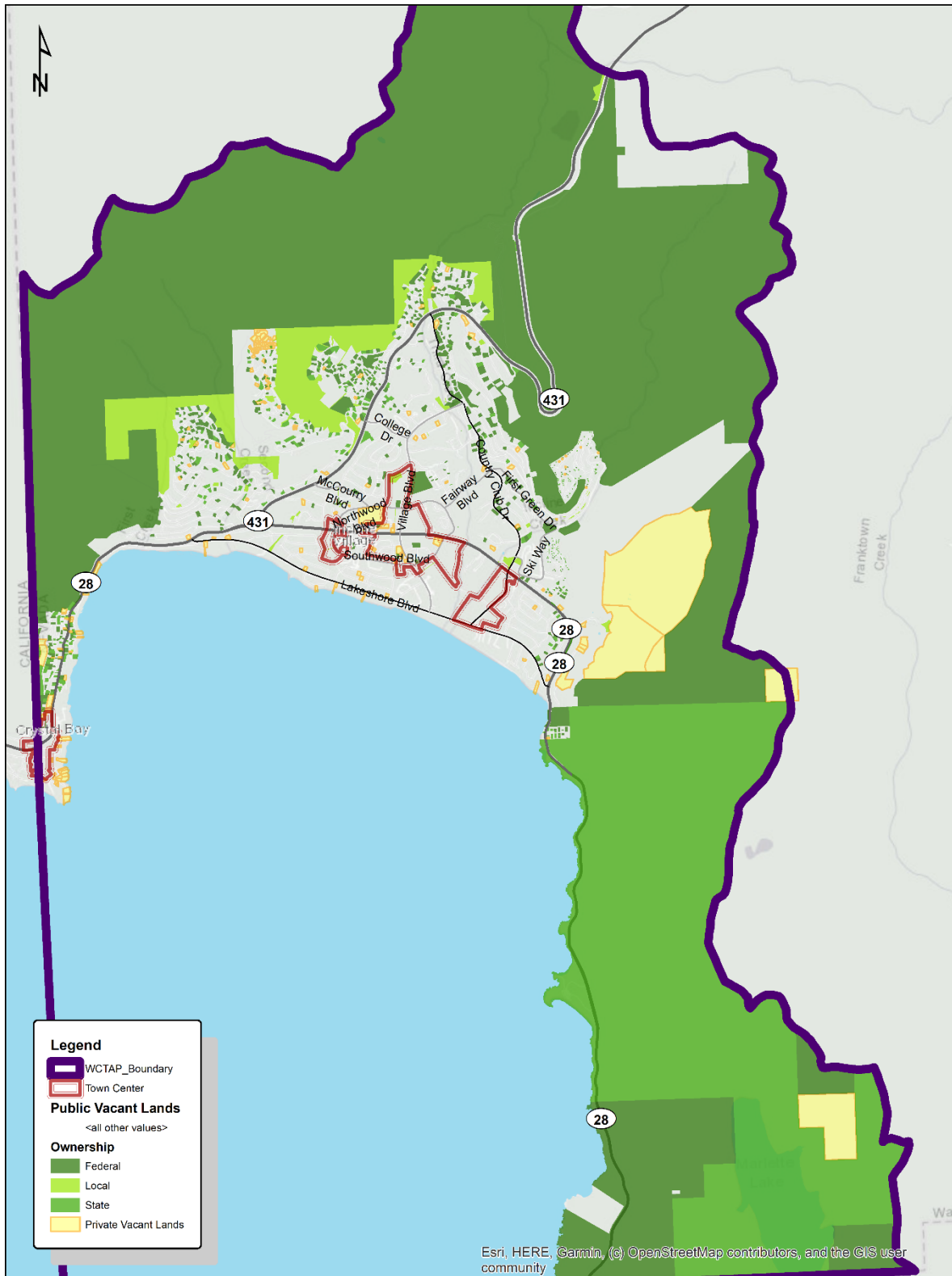
Ownership Type	Parcels	Acreage	
		Total	%
Public	1,164	29,855	97%
Federal	721	19,722	64%
State	349	10,105	33%
Local	94	28	<1%
Private	254	786	3%
Under Development	3	5	<1%
Single Family	169	122	<1%
Commercial	25	38	<1%
Unbuildable/ Unknown / Other	56	621	2%
Total	1,418	30,640	100%

Several vacant developable parcels are located in the Incline Village Commercial and Ponderosa Ranch regulatory zones and could be developed according to the permissible uses in those areas. Within Conservation and Recreation regulatory zones, records indicate that only six private parcels exist. The majority of private developable parcels is located in residential regulatory zones and is anticipated to be developed with residential uses. Table 2.3 provides a summary of developable parcels in residential zones.

Table 2.3: Vacant Parcels in Residential Regulatory Zones

Regulatory Zones	Parcels	Average Size (sq. ft.)	Average IPES
Chateau	8	35,534	737
Crystal Bay	26	33,801	698
Crystal Bay Condominiums	1	---	---

Regulatory Zones	Parcels	Average Size (sq. ft.)	Average IPES
Fairway	8	19,582	813
Incline Village 1	4	14,904	758
Incline Village 2	43	15,148	658
Incline Village 3	1	---	---



MAP 2.1. VACANT PARCELS BY OWNERSHIP

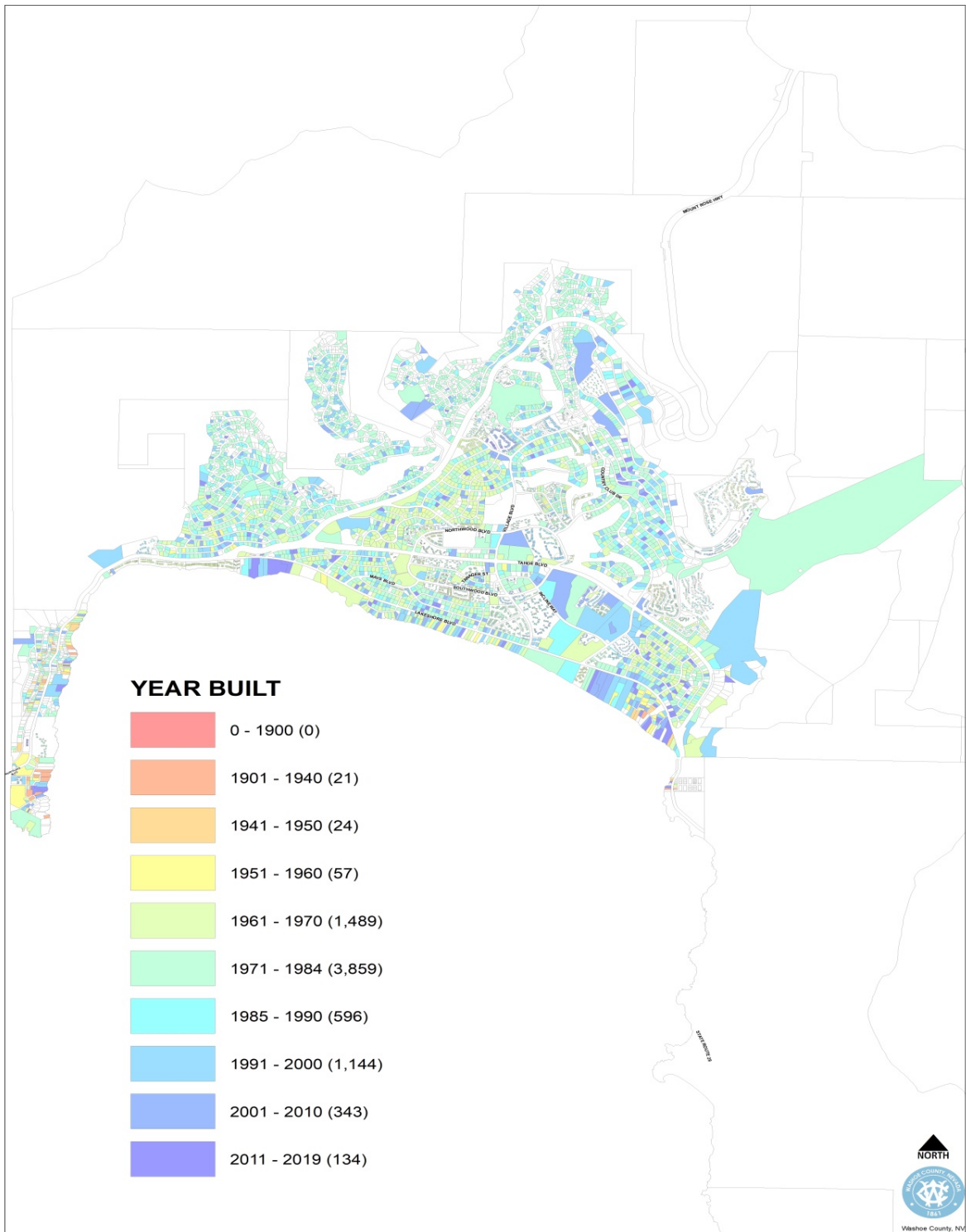
Regulatory Zones	Parcels	Average Size (sq. ft.)	Average IPES
Incline Village 4	12	15,031	646
Incline Village 5	5	18,043	703
Incline Village Residential	5	133,165	649
Lakeview	10	22,957	876
Mill Creek	5	82,455	841
Mt. Shadows	2	5,706	618
Tyrolian Village	11	1,916	670
Overall	141	25,993	730

Age of Structures

As indicated, a primary strategy in the area plan will be redevelopment of parcels that were already developed. Roughly three-fourths of structures in the Tahoe planning area are more than 25 years old. The majority of parcels were developed between 1971 and 1984. Map 2.2 and Table 2.4 provide data on the age of primary structures throughout the plan area.

Table 2.4: Structural Age

Ownership / Type	Parcels	Percentage
1901-1940	21	2.7%
1941-1951	24	3.1%
1951-1960	57	7.4%
1961-1970	1,489	19.4%
1971-1984	3,859	50.3%
1985-1990	596	7.8%
1991-2000	1,144	14.9%
2001-2010	343	4.5%
2011-2019	134	1.7%
Total	7,667	100.0%



MAP 2.2. AGE OF PRINCIPAL STRUCTURES BY DECADE

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 residential zones, as well as in large tracts under U.S. Forest Service or Nevada Division of State Lands management, and Incline Village General Improvement District (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. Public agencies that own land in the planning area adopt management plans that address how the varied portfolios of property are managed and maintained. Washoe County encourages these management plans to address issues related to safety and cleanliness such as defensible space, weed control and debris removal.

GENERAL LAND USE

The land use pattern in the planning area is implemented through the identification of twenty-seven individual sub-districts that act as independent regulatory zones. These individual regulatory zones are based on the TRPAs former Plan Area Statements and Community Plans, and as such each is provided with a unique name rather than a code or number. Four of these regulatory zones (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, permissible uses, the 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. Landowners in the area should be aware that some of the originally platted subdivisions in the planning area have names similar to the names of the zoning districts. Some of these plats have various restrictions recorded with the original map. Washoe County does not enforce or otherwise act to implement these restrictions.

The Tahoe Area Plan uses the following tools to regulate land use:

- **Regional Land Use Categories** – Regional land use categories are general classifications of land use upon which more specific policies and standards, such as zoning, are based. Washoe County's Master Plan land use categories for the Tahoe planning area correspond with the land use categories established in the Lake Tahoe Regional Plan.

- **Additional Growth** – Additional growth is regulated through TRPA’s growth management system. This system requires that development rights be obtained in order to develop residential, commercial, tourist accommodation, and recreational uses.
- **Regulatory Zones** – Regulatory zones (i.e. “zoning” or “zoning districts”) establishes a set of land use standards for each specific area. These standards, which are contained in Article 220 of the Development Code (Appendix A), regulate such things as building height, residential density, permissible uses, structural design, landscaping, signage, parking, and noise.
 - **Design Standards and Guidelines** – Within the four mixed-use and tourist zones (Crystal Bay, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch), additional standards and guidelines apply in order to encourage high-quality design and multi-modal integration. The Design Guidelines are contained in Article 220.1 of the Development Code (Appendix B).
 - **Special Areas** – Within some regulatory zones, certain areas may have site-specific characteristics that differ from the rest of the zone. In these cases, Special Areas may be established. Special Areas may have different permissible uses, densities, and noise standards from the rest of the regulatory zone.
- **Town Centers** – Town Centers are areas designated in the Lake Tahoe Regional Plan for redevelopment into compact, mixed-use, transit-oriented nodes. Town Center boundaries serve as an “overlay zone.” Underlying regulatory zones still apply, but the Town Center overlay also allows for additional height, density, and land coverage.

REGIONAL LAND USE CATEGORIES

Table 2.5 illustrates how the regulatory zones are organized around the general land use categories outlined in the Regional Plan.

Table 2.5: Regional Plan Land Use Categories

Land Use Category	Description	Regulatory Zones
Wilderness	Areas designated by the US Congress as part of the National Wilderness Preservation System.	
Backcountry	Roadless areas designated by the US Forest Service as part of the Resource Management Plans	<ul style="list-style-type: none"> • Marlette Lake • Martis Peak • Mount Rose • Tunnel Creek
Conservation	Non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management.	

Land Use Category	Description	Regulatory Zones
Recreation	Non-urban areas with good potential for outdoor recreation, park use, or concentrated recreation.	<ul style="list-style-type: none"> • East Shore • Incline Meadows • Incline Ski
Residential	Urban areas having the potential to provide housing for residents of the region.	<ul style="list-style-type: none"> • Chateau • Crystal Bay • Crystal Bay Condominiums • Fairway • Incline Village 1 through 5 • Incline Village Residential • Lakeview • Mill Creek • Mt. Shadows • Stateline Point • Tyrolian Village • Wood Creek
Mixed-Use	Urban areas that have been designated to provide a mix of commercial, public service, light industrial, office, and residential uses.	<ul style="list-style-type: none"> • Incline Village Commercial • Ponderosa Ranch
Tourist	Urban areas that have the potential to provide intensive tourist accommodations and services or intensive recreation, including areas suitable for gaming.	<ul style="list-style-type: none"> • Crystal Bay Tourist • Incline Village Tourist

ADDITIONAL GROWTH

Additional growth and development within the Tahoe planning area is governed by TRPA's growth management system. The system provides for a limited amount of additional development rights and the ability to transfer existing development rights. As an incentive, bonus development rights may be awarded by TRPA for proposals that remove development from sensitive lands and relocate it in Town Centers. The growth management system includes the following development rights:

- Commercial Floor Area (CFA), which is required for each square foot of new structural commercial development.
- Tourist Accommodation Unit (TAU), which is required for each hotel, motel, bed and breakfast, or timeshare unit.

- Residential Units of Use (RUU), which is required for each residential unit. An RUU may be created by combining a Potential RUU with a residential allocation. A Residential Bonus Unit (RBU) may be used in lieu of an RUU.
- People at One Time (PAOT), which is required for certain summer, winter, and overnight recreational uses.

Residential allocations are distributed to Washoe County by TRPA based on a two-year cycle. Commercial, tourist accommodation, and residential bonus units had historically been allocated by TRPA to individual Community Plan areas. An additional pool was established for areas outside of the former Community Plans. The area plan will carry over unused additional development rights allocations from prior pools and combine them into a single countywide pool. The distribution of developments rights supported by this area plan is depicted in Table 2.6.

Table 2.6: Additional Development Rights Available

Development Right	Total Available Additional Rights	Source Pool	Balance Available
Commercial Floor Area (CFA)	10,000	Ponderosa Ranch	8,000
		Outside of Community Plans	2,000
Residential Bonus Units (RBU)	120	Incline Village Commercial	14
		Incline Village Tourist	19
		Nevada North Stateline	37
		Ponderosa Ranch	50
Bonus Tourist Accommodation Units (Bonus TAU)	33	Nevada North Stateline	33

Source: TRPA 2019

Under TRPA’s Transfer of Development Rights (TDR) program, existing development rights may be banked and transferred. In addition to the available additional development rights summarized in Table 2.6, banked rights that have not yet been transferred may be available for purchase by developers on the open market. As of 2019, TRPA records over 40,000 square feet of banked commercial floor area in the planning area. The following development rights may also be converted to/from one another: Commercial Floor Area (CFA), Tourist Accommodation Units (TAU), and Single-Family and Multi-Family Residential Units of Use (RUU).

Recreational allocations (PAOT) have historically been allocated to each of the former Plan Area Statements and Community Plans. All PAOTs allocated through this process have been used.

REGULATORY ZONES

There are twenty-seven individual regulatory zone plans in the planning area. These plans identify the allowable uses and special development standards applicable to the regulatory zone. The vision for each of these areas was originally established by the plan area statements adopted in 1987 and the community plans adopted 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 regulatory zones by master plan land use category and provide the general vision or planning statement for the regulatory zones.

Mixed-Use and Tourist Regulatory Zones

There are four regulatory zones in the plan area that are either mixed use or tourist in character: Crystal Bay, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch. These areas are designated for mixed use development with more intense commercial uses and potentially other use classifications such as public service and light industrial. With the exception of Ponderosa Ranch and a large portion of the Incline Village Tourist regulatory zone, these areas largely correspond with the designated Town Centers. The mixed-use and tourist regulatory zones are subject to the Tahoe Area Design Standards provided in Appendix B of this document and 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 regulatory zone.

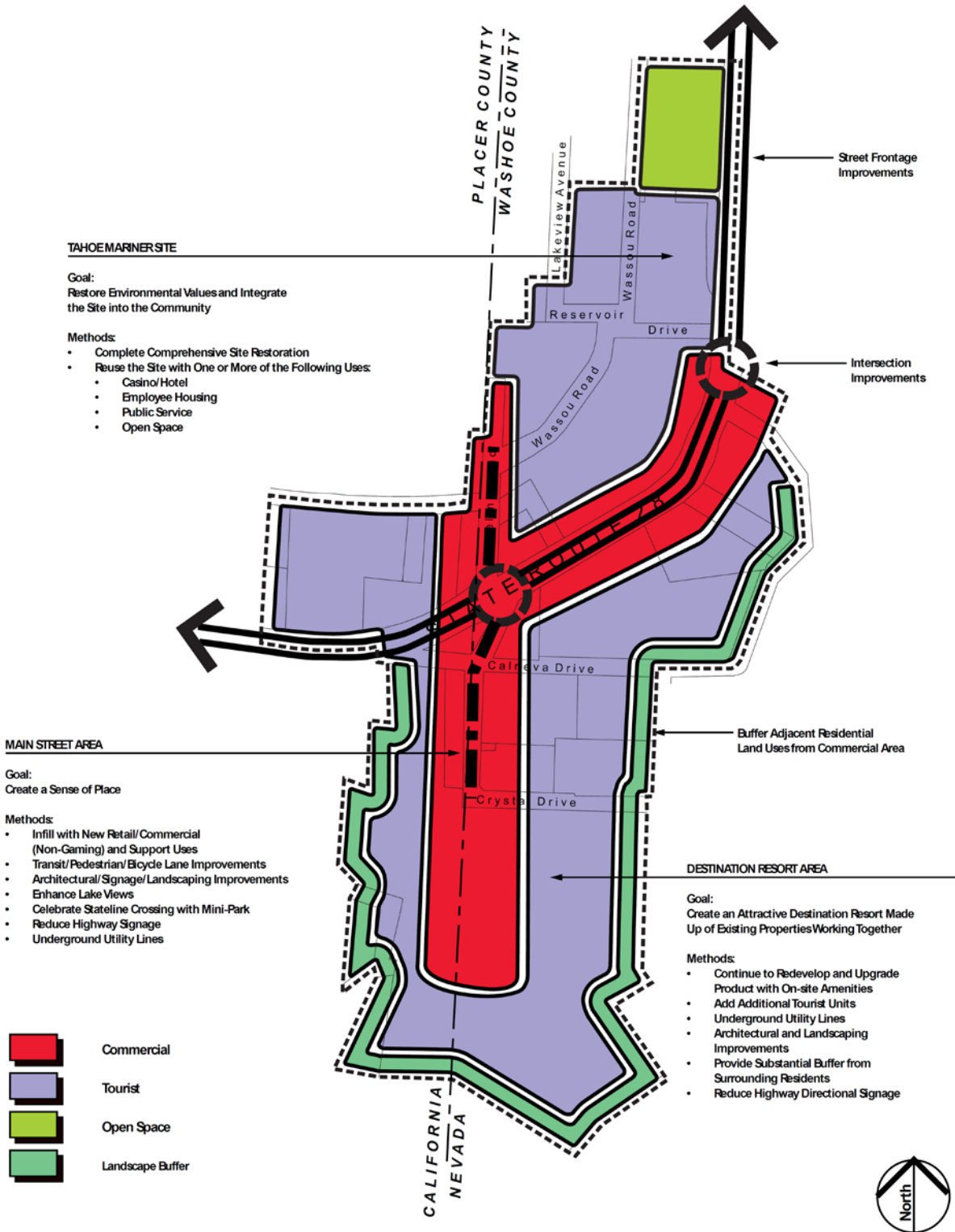
Permissible uses for each regulatory zone are established in Article 220 of the Washoe County Development Code (Appendix A). The list of permissible uses in each of these regulatory zones is broad and inclusive and contains uses from several land use classifications. As described in the existing conditions section above, the availability of commercial floor area, tourist accommodation units, residential bonus units and higher densities is focused on these regulatory zones. 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 mixed-use and tourist zones having the Town Center overlay designation, redevelopment is the foundation of the planning concept in each area.

These are important similarities. However, historical development patterns, 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 mixed-use or tourist regulatory zones below.

Crystal Bay Tourist Regulatory Zone

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 regulatory zone 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 regulatory zone plan 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 design standards that emphasize historic preservation and that specify 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.



MAP 2.3. CRYSTAL BAY TOURIST CONCEPT PLAN

The design standards adopted for this area ensure the historic character of the area is not lost during 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 regulatory zone 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.

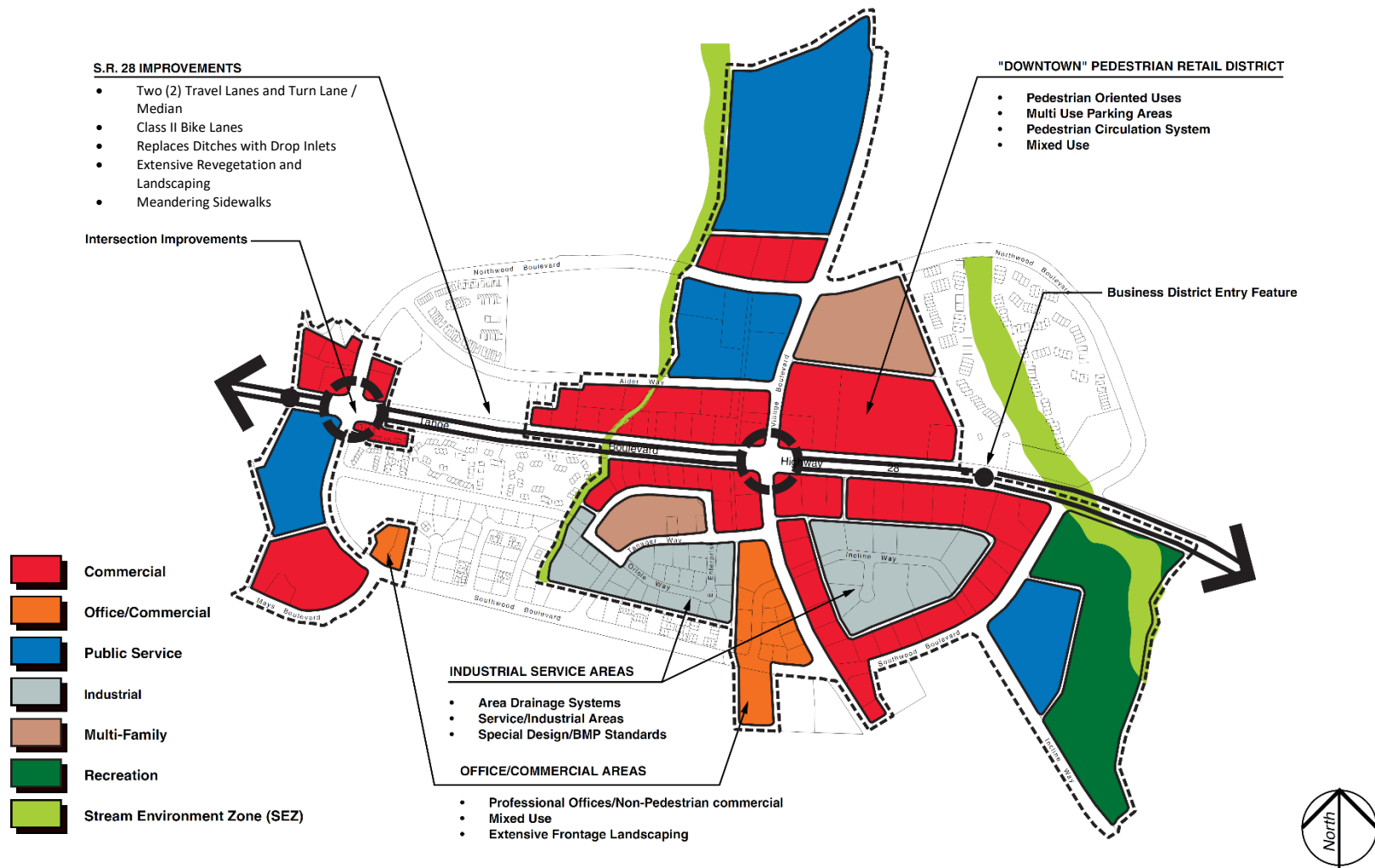
The Incline Village Commercial Regulatory Zone

The Incline Village Commercial regulatory zone 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 regulatory zone 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 limit new development opportunities. However, the area's commercial and residential built environment is aging, and there are prime opportunities for environmental redevelopment. This regulatory zone 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. However, Washoe County 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.



MAP 2.4. INCLINE VILLAGE COMMERCIAL CONCEPT PLAN

Incline Village Tourist Regulatory Zone

This area is contiguous with the Incline Village Commercial regulatory zone and represents the eastern portion of the Northwood/Southwood oval. Like the other regulatory zones plans, the Incline Village Tourist zone 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 Incline Village Commercial regulatory zone, 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 area requires an extensive network of pedestrian and bicycle facilities to connect the area both internally and to surrounding areas.

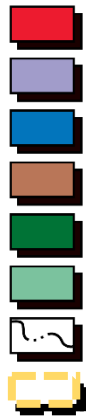
The overall vision for the area is one of continued implementation and environmental redevelopment to maintain an active community core focused on recreation, tourism and Sierra Nevada College. This second community core is marked by an atmosphere of openness and connectedness. Redevelopment of the major 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 TRPA-issued permit for its facilities master plan. IVGID recreation facilities form an important part of the overall community character for Incline Village and are guided by the IVGID facilities master plan¹ for these facilities. As demand for recreation increases, it will be important to consider how these facilities should be modernized. The Hyatt Regency Lake Tahoe Resort may consider rehabilitation and modernization of the existing use, but a change in use is not expected.

Incline Village is host to several special events throughout the year. Sierra Nevada College is particularly well-suited for hosting special events, as it has indoor facilities, substantial parking capacity, and is located centrally in the community adjacent to existing transit lines and the future multi-use path network. Based on this, Sierra Nevada College is designated as a Special Event Area.

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.

¹ The IVGID Facilities Master Plan plan is not a Master Plan as designated in TRPA Code of Ordinances Chapter 14.



Commercial

Tourist

Public Service

Multi-Family

Recreation

Open Space

Stream Environment Zone (SEZ)

Special Event Area

INCLINE WAY RECREATION AREA

- Developed Recreation Uses
- Stream Environment Zone Restoration
- Open Space Creates Continuous Linkages Through Plan Area

TAHOE BOULEVARD AREA

- Automobile Oriented Mixed Uses
- Develop Additional Residential Units (Special Area)
- Add Class II Bicycle Lanes
- Underground Utility Lines

COUNTRY CLUB INTERSECTION AREA

- Gateway to Downtown
- Mix of Automobile Oriented Uses
- Sierra Nevada College Campus
- Add Class II Bicycle Trails

SIERRA NEVADA COLLEGE

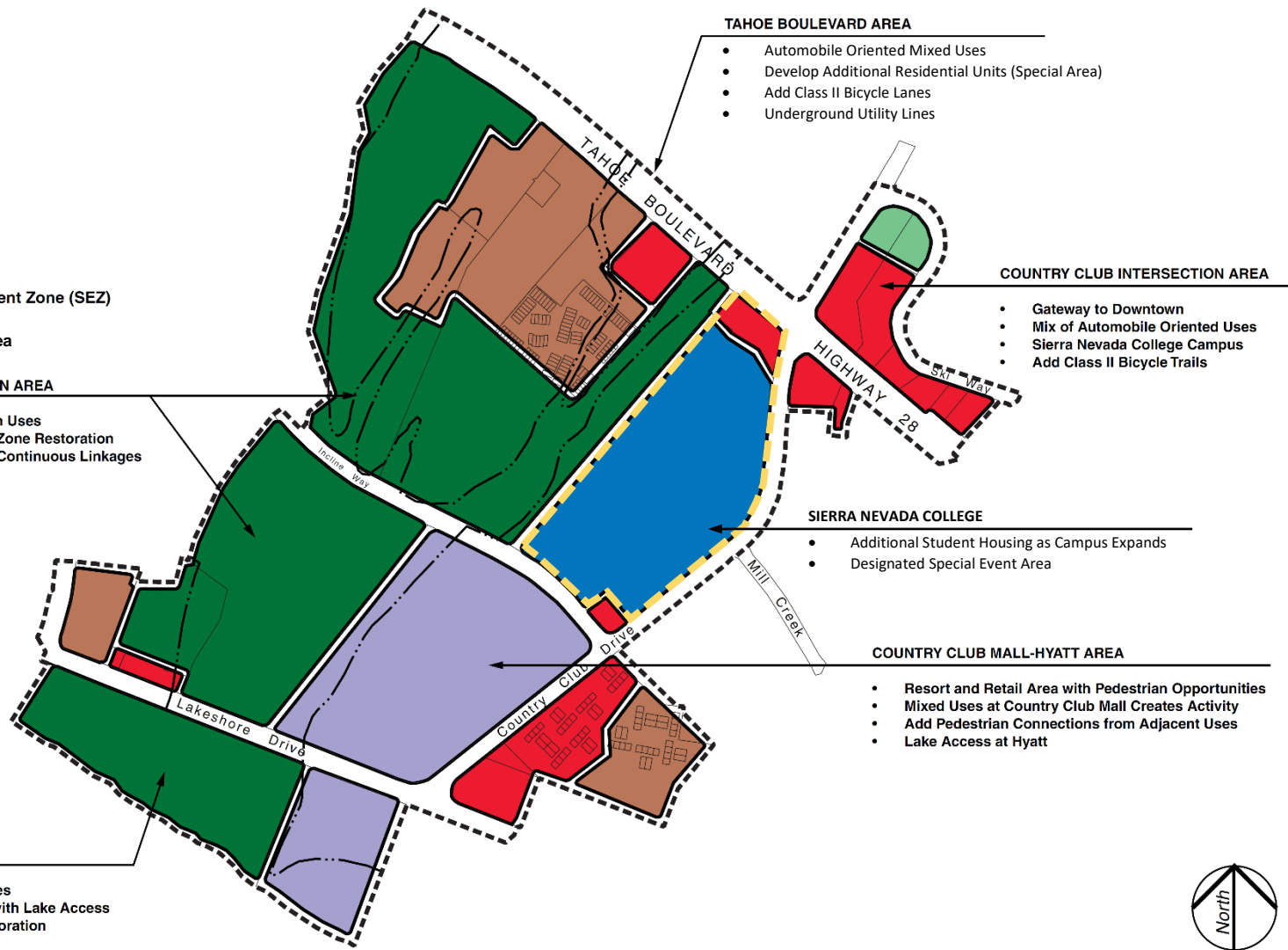
- Additional Student Housing as Campus Expands
- Designated Special Event Area

COUNTRY CLUB MALL-HYATT AREA

- Resort and Retail Area with Pedestrian Opportunities
- Mixed Uses at Country Club Mall Creates Activity
- Add Pedestrian Connections from Adjacent Uses
- Lake Access at Hyatt

LAKESHORE DRIVE AREA

- Pocket of Commercial Uses
- IVGID Beach Recreation with Lake Access
- Stream Environment Restoration



MAP 2.5. INCLINE VILLAGE TOURIST CONCEPT PLAN

Ponderosa Ranch Regulatory Zone

The Ponderosa Ranch regulatory zone 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 (Special 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 Ranch zone are currently more limited. The list of permissible uses in the Development Code for this area reflects Washoe County's desire to focus highly intense uses, such as service commercial, public services, and light industrial uses and continues to provide meaningful redevelopment opportunities.

Ponderosa is the only mixed-use regulatory zone 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 vision for this area includes creating a beautiful entry way into Incline Village and eventually creating an industrial oriented business park on the north end of the area.

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.

Urban Design

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 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.

Residential Regulatory Zones

There are sixteen residential designated regulatory zones in the plan area. These regulatory zones are focused primarily on single family dwellings. Other available use 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 regulatory zones. However, these areas are predominately residential character. The primary vision for these areas is to maintain safe and functional residentially focused regulatory zones, 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 regulatory zones. None of the residential regulatory zones are subject to the Town Center overlay provisions.

- Chateau
- Crystal Bay
- Crystal Bay Condominiums
- Fairway
- Incline Village 1
- Incline Village 2
- Incline Village 3
- Incline Village 4
- Incline Village 5
- Incline Village Residential
- Lakeview
- Mill Creek
- Mt. Shadows
- Stateline Point
- Tyrolian Village
- Wood Creek

Higher-density residential development should continue to be focused within Town Centers and within the residential regulatory zones that already have denser characteristics. These regulatory zones include:

- Crystal Bay Condominiums
- Incline Village Residential
- Fairway
- Mt. Shadows

In addition to functioning as a residential area, the Fairway regulatory zone should continue to provide secondary recreational and tourist uses. The Fairway regulatory zone's Special Area and the Incline Village Residential regulatory zone could be considered for potential inclusion in a future Town Center expansion.

Conservation Regulatory Zones

There are four conservation designated regulatory zones in the plan area. These regulatory zones focus primarily on resource management use types. Public service and recreation uses are also widely available in these regulatory zones. 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 regulatory zones 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 regulatory zones is publicly owned and managed for dispersed public access.

Marlette Lake

This regulatory zone should continue to be managed for its natural qualities to include enhancement and preservation of stream environment zone integrity, protection of essential wildlife habitats, and maintenance of scenic quality. Opportunities for hiking and other dispersed types of recreation should be facilitated when such uses are consistent with maintaining the natural values of the area. Resource management should emphasize native wildlife habitat enhancement and dispersed forms of recreation when not in conflict.

Martis Peak and Mount Rose Regulatory Zones

These regulatory zones should remain undeveloped to the extent that their natural features and qualities are protected. Resource management should be low level with maximum emphasis on providing opportunities for dispersed recreation.

Tunnel Creek Regulatory Zone

This regulatory zone should continue to be managed for watershed protection. Disturbed areas should be restored and uses and activities should be limited to dispersed recreation. The regulatory zone should be maintained as a scenic backdrop for views from the roadway and lake.

Recreation Regulatory Zones

There are three recreation designated regulatory zones in the plan area. These regulatory zones are similar to the conservation regulatory zones, 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 regulatory zones. 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 (Diamond Peak) located in the Incline Ski regulatory zone 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 regulatory zones.

East Shore Regulatory Zone

Developed recreational facilities in the East Shore regulatory zone should be limited to existing sites. The remainder of the regulatory zone should be managed for dispersed recreation consistent with the tolerance capabilities of the shorezone. Existing residential uses should be allowed to remain.

Incline Meadows Regulatory Zone

This regulatory zone should continue to provide opportunities for dispersed forms of both winter and summer recreation. Though most of the property is publicly owned, private developed facilities, including summer homes, may be permitted pursuant to a Specific Plan (TRPA Master Plan) for the area. The Specific Plan is necessary to fully address planning considerations and environmental impacts of further development in this regulatory zone.

Incline Ski Regulatory Zone

This regulatory zone should continue to provide downhill skiing opportunities to the extent that associated uses can be mitigated to prevent unacceptable erosion and loss of natural vegetation. The master plan covering the Diamond Peak ski resort may be updated in the future to provide for summer recreation and the establishment of a transit center.

Special Areas

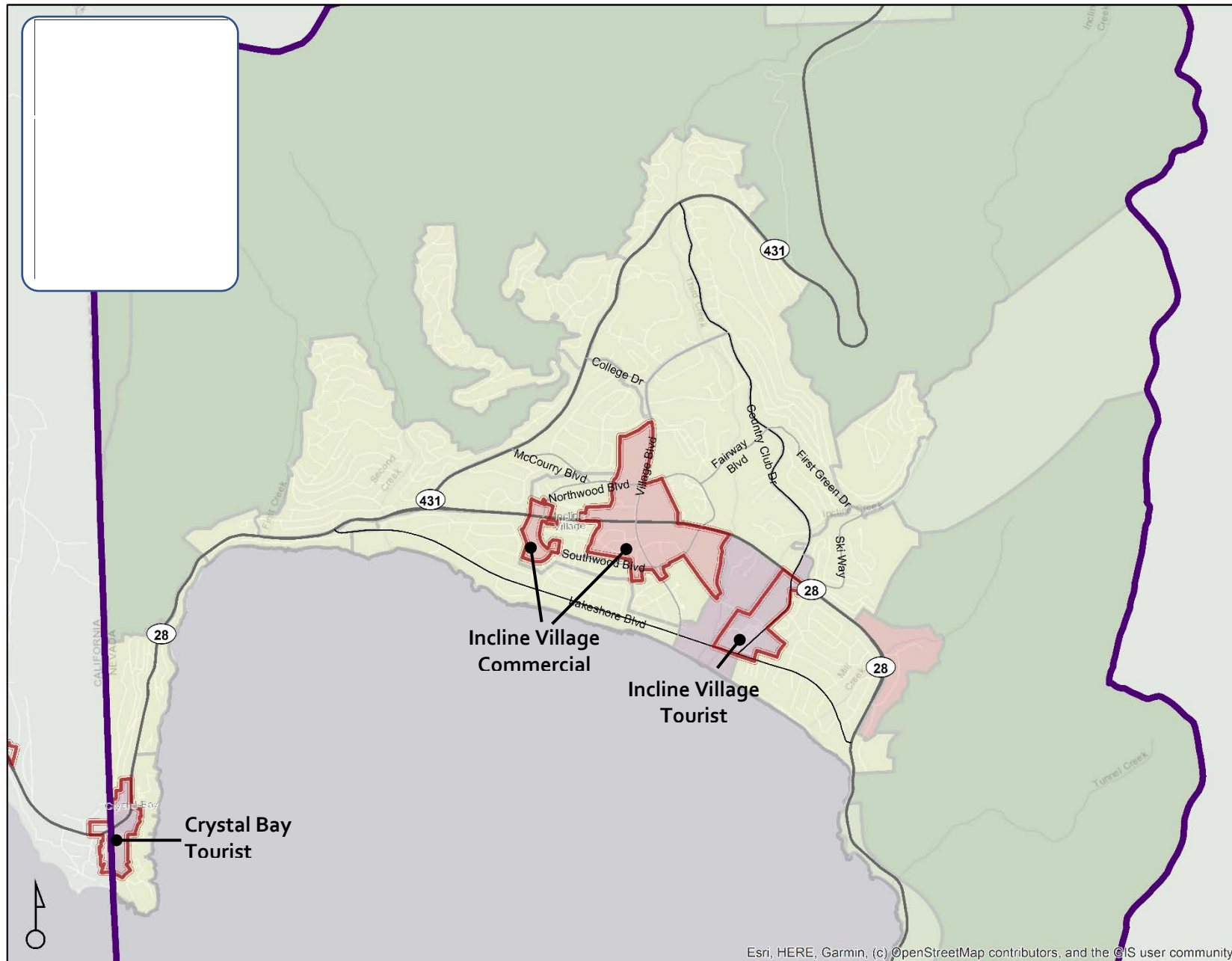
Special Areas may be designated in order to allow permissible uses and densities that differ from the underlying regulatory zone. The Tahoe Area Plan establishes the Special Areas in the following regulatory zones:

- 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.

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. This strategy largely relies on focusing transportation services, transit, and bicycle and pedestrian facilities in centralized areas where a variety of retail, employment, tourism, and housing needs can be met.



MAP 2.7. TOWN CENTER LOCATIONS

The Regional Plan designated three areas in the planning area as Town Centers (as identified on the Tahoe Area Master Plan Map and Map 2.8). 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.

Coverage Reduction and Stormwater Management

The area plan's approach to reducing coverage and managing stormwater in Town Centers will largely rely on two strategies. First, the County will continue to participate in developing water quality restoration projects for critical watersheds throughout the planning area as part of the Environmental Improvement Program. This county will prioritize catchments that have the highest potential to contribute fine sediment to the lake. Please refer to the Conservation chapter for proposed water quality projects.

The second strategy will focus on redevelopment in Town Centers. As part of redevelopment, existing sites that currently have excess coverage will be required to reduce coverage down to the 70 percent maximum. Additional development rights in the Washoe County portion of the Tahoe Basin are extremely limited. This means that projects seeking to expand capacity will likely need to transfer development rights from existing developed sites or using banked development rights. TRPA's development rights transfer program provides incentives to remove and restore development in sensitive areas (i.e. stream environment zones) and transfer the development into Town Centers. This strategy promotes restoration of sensitive areas and directs growth into locations where it can best be served by transit and active transportation.

Each project site will be responsible to treat stormwater on site, although the county may consider establishing regional treatment as part of a future assessment district (refer to future actions in the Conservation chapter). Redeveloping legacy properties, especially those that have excessive coverage and lack stormwater controls, will be the primary way that coverage is reduced and stormwater is managed within Town Centers.

Threshold Gain

As discussed above, redevelopment of Town Centers will ensure that adequate water quality control measures are developed within Town Centers. This will help towards soil conservation, vegetation preservation, and water quality threshold attainment. Redevelopment of Town Centers is also anticipated to improve scenic threshold attainment, as antiquated haphazard development is replaced with high-quality and thematically consistent architecture. Further scenic improvements will occur as non-conforming signage is removed and funding mechanisms are established to underground utility lines. Finally, creating robust town centers focused on mobility will support air quality thresholds. Development of the Incline Village Mobility Hub will also enable better access to recreational facilities.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, 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 LU1: Ensure compatibility of adjacent land uses and require buffering for those which are not compatible.

Policy LU1-1 Buffering

Non-residential, tourist, mixed-use, casino, employee housing, and multi-family residential developments shall provide buffering from existing, surrounding residential uses. Residential uses shall be buffered from State Route 28 and adjacent commercial uses. Buffering can be accomplished through site design, landscaping, vegetation, and screening.

See Design Standards – Chapter 6, *Landscaping*

Policy LU1-2 Design Standards

The compatibility of adjacent land uses is a priority in the planning area and shall 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 LU1-3 Finding of Compatibility

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

See Development Code Section 110.220.40 (10), *Land Use Compatibility*

Goal LU2: Create land use patterns that are consistent with the community's vision, reduce the need for travel, and increase access to transit.

Policy LU2-1 Focus Development towards Town Centers

Direct development away from Stream Environment Zones and other sensitive lands and towards Town Centers. Manage Town Center overlay districts to provide the community with focal points for commercial and civic activities and to facilitate redevelopment.

Policy LU2-2 Retail and Restaurant Uses

Concentrate retail and restaurant uses within Special Area #1 of the Incline Village Commercial regulatory zone and throughout the Crystal Bay Tourist regulatory zone.

Policy LU2-3 Office and Commercial Service Uses

Concentrate office and commercial service uses in the Incline Village Commercial regulatory zone.

Policy LU2-4 Public Service and General Commerce Uses

Encourage public service and general commerce uses to locate in the Ponderosa Ranch regulatory zone. Continue to permit public service uses in the Incline Village Tourist regulatory zone.

Policy LU2-5 Cultural Facilities

Support the construction of cultural facilities, including an outdoor amphitheater or a performing arts center in the Incline Village Commercial or Incline Village Tourist regulatory zones.

Policy LU2-6 Incline Village Tourist Regulatory Zone

Strengthen the regulatory zone's theme of major tourist accommodation, retail, and services. Encourage retail businesses that serve visitors and residents to locate in and near this regulatory zone. Expansion of the Sierra Nevada College, including additional student housing, is supported.

Policy LU2-7 Crystal Bay Tourist Regulatory Zone

Strengthen the regulatory zone's potential as a world class, nationally renowned tourist destination resort. Encourage a wide range of family-oriented entertainment and recreational activities within the Crystal Bay Tourist regulatory zone. Opportunities for retail commercial shopping should also be increased. The provision of childcare facilities is encouraged.

Policy LU2-8 Ponderosa Ranch Regulatory Zone

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.

Policy LU2-9 Single Family Residential in the Incline Village Commercial Regulatory Zone

Single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units.

See Development Code Section 110.220.150 (3), *Incline Village Commercial Regulatory Zone Special Policies*.

Goal LU3: Promote environmentally beneficial redevelopment in Town Centers.

IMPLEMENTATION ACTIONS

Action LU-1 Additional Town Center Incentives

Implement all environmental redevelopment incentives made available by TRPA, such as increased height, density, and coverage. Consider adopting additional incentives for environmentally beneficial redevelopment projects within the Town Center overlay districts.

Action LU-2 Merged Development Rights Pool

Upon adoption of the area plan, development rights pools for the former Incline Village Commercial Community Plan, Incline Village Tourist Community Plan, Nevada North Stateline Community Plan, and Ponderosa Ranch Community Plan, and the pool for areas outside of Community Plans, shall be merged into a single development rights pool.

Action LU-3 Coordinate Improvements in the Crystal Bay Tourist Regulatory Zone

Establish a coordinated method for implementation of improvements in the Crystal Bay Tourist regulatory zone. Appropriate methods include formation of a redevelopment agency and formation of a special assessment district.

Action LU-4 Update Land Use Concept Plans

Work with the community and TRPA to update the land use concept plans in this area plan for the mixed-use and tourist regulatory zones.

Goal LU4: Manage development in accordance with the TRPA growth control system, including development rights, and coverage while maintaining the feasibility of environmentally beneficial redevelopment.

Policy LU4-1 Commercial Floor Area Allocations

Projects seeking allocations of additional Commercial Floor Area from Washoe County's development right pools shall be subject to Washoe County's commercial allocation procedures, as established in the Washoe County Development Code. As set forth in Chapter 50 of the TRPA Code, TRPA shall only consider, for approval of new commercial floor area, those projects which have been recommended by Washoe County. Washoe County's commercial floor area and other development right allocation processes should proactively support redevelopment of the Town Centers.

See Development Code Section 110.220.20 (2), *Commercial Floor Area*

Policy LU4-2 Eligibility for Allocations

As a condition of development, projects seeking an allocation of additional Commercial Floor Area, and Tourist Accommodation Units from Washoe County's development right pools shall make a contribution towards developing identified capital and environmental improvements in this area plan.

Goal LU5: Provide housing opportunities for the workforce of Incline Village and Crystal Bay.

Policy LU5-1 Harmonization

Housing shall be integrated into its neighborhood and harmonized with its surroundings through consideration of compatibility factors such as density, site planning, multi-modal infrastructure, and architecture.

Policy LU5-2 Sierra Nevada College

Sierra Nevada College should provide student housing as part of any campus expansion plans.

Policy LU5-3 Preferred Areas for Affordable and Employee Housing

The Crystal Bay Tourist, Incline Village Commercial, Ponderosa Ranch (Special Area), and Incline Village Residential regulatory zones are preferred areas for affordable, moderate, achievable and employee housing.

Policy LU5-4 Incentives for Affordable and Workforce Housing

Washoe County should consider establishing additional incentives for affordable, moderate, achievable workforce housing in the planning area that would complement the incentives provided by TRPA.

IMPLEMENTATION ACTIONS

Action LU-5 Public Outreach

Conduct public outreach regarding housing in the planning area. This can include short publications, public workshops, joint public events with TRPA, or websites. This effort should focus on understanding the workforce's and local residents' housing needs and ensuring that developers understand the affordable and workforce housing incentives available in the planning area.

Action LU-6 Workforce Housing Incentives

Develop land use policies that promote and incentivize workforce and affordable housing within close proximity to employment, main-line transit services, paths, and trails.

Goal LU6: Strengthen economic activity in Incline Village and Crystal Bay by creating pedestrian-friendly environments in mixed-use and tourist regulatory zones with upgraded aesthetics, architecture, and landscaping. Reduce the visual prominence of parking lots and asphalt.

Policy LU6-1 Traditional Downtown

Create a traditional small-town downtown in the Incline Village Commercial regulatory zone that serves residents' commercial needs. This regulatory zone should have a strong pedestrian orientation with multi-modal connections from nearby neighborhoods, reduce the visual prominence of automobiles, be aesthetically pleasing, and foster a sense of identity. Concentrated retail stores, restaurants, and offices should be included to promote the bustle and activity of a downtown.

See Design Standards and Guidelines

Policy LU6-2 New Tahoe Image

All new and remodeled projects should use architectural designs and materials which create a "New Tahoe" image, recreating traditional alpine architecture using modern technology. Examples of this style include the Incline Visitor Center and the IVGID Community Center. Projects are encouraged to provide outdoor plazas. Projects should maintain the essential elements of the community's forested setting through site design and building design. Site and building design should be oriented to the pedestrian / bicycle path network. Pedestrian and bicycle connections between properties should be promoted.

See Design Standards and Guidelines

Policy LU6-3 Screening

All new and remodeled projects shall provide landscaped screening of on-grade parking areas and trash receptacles from street views. Such screening may consist of either man-made or plant materials or combinations of both and shall be effective year-round. All new and remodeled projects shall completely screen all ground and roof-mounted mechanical and communications equipment from public views.

See Design Standards and Guidelines – Chapter 6, *Landscaping*

Policy LU6-4 Utilities

All overhead utility lines and poles along State Route 28 and all new connections and lines shall be placed underground. Washoe County should establish a special assessment district, or other means, to implement the undergrounding within the public right-of-way. On-site utilities shall be placed underground as part of project approval. Propane gas tanks should be completely screened from offsite view.

See Development Code Section 110.220.40 (4)(i), *Development Standards*

Policy LU6-5 Crystal Bay Tourist Regulatory Zone

Projects in the Crystal Bay Tourist regulatory zone should use architectural designs and materials which are unique to the North Stateline area and which strengthen the regulatory zone’s resort image.

See Design Standards and Guidelines – Chapter 12, *Crystal Bay Tourist Regulatory Zone*

Policy LU6-6 Ponderosa Ranch Regulatory Zone

A planning process focused on the Ponderosa Ranch regulatory zone should be conducted. As part of this process, opportunities to make design improvements to strengthen the integration of the regulatory zone into the community should be considered. Additionally, the process should consider the site’s potential for hosting a mobility hub, workforce housing, and community gateway improvements in alignment with the *State Route 28 Corridor Plan*.

See Actions LU-12 and LU-13.

Policy LU6-7 Colorful Landscaping

Encourage the coordinated planting of colorful spring flowers and colorful autumn foliage.

IMPLEMENTATION ACTIONS

Action LU-7 Design Standards and Guidelines Revisions

Conduct a review of the design standards and guidelines for the planning area 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. Updated design standards should fully consider how bicycle, pedestrian, and parking facilities can be fully blended and incorporated into site design standards.

Goal LU7: Create a stronger local economy that is characterized by multiple sources of year-round activity, and less impacted by seasonal visitation

Policy LU7-1 Barriers to Redevelopment

Identify barriers to redevelopment within Town Centers. Amendments to the area plan should be pursued to remove barriers or otherwise facilitate redevelopment in these areas that aligns with Regional Plan goals.

Policy LU7-2 Special Events

Encourage appropriate community events and special events within the planning area.

Policy LU7-3 Year-Round Activities at Diamond Peak

Support the efforts of IVGID to establish and promote recreational opportunities at Diamond Peak outside the winter season with considerations to add or expand multi-modal transportation options.

IMPLEMENTATION ACTIONS

Action LU-8 Designate Special Event Areas

Work with the community and TRPA to designate additional areas within the planning area as “Special Event Areas” per TRPA Code Section 22.6.3. Areas within Town Centers that experience ongoing, annual temporary events should be considered for this designation.

Goal LU8: Maintain consistency with the Regional Plan and the community’s long-term vision.

Policy LU8-1 Regional Plan Consistency

All amendments to this area plan shall be evaluated pursuant to Chapter 13 of the TRPA Code of Ordinances, which includes a finding of conformance and environmental review.

Policy LU8-2 Consideration of Amendments

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
- facilitates appropriate environmental redevelopment within a Town Center.

Policy LU8-3 Community Character

Amendments to land use classifications, regulatory zones, or implementing documents should not significantly alter the historical land use pattern and desired community character within the planning area.

Policy LU8-4 Changes in Permissible Use

Washoe County should encourage changes to allowable uses in an area if the changes are supportive of an expanded local economy and consistent with environmental thresholds. New uses should not conflict with the community's longstanding character and identity.

Policy LU8-5 Amendments Affecting Town Centers

Amendments to tourist and mixed-use zoning districts should ensure that regulatory zones retain their unique character and do not become overly similar.

Policy LU8-6 Amendments Affecting Residential Regulatory Zones

Residential zoning districts should provide complementary civic and minimal commercial uses. Residential zoning districts should only be amended to further strengthen their residential character or provide for environmental improvement.

IMPLEMENTATION ACTIONS

Action LU-9 Planning and Development Approach

Establish and maintain a development approach that is consistent with and implements the TRPA Regional Plan, the TRPA Code of Ordinances, and any memoranda of understanding with TRPA.

Action LU-10 Amendment Procedures

Process amendments to the area plan, land use categories, regulatory zones, Article 220 of the Washoe County Development Code (Tahoe Modifiers), and Article 220.1 of the Washoe County Development Code (Tahoe Area Plan Design Standards and Guidelines) pursuant to Subsection 13.6.6, *Conformity Review for Amendments to Area Plans* of the TRPA Code of Ordinances.

Action LU-11 Regional Plan Amendments

If TRPA approves an amendment to the Regional Plan that would also require amendment of this area plan to maintain conformity, complete the necessary amendments and conformity review process within one year.

Goal LU9: Proactively plan for future community development needs.

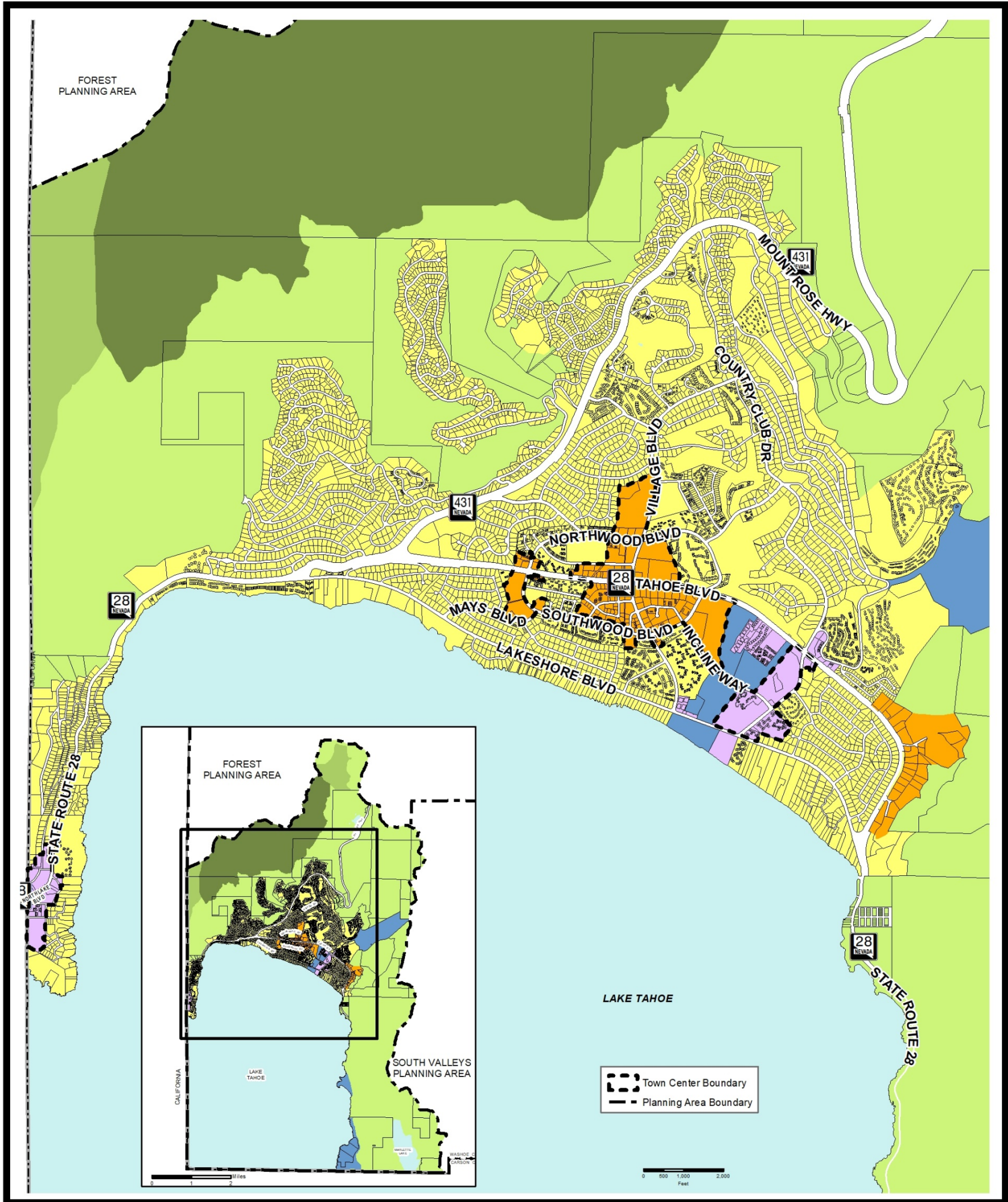
IMPLEMENTATION ACTIONS

Action LU-12 Ponderosa Ranch Planning Process

Conduct a planning process focused specifically on the Ponderosa Ranch regulatory zone. This process should 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.

Action LU-13 Permissible Uses at Ponderosa Ranch

Undertake an analysis of the existing allowable uses in the Ponderosa Ranch regulatory zone to determine if they should be amended to better reflect current economic, social, and environmental conditions. This could occur either as part of, or separately from, the Ponderosa Ranch Planning Process described above.



TAHOE MASTER PLAN

- Wilderness
- Backcountry
- Conservation
- Recreation
- Mixed-Use
- Residential
- Tourist

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

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CERTIFICATION:
THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE ADOPTED ZONING MAPS OF WASHOE COUNTY, NEVADA, BY THE WASHOE COUNTY PLANNING AND BUILDING DIVISION.

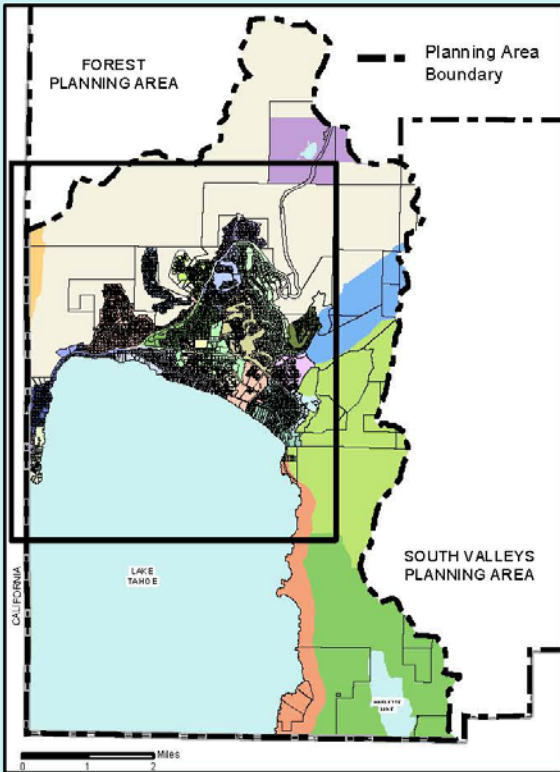
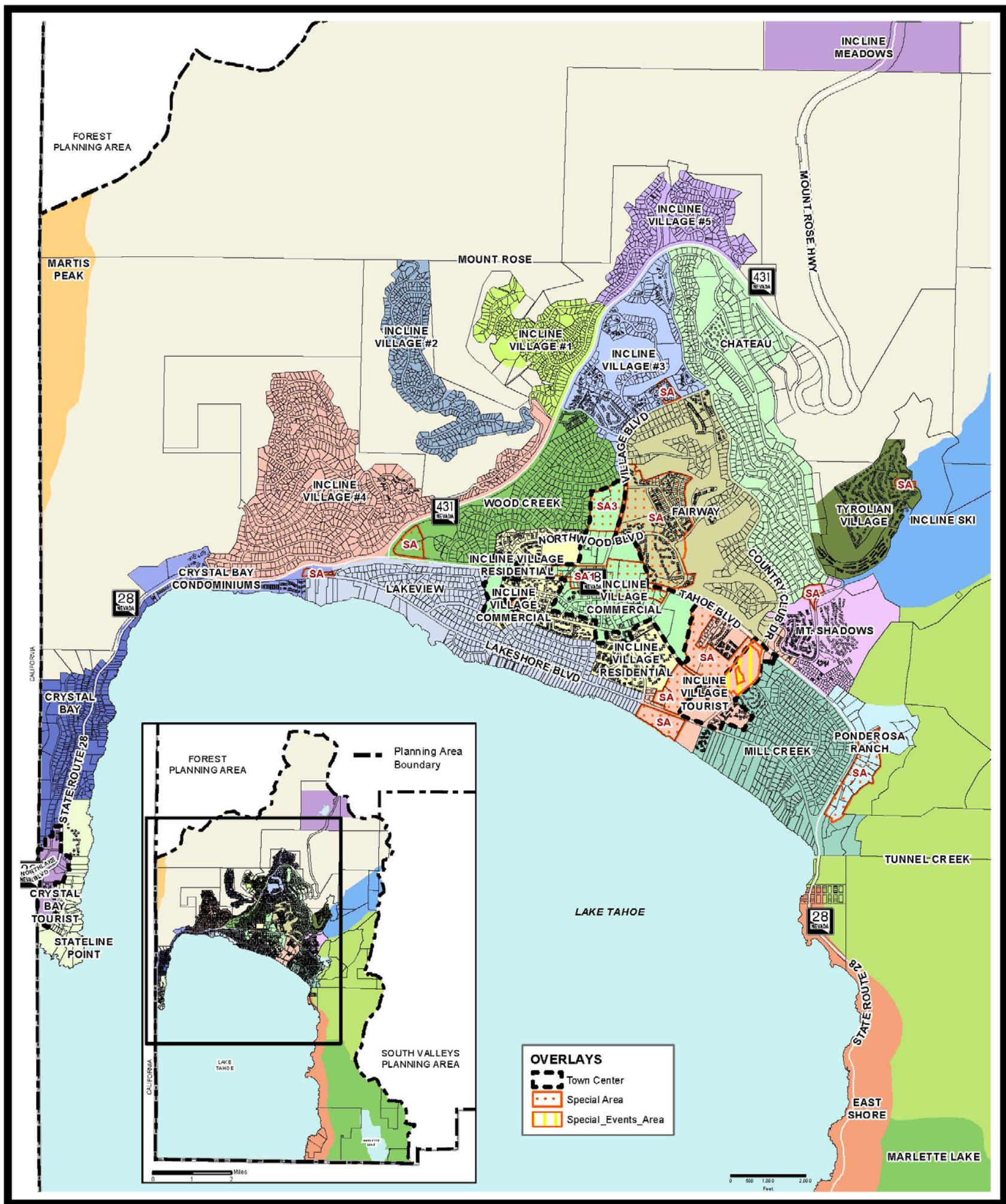
DATE _____ DIRECTOR _____

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

1001 E Ninth St
Reno, Nevada 89512 (775) 328-3600

MAP 2.8. MASTER PLAN MAP



OVERLAYS

- Town Center
- Special Area
- Special_Events_Area



TAHOE REGULATORY ZONE MAP

<ul style="list-style-type: none"> CHATEAU CRYSTAL BAY CRYSTAL BAY CONDOMINIUMS CRYSTAL BAY TOURIST EAST SHORE FAIRWAY INCLINE MEADOWS 	<ul style="list-style-type: none"> INCLINE SKI INCLINE VILLAGE #1 INCLINE VILLAGE #2 INCLINE VILLAGE #3 INCLINE VILLAGE #4 INCLINE VILLAGE #5 INCLINE VILLAGE COMMERCIAL 	<ul style="list-style-type: none"> INCLINE VILLAGE RESIDENTIAL INCLINE VILLAGE TOURIST LAKEVIEW MARLETTE LAKE MARTIS PEAK MILL CREEK MOUNT ROSE 	<ul style="list-style-type: none"> MT. SHADOWS PONDEROSA RANCH STATELINE POINT TUNNEL CREEK TYROLIAN VILLAGE WOOD CREEK
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SOURCE : Tahoe Regional Planning Agency/Washoe County Planning and Building Division

PC Date: February 4, 2020
BCG Adoption Date:

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Community Services Department

WASHOE COUNTY NEVADA

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MAP 2.9. REGULATORY ZONE MAP

CHAPTER 3

Transportation

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.

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, public beaches, and 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 (Map 3.4) and include the following (Table 3.1):

Success Story:
State Route 28 East Shore Trail

In 2019, the East Shore Trail, a three-mile segment of the proposed Nevada Stateline-to-Stateline Trail opened to users. The trail connects Sand Harbor, one of the Lake Tahoe’s most visited destinations, to new parking lots and a transit station at Ponderosa Ranch. Eventually, this trail will be extended with new segments – Sand Harbor to Spooner Summit and Incline Village to Crystal Bay. The plan also envisions converting the parking lots at Ponderosa Ranch into the South Incline Mobility Hub to serve recreational users.

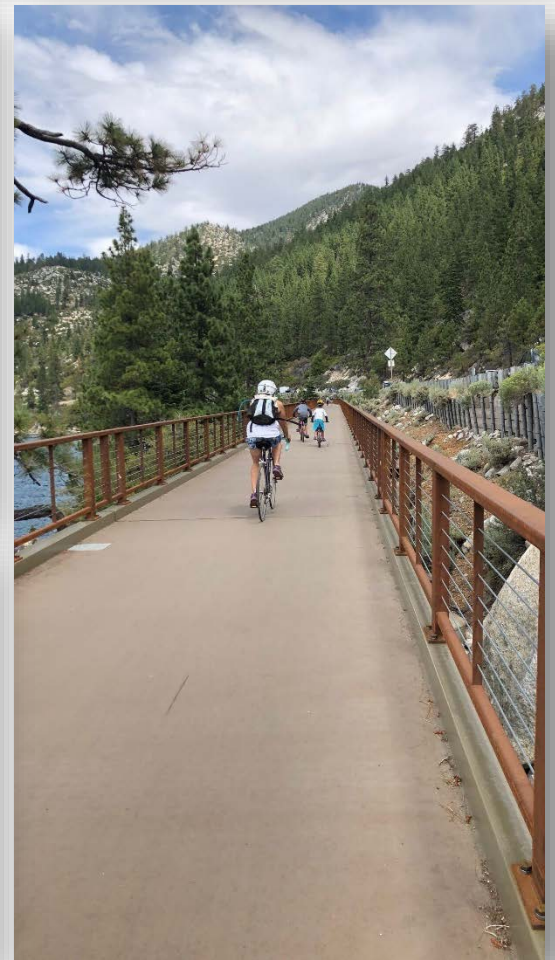


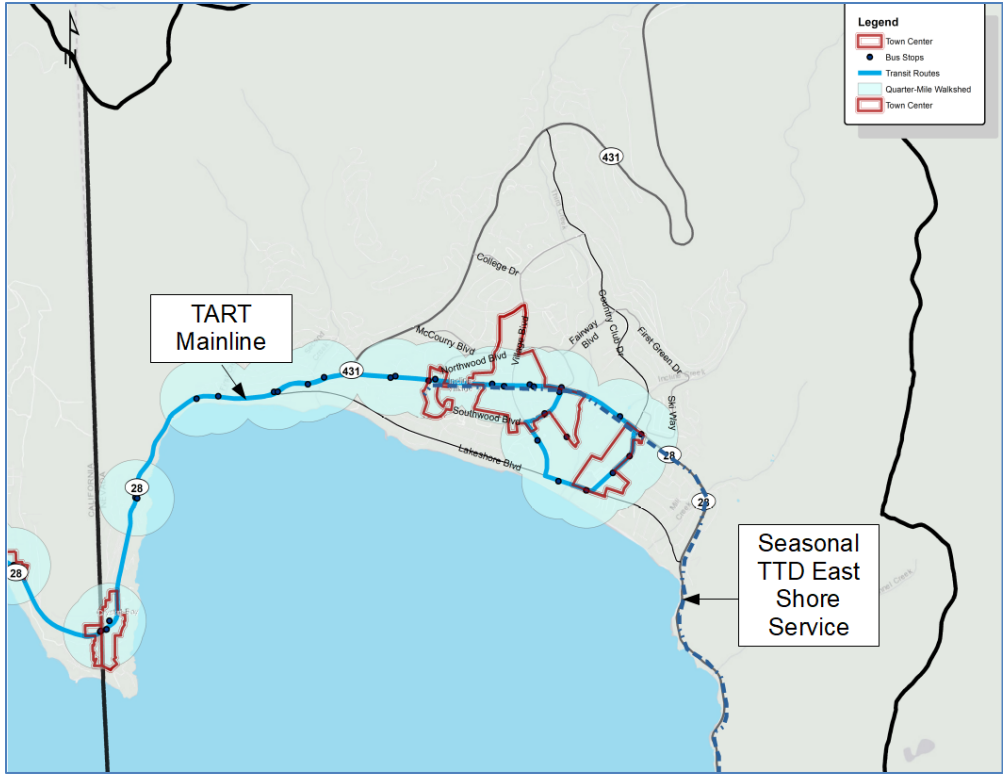
Table 3.1: Existing Active Transportation Facilities

Classification	Facility	Extent
Class I Multi-Use Path	State Route 28 East Shore Trail	Ponderosa Ranch to Sand Harbor
	Lakeshore Boulevard Trail	From the eastern intersection of State Route 28 to 0.25 miles from its western intersection
	Mays Boulevard Trail	Southwood Boulevard to Lakeshore Boulevard
	Northwood/Southwood Boulevard Trail	All of Southwood; Northwood from the western intersection with State Route 28 to 0.25 miles east of Country Club Drive
	Village Boulevard Trail	Lakeshore Boulevard to College Drive
Class II Bike Lanes	State Route 28 Bike Lanes	Western to eastern intersection with Lakeshore Boulevard
Sidewalks	State Route 28	Both sides; between intersections with Northwood and Southwood Boulevards
	Country Club Drive	West side, State Route 28 to Lakeshore Boulevard
	Incline Way	South side, Village Boulevard to Southwood Boulevard
	Incline Way	South side, Country Club Drive to 0.25 miles west of Country Club Drive
	Oriole Way	South side, Tanager Street to Southwood Boulevard
	Tanager Street	North side, Village Boulevard to Oriole Way
	Village Boulevard	Peepsight Court to just beyond Lake Country Drive

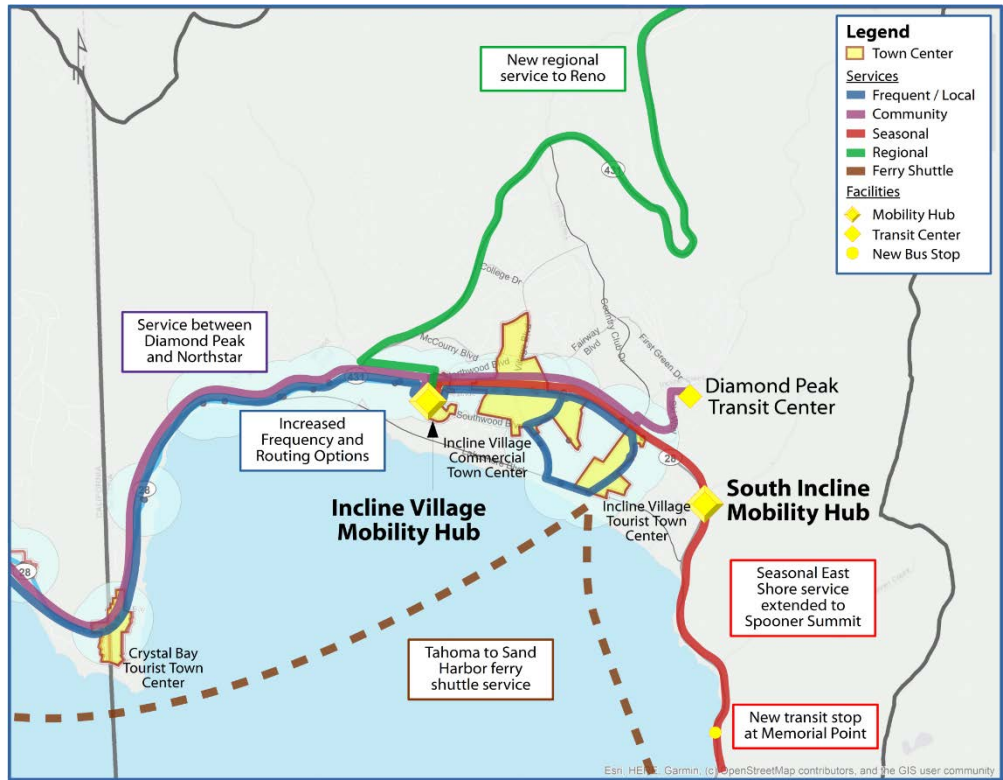
Transit Services

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. Various shuttle services are also available including the North Lake Tahoe Express with connections between the Reno/Tahoe International



MAP 3.2. EXISTING TRANSIT SERVICES



MAP 3.3. ENVISIONED TRANSIT SERVICES

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.

Transit stops within the planning area include the following (Table 3.3):

Table 3.3: Existing Transit Stops

Transit Stop	Served By	Facilities
Crystal Bay Tourist Regulatory Zone		
Crystal Bay Club (eastbound)	TART	Transit shelter, pullout, garbage bins,
Tahoe Biltmore (westbound)	TART	Transit shelter, pullout, garbage bins
Incline Village Commercial Regulatory Zone		
Old Incline Elementary School	TTD	Parking
State Route 28 at Toepa (eastbound)	TART	None
State Route 28 at Christmas Tree Village west of Village Boulevard (westbound)	TART	Transit shelter, garbage bins
State Route 28 at Tahoe Cleaners west of Village Boulevard (eastbound)	TART	None
State Route 28 at Raley’s east of Village Boulevard (westbound)	TART	Transit shelter, pullout, garbage bins
State Route 28 at eastern intersection with Southwood Boulevard (eastbound)	TART	None
State Route 28 at eastern intersection with Northwood Boulevard (westbound)	TART	None
Incline Elementary School (overflow only)	TTD	Parking
Incline Village Tourist Regulatory Zone		
Hyatt Regency Lake Tahoe	TART	None
Ponderosa Ranch Regulatory Zone		
Ponderosa Ranch parking lots (westbound)	TTD	Parking, garbage bins

Transit Stop	Served By	Facilities
Mill Creek Regulatory Zone		
State Route 28 north of Lakeshore Boulevard	TTD	None
East Shore Regulatory Zone		
Hidden Beach	TTD	Pullout
Sand Harbor	TTD	None

Parking

Parking is of significant community interest 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 compressive 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 6.1, Recreation Element) identify existing public parking areas.

TRANSPORTATION STRATEGY

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, the Bi-State Compact and Regional Transportation Plan (RTP) promote a reduced reliance on private automobiles, while acknowledging the transportation challenges of a mountain tourism destination, by providing regional level goals and policies. 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 RTP;
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 Truckee / North Tahoe Transportation Management Association 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.

Roadway Network

Future local street and highway improvements under this plan will focus on improving safety for pedestrian, bicyclists, and transit riders. Additional transportation demand should be accommodated with additional active transportation infrastructure and transit service rather than expanding roadway capacity. The area plan's strategy for roadway improvement focuses on access management and improvement of intersection functionality. Improvements will be done in coordination with TRPA's safety strategy and the *Active Transportation Plan*.

Figure 3.1 illustrates the desired cross section for State Route 28 within the Incline Village Commercial regulatory zone.

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 bicycle lanes, sidewalks, and trails as shown in the *Active Transportation Plan*.

Transit Services

The area plan envisions an increase in multi-modal transportation services throughout the community. To facilitate this, the plan supports establishment of two mobility hubs (Incline Village and South Incline) and a transit center (Diamond Peak) to connect major activity hubs and the multi-use path network with a more robust transit system. A fourth mobility hub is proposed near the Mount Rose ski resort, just outside of the planning area.

The area plan envisions expansion of existing transit services and introduction of new services. The ability to implement new services will largely depend upon cooperation between Washoe County, the Truckee-North Tahoe Transportation Management Association (TMA), Washoe County Regional Transportation Commission (WCRTC), and Tahoe Transportation District (TTD). Major new service proposals under this plan include:

- More frequent transit service to Truckee via Tahoe City;
- Additional community-based transit service connecting Diamond Peak, Northstar, Incline Village, Crystal Bay, Kings Beach, and Truckee;
- Expanded East Shore service to a new mobility hub at Spooner Summit.
- A visitor and employee serving shuttle service;
- Seasonal and special event shuttles;
- Dial-a-ride service; and
- Public transit between Reno and North Lake Tahoe.

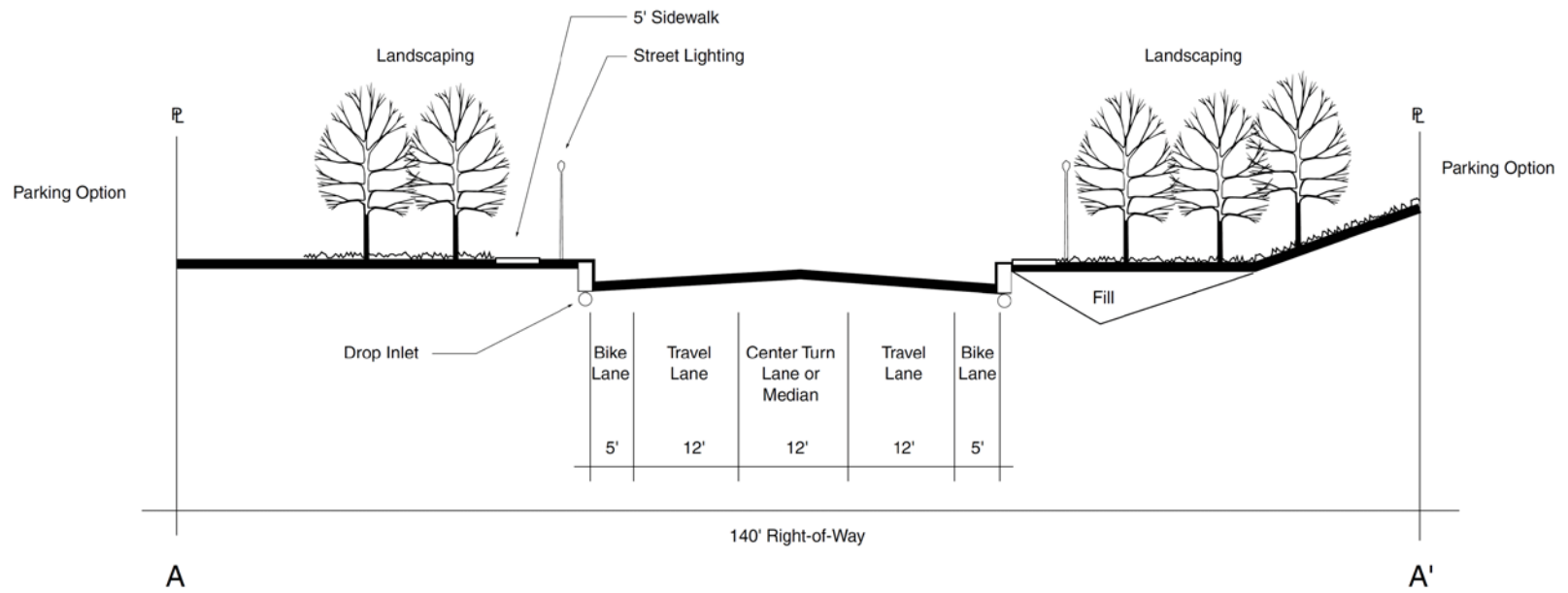


FIGURE 3.1 CROSS SECTION – STATE ROUTE 28

Parking

Parking has proven to be of consistent interest in the Incline/Crystal Bay community for many years. Community concerns around parking include insufficient parking for visitors and tourists; long-term parking of recreational vehicles and boats on public roads, and parking associated with special events. In addition to these periodic demands the area is experiencing increasing pressure on its existing parking infrastructure for existing business and recreation uses.

Parking in Incline Village is presently accommodated along streets and in private lots. As part of the East Shore shuttle service, TTD maintains existing parking facilities near Ponderosa Ranch and at the Old Incline Elementary School. Under the *Transit Master Plan*, these facilities would be upgraded into mobility hubs. Permanent parking facilities for recreational uses on State Route 28 along the east shore and along Mount Rose Highway to replace current informal parking are addressed in their respective corridor plans.

The area plan's strategy for parking focuses on the development of a comprehensive parking management plan. Additional strategies include requirements for special event parking and cooperation with USFS, Nevada State Parks and other recreational facility providers on mitigating traffic and parking-related impacts from new recreational improvements.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, 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 T1: Reduce private automobile use by promoting wise land use patterns and providing adequate services and infrastructure to facilitate alternative transportation.

Policy T1-1 Expansion of Roadway Capacity

New or expanded roads which allow for increased roadway capacity shall not be constructed. An exception is allowed for improvements to existing intersections that do not degrade safety or impact vulnerable users.

Policy T1-2 Alternative Transportation

Prioritize the connectivity of the community using bike paths, pedestrian paths, and multi-use trails. Where feasible and desirable, Washoe County will design trails to accommodate new transportation technologies, including electric bicycles and various non-motorized forms of transportation.

Policy T1-3 Connect Town Centers

Town Centers should be connected to each other and with other commercial nodes with multi-use paths and by transit.

Policy T1-4 Travel Demand Management

Seek opportunities for employer and visitor-based implement travel demand management strategies to reduce vehicle miles travelled (VMT).

IMPLEMENTATION ACTIONS

Action T-1 Employer-Based Vehicle Trip Reduction

Work with TRPA and the Truckee-North Tahoe Transportation Management Association to develop and implement an employer-based vehicle trip reduction program targeting businesses with over 100 employees.

Goal T2: Increase the safety of biking and walking by providing bicycle paths, pedestrian paths, and multi-use trails. Connect tourist, commercial, residential, and recreational land uses with bicycle and pedestrian paths.

Policy T2-1 Implement the Regional Transportation Plan

Washoe County should work with TRPA to implement the Active Transportation Plan (ATP) and the Regional Transportation Plan (RTP) through Washoe County’s recreation, transportation, and land use plans and programs.

Policy T2-2 Public Path System

The public path network should be expanded, connecting the Incline Village Commercial and Incline Village Tourist regulatory zones. This network should also connect to the Incline Village Residential and Fairway regulatory zones, Ski Beach, and the golf course.

Policy T2-3 On-Site Pathways

All new and remodeled projects in the Incline Village Commercial and Incline Village Tourist regulatory zones shall provide on-site pedestrian/bicycle facilities which provide on-site circulation and connect to the public path system. Landscaping, street furniture, and lighting should be included with the walkways.

See Design Standards and Guidelines – Chapter 1, *Site Design*, Standard D, *Multi-Modal Circulation Improvements* and Development Code Section 110.220.40 (4)(b), *Development Standards*.

Policy T2-4 Connections to Parking Areas and Between Uses

Walkways should be created which connect parking areas accessed from local streets to the shops, restaurants, and offices along State Route 28. Pedestrian connections between shopping areas and surrounding residential, tourist accommodation, and recreational uses should be provided. Development standards should specify what pedestrian and bicycle facilities should be provided at parking areas.

Policy T2-5 Bicycle Racks and Lockers

As a condition of project approval, bicycle racks or secured lockers shall be installed at uses throughout the plan area. TART is encouraged to install bicycle racks on their buses.

Policy T2-6 Protect and Improve Trail Access

Protect and improve access to existing trails whenever possible.

Goal T3: Reduce conflicts between automobiles, pedestrians, and bicyclists.

Policy T3-1 Access Management

Support implementation of access management regulations consistently throughout the plan area. The number of driveways along State Route 28 should be consolidated and minimized. All access points onto State Route 28 should be clearly defined. New uses at the Ponderosa Ranch regulatory zone shall share existing driveways. Access to State Route 28 businesses and their parking areas are encouraged to be provided from local streets. Entrances to casinos and their parking areas in the Crystal Bay Tourist regulatory zone are encouraged to be relocated to back streets for those parking areas that have rear access.

Policy T3-2 New Curb Cuts on State Route 28

Prioritize local street access before allowing new curb cuts on State Route 28.

IMPLEMENTATION ACTIONS

Action T-2 Access Management Standards

Develop and apply access management regulations consistently throughout the plan area.

Goal T4: Design the transportation network throughout the plan area to provide safe, efficient, and environmentally responsible access to residential areas, commercial services, public lands and recreational opportunities, and efficient connections within the Tahoe Region.

Policy T4-1 Level of Service

Attain and maintain the Level of Service (LOS) at key intersections consistent with the Regional Transportation Plan and the Washoe County Land Use and Transportation Element.

Policy T4-2 Maintenance

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

Policy T4-3 Mobility Hubs and Transit Center

Support the establishment and design of mobility hubs at South Incline, Incline Village, and Mount Rose and the establishment of a transit center at Diamond Peak, as set forth in the *Lake Tahoe Basin Transit Master Plan*.

IMPLEMENTATION ACTIONS

Action T-3 Plowing of Multi-Use Trails

Develop a plan for plowing sidewalks and multi-use trails. Plowing schedules should prioritize routes within Town Centers and high-traffic multi-use trails that connect Town Centers with residential and recreational areas.

Goal T5: Improve and increase transit service and use.

Policy T5-1 Increased Transit

Encourage TART to increase hours of operation and frequency of route circulation, and support public-private partnerships to provide new services.

Policy T5-2 Transit Shelters

Encourage new development and transit agencies to provide transit shelters at all transit stops.

Policy T5-3 Bus Pullouts

Transit stops should be designed in a manner that does not interrupt traffic circulation, such as through the use of bus pullouts.

Policy T5-4 Transportation Management Association

Washoe County, TRPA, IVGID, the Incline Village / Crystal Bay Chamber of Commerce, the Crystal Bay Casino Association, the Hyatt Lake Tahoe, Sierra Nevada College and other major employers are encouraged to participate in the Truckee / North Tahoe Transportation Management Association (TMA). Increased participation with the TMA helps to coordinate public and private transit services.

Policy T5-5 New and Expanded Transit Services

Work in coordination with TRPA, TART, the Truckee/North Tahoe TMA, Washoe County Regional Transportation Commission, and TTD to develop, maintain, and expand transit services.

IMPLEMENTATION ACTIONS	
<i>Action T-4</i>	<i>Short-Range Transit Plan</i> Develop a short-range transit plan focused on the Incline Village and Crystal Bay areas.

Goal T6: Manage congestion and parking in a manner that promotes safety and preserves and maintains community character while improving and managing the efficiency of parking area use. Clearly define parking areas and reduce the visual prominence of parking lots and asphalt along State Route 28.

Policy T6-1 Parking Standards

Washoe County should establish parking regulations that recognize the demands of daily, special event, and seasonal traffic while prioritizing alternative modes of transportation.

See Design Standards and Guidelines – Chapter 4, <i>Parking, Loading, and Circulation</i> and Appendix A, <i>Parking Demand Table</i> .

Policy T6-2 Consolidated Parking and Driveways

Adjacent parking lots should consolidate and share driveway entrances.

Policy T6-3 Parking Lot Design

Washoe County should establish design standards that make parking facilities pedestrian and bicycle friendly. Pedestrian and bicycle facilities should have sufficient lighting and be provided at parking areas. Driveway entrances into parking lots should be clearly defined. Parking space definition, travel aisles, and pedestrian and bicycle circulation should be considered. Parking facilities should be connected to other parking facilities when possible.

See Design Standards and Guidelines – Chapter 4, *Parking, Loading, and Circulation*

Policy T6-4 Maximum Parking

Within the Crystal Bay Tourist and Incline Village Tourist regulatory zones, parking lots shall include no more than the minimum number of parking spaces required by the Washoe County Tahoe Area Plan Design Standards and Guidelines and/or Chapter 110, Article 410 of the Washoe County Code for its associated uses. Parking lots including more than the minimum number of spaces shall only be allowed if the additional spaces are shared with an existing or future use under a shared parking agreement. Single family dwellings are exempt from this policy.

See Design Standards and Guidelines – Chapter 4, *Parking, Loading, and Circulation* and Appendix A, *Parking Demand Table*.

Policy T6-5 Parking Management

In cooperation with all affected parties, Washoe County and TRPA should develop and implement a parking management program for commercial and tourist uses. Coordination with Placer County will be necessary for the Crystal Bay Tourist regulatory zone. The plan should include such things as shared-use parking and parking hubs that promote a “park once” concept and the use of technology to maximize efficiency.

Policy T6-6 Partnerships

Washoe County should partner with other public agencies and public-private partnerships to explore opportunities to plan, fund and develop mobility hubs, 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.

Policy T6-7 Trailhead Parking and Transit

Parking with pedestrian and bicycle connections should be required at all public trailheads unless technical or safety issues prevent construction. If it is determined that the parking facility cannot be adequately screened or buffered from adjacent residential properties, then parking requirements should be appropriately adjusted. Washoe County should promote transit service and non-motorized alternative transportation to popular trailheads to reduce parking demand, consistent with the Land Use and Transportation Element.

IMPLEMENTATION ACTIONS

Action T-5 Parking Management Plan

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

PROPOSED IMPROVEMENTS

The Washoe County Tahoe Area Plan envisions the improvements listed within this section. Table 7.3: Implementation Schedule includes an anticipated time horizon, implementer, and funding source for each project.

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*.

Project T-2: Left Turn Pockets (Crystal Bay Tourist Neighborhood)

Create left-turn pockets at public road intersections along State Route 28 throughout the Crystal Bay Tourist regulatory zoneneighborhood in cooperation with Nevada Department of Transportation (NDOT). Design of these improvements should consider the needs of pedestrians and cyclists, and conform to TRPA's safety and complete streets policies.

Project T-3: Intersection Improvements

Improve intersections with State Route 28 in alignment with an intersection improvement study. The goal of the study is to maintain acceptable levels of service while improving pedestrian, bicycle, and vehicle safety. The study should be prepared by Washoe County in collaboration with the Nevada Department of Transportation (NDOT).

Project T-4: Wassou Road Delineation

Clearly define and delineate Wassou Road as separate from the Biltmore parking lot.

- Project T-5: Off-Highway Parking along Mount Rose Highway (SR-431)**
In compliance with the *Mount Rose Scenic Byway Corridor Plan*, establish off-highway parking at Incline Meadows and the Incline Flume trailhead.
- Project T-6: Mount Rose Highway (SR-431) Center Turn Lanes**
In compliance with the *Mount Rose Scenic Byway Corridor Plan*, create a center turn lane along Mount Rose Highway at Country Club Drive. Investigate the possibility of additional turn lanes between Country Club Drive and Tahoe Boulevard / State Route 28.
- Project T-7: State Route 28 Turnouts**
Construct nine turnouts along SR 28 between Lakeshore Drive and the Carson City boundary in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-8: East Shore Off-Highway Parking**
Establish off-highway parking near Thunderbird Lodge and Chimney Beach in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-9: East Shore Formalized Highway Parking**
Formalize highway parking in four locations between Ponderosa Ranch and Hidden Beach in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-10: East Shore Viewpoints**
Construct four new viewpoints along State Route 28 between Sand Harbor and Thunderbird Lodge and a fifth viewpoint between Hidden Beach and Sand Harbor in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-11: East Shore Aesthetic Improvements**
In compliance with the *State Route 28 National Scenic Byway Corridor Plan*, complete aesthetic improvements on State Route 28 along the east shore. Improvements should include simplified signage, use of wood and stone accents, improvement to rock cut scars, aesthetic railings, and cultural messaging.
- Project T-12: Community Gateways**
Enhance community gateway features at the entrances to Incline Village along State Route 28 at Lakeshore Drive and east of Crystal Bay in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-13: Intersection Safety Improvements**
Improvements to priority intersections as identified in the *Active Transportation Plan*, including, but not limited to the following:
- A. Mount Rose Highway (SR-431) at 2nd Creek Drive

- B. Mount Rose Highway (SR-431) at Marlette Way
- C. State Route 28 at Amagosa Road

Planned Active Transportation Projects

In compliance with the *Active Transportation Plan*, construct the following improvements:

Class I Multi-Use Pathways

- Project T-14: Crystal Bay to Incline Village Multi-Use Path**
North side of State Route 28 from the Crystal Bay Tourist regulatory zone to Northwood Boulevard (western intersection).
- Project T-15: Alder Avenue Multi-Use Path**
Alder Avenue between Northwood and Village Boulevards.
- Project T-16: Northwood Boulevard Multi-Use Path**
Northwood Boulevard from the current Multi-Use Path terminus to the eastern intersection with State Route 28 / Tahoe Boulevard. Reconstruction of portions of the existing path along Northwood Boulevard may also be necessary.
- Project T-17: Fairway Boulevard Multi-Use Path**
Fairway Boulevard between Country Club Drive and Village Boulevard
- Project T-18: Country Club Drive Multi-Use Path**
Country Club Drive from Village Boulevard to State Route 28 / Tahoe Boulevard
- Project T-19: Incline Way Multi-Use Path**
Incline Way from Southwood Boulevard to the Recreation Center.
- Project T-20: McCourry Boulevard Multi-Use Path**
McCourry Boulevard from State Route 431 to Northwood Boulevard.
- Project T-21: College Drive Multi-Use Path¹**
College Drive between State Route 431 and Village Boulevard.
- Project T-22: Golfers Pass Road Multi-Use Path**
Golfers Pass Road between State Route 431 and Village Boulevard.
- Project T-23: Diamond Peak Multi-Use Path**
North side of Ski Way between Country Club Drive and Diamond Peak.

¹ This route was not included in the *Active Transportation Plan* (2017).

- Project T-24: Mount Rose Highway Multi-Use Path**
East side of State Route 431 from the Incline Flume Trailhead to the northern planning area boundary.
- Project T-25: Sand Harbor to Spooner Summit Multi-Use Path**
Extension of the Tahoe East Shore Multi-Use Path from Sand Harbor to the Carson City boundary, continuing on to Spooner Summit.
- Project T-26: Driver Way Multi-Use Path**
Driver Way between Village Boulevard and Country Club Drive.
- Project T-27: Village Boulevard Multi-Use Path**
Extension of Village Boulevard Multi-Use Path from College Drive to Country Club Drive.
- Project T-28: Tanager Street Multi-Use Path**
Tanager Street between Oriole Way and Southwood Boulevard.
- Project T-29: Village Green Multi-Use Path**
Connecting Village Green with Incline Way.

Class II Bike Lanes

- Project T-30: Village Boulevard Bike Lanes**
Village Boulevard between Northwood Boulevard and Country Club Drive.
- Project T-31: Country Club Drive Bike Lanes**
Country Club Drive between Lakeshore Boulevard and State Route 431.
- Project T-32: Incline Way Bike Lanes**
Incline Way from Southwood Boulevard to Country Club Drive.
- Project T-33: Ski Way Bike Lanes**
Ski Way from Country Club Drive to Diamond Peak.
- Project T-34: Mount Rose Highway Bike Lanes²**
State Route 431 between State Route 28 / Tahoe Boulevard and the northern planning area boundary.

Planned Transit Facilities

In compliance with the *Lake Tahoe Basin Transit Master Plan*, establish the following facilities:

² This route was not included in the *Active Transportation Plan* (2017).

Project T-35: South Incline Mobility Hub

Improve the existing TTD parking facility in the Ponderosa Ranch district into a recreation-focused mobility hub. This hub will serve the East Shore multi-use trail, the Flume Trail, and the seasonal shuttle to Sand Harbor, with future extension to a new mobility hub at Spooner Summit.

Project T-36: Incline Village Mobility Hub

Establish a new mobility hub in a centralized location such as the old Incline Elementary School. The hub will serve local, seasonal, and regional transit services.

Project T-37: Diamond Peak Transit Center

Establish a new transit center at the Diamond Peak Ski Resort in support of a newly proposed community route ("Route E") connecting to the Incline Village mobility hub, Crystal Bay, and the Northstar Ski Resort.

Project T-38: Ferry Shuttle Dock Improvements

Improve the ferry shuttle dock to support increased service frequency and ridership.

Project T-39: Transit Shelters

Install transit shelters at all transit stops along proposed transit routes.

Project T-40: Transit Stop at Memorial Point

In compliance with the *State Route 28 National Scenic Byway Corridor Management Plan*, establish a new transit stop for the Sand Harbor shuttle at Memorial Point.

Planned Transit Services

Project T-41: North Shore Transit Route Expansion

In compliance with the *Lake Tahoe Basin Transit Master Plan*, expand existing transit services and establish new transit services.

- A. Combine existing TART routes to form a new frequent service route ("Route F1") serving major residential areas, Truckee, and Incline Village via Tahoe City.
- B. Extend existing TART service through Kings Beach, Crystal Bay, and Incline Village to terminals at the Diamond Peak and Northstar Ski Resorts, forming a new community route ("Route E").
- C. Extend existing TART service from Truckee to Crystal Bay via Highway 267 to Incline Village, forming a new local route ("Route G").
- D. Extend existing TTD East Shore Shuttle service from Incline Village to Spooner Summit via Sand Harbor, forming a new summer route ("Route S1").

Project T-42: Reno – North Tahoe Transit Service

In compliance with the *Lake Tahoe Basin Transit Master Plan*, establish new regional transit service (“Route R3”) from Incline Village to the Reno-Tahoe International Airport via a new mobility hub to be established near the Mount Rose ski resort.

Project T-43: North Shore Ferry Service

Establish new north shore ferry service (“Route W1”) from Homewood to Sand Harbor, with several stops in between. The existing pier at the Hyatt Regency in Incline Village would be a potential stop.

Project T-44: Transit Service Hours and Frequency

In compliance with the *Lake Tahoe Basin Transit Master Plan*, expand operation hours and service frequency on existing and proposed transit routes.

Route Number / Service		Routing	Service Frequency		
			Short-Term <i>within 5 years</i>	Medium-Term <i>5-10 years</i>	Long-Term <i>10-20 years</i>
E	Community	Diamond Peak to Northstar Ski Resorts via Incline Village and Kings Beach	60-min.	60-min. / 30-min. peak	30-min.
F1	Frequent	Incline Village to Truckee via Tahoe City (Hwy 89)	60-min.	60-min. / 30-min. peak	30-min. / 15-min. peak
G	Local	Incline Village to Truckee via Kings Beach (Hwy 267)	60-min.	60-min. / 30-min. peak	30-min. / 20-min. peak
R3	Regional	Incline Village to Reno Tahoe International Airport	---	60-min peak	60-min. peak
S1	Summer	Incline Village to Spooner Summit via Sand Harbor	20-min. peak	20-min. peak	20-min. peak
W1	Ferry Shuttle	Homewood to Sand Harbor	90-min. peak	60-min. peak	45-min. peak

Project T-45: Shuttle Service

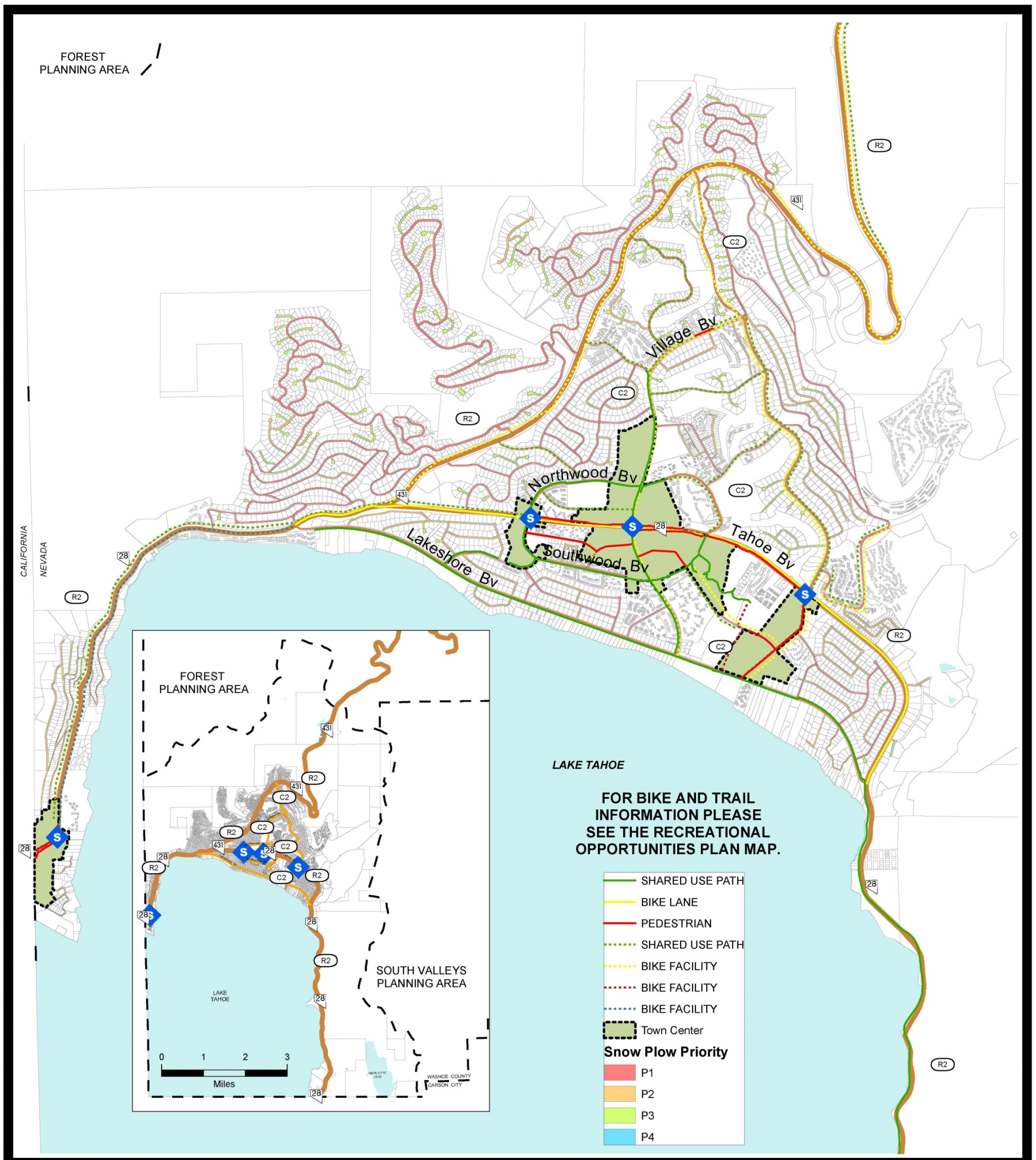
Establish a shuttle targeting visitors and Crystal Bay area employees, connecting the Incline Village, Crystal Bay, and Kings Beach commercial nodes.

Project T-46: Seasonal and Special Event Shuttle

Coordinate public and private shuttle bus services for special events to relieve the impacts of high traffic volume.

Project T-47: Dial-A-Ride

Establish door-to-door dial-a-ride service.



MAP 3.4. LOCAL TRANSPORTATION MAP

CHAPTER 4

Conservation

The Washoe County Tahoe 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 Thresholds.

This element complements Regional Plan policies. 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 and cultural resources (Chapter 67), and noise (Chapter 68).

TRPA established environmental thresholds for environmental topics including air quality, water quality, soil conservation, scenic resources, recreation, wildlife, vegetation, fisheries, 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 4.1).

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

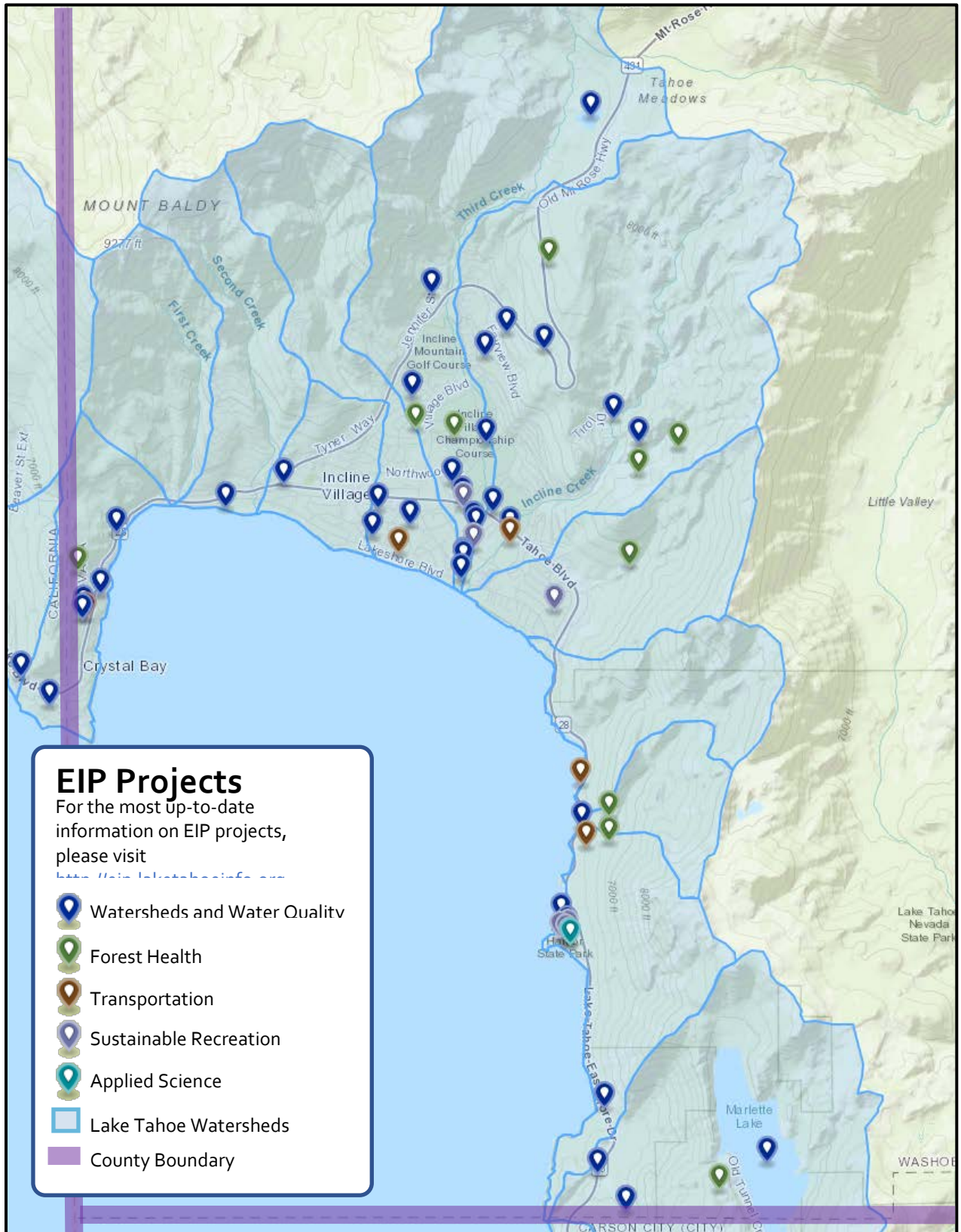
Washoe County's participation in the Total Maximum Daily Load (TMDL) and stormwater load reduction programs is ongoing. The county has developed and implemented improvements in the planning area to reduce pollutant loading from stormwater runoff (see Map 1). The Lake Tahoe TMDL sets targets and a timeline 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 Division of Environmental Protection and TRPA each maintains a comprehensive website with information on the TMDL and stormwater reduction programs.

Table 4.1: 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 Phosphorous	7%	14%	21%	50%
Total Nitrogen	8%	14%	19%	46%

Source: NDEP 2011

While Washoe County did not meet the 2016 target, it did achieve targets in 2017 and is on-track to achieve the 2021 target. 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 including, but not limited to, street sweeping.



MAP 4.1. ENVIRONMENTAL IMPROVEMENT PROGRAM PROJECTS

Table 4.2: Status of BMP Compliance in the Plan Area

Parcel Type	BMP Certificate	No BMP Certificate	Total	Percent in Compliance
Commercial	185	45	230	80%
Condominiums	3,725	649	4,374	85%
Multi-Family Residential	38	84	122	31%
Public Services	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 coverage alters surface hydrology and modifies groundwater recharge. There are three types of coverage defined by TRPA: hard, soft, and potential coverage. Hard coverage is completely impervious to infiltration of water into the soil (e.g. roofs, asphalt pavement, concrete sidewalks). Soft coverage may allow limited infiltration into the soil (e.g., dirt walking trails, compacted dirt parking areas). Potential coverage is allowable coverage unrealized or developed for a particular property.

The amount of coverage allowed on a property is determined by the land capability, or how suitable that property is for development. The Lake Tahoe Regional Plan uses land capability to identify and protect environmentally sensitive lands in the basin, including stream environmental zones (SEZs). Land capability is based on a variety of factors, including slope of a site, risk of erosion, condition of the watershed, vegetation, access, etc.

Single family residential properties developed prior to 1987, as well as non-residential and multi-family residential properties are classified as 1-7 in the Bailey Land Capability Classification System (1974). Properties may have one or more Bailey classifications. Sensitive lands include Classes 1-3. Non-sensitive lands are classified as Classes 4-7. Single family residential properties developed after 1987 were assigned an Individual Parcel Evaluation System (IPES) score ranging from 0 to 1,017. Sensitive lands include scores from 0 to 725. Non-sensitive lands include scores from 726 to 1,017. Properties

zoned single-family residential with an IPES score of 0 may not be developed. Allowed land coverage, or the footprint of development, is determined by the Bailey's classes or IPES score. All properties within the Tahoe Basin must receive a verification of land capability and coverage prior to any future development.

Under this system, the maximum base 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. Within Town Centers, additional coverage may be transferred in for a total of 70 percent coverage on high-capability lands. Refer to Chapter 30 of the TRPA Code of Ordinance for additional detail.

Table 4.3 shows the amounts of land under each type of land capability district within the plan area. Map 4.2 shows the general location of the land capability districts. Map 4.3 shows general coverage characteristics in the planning area.

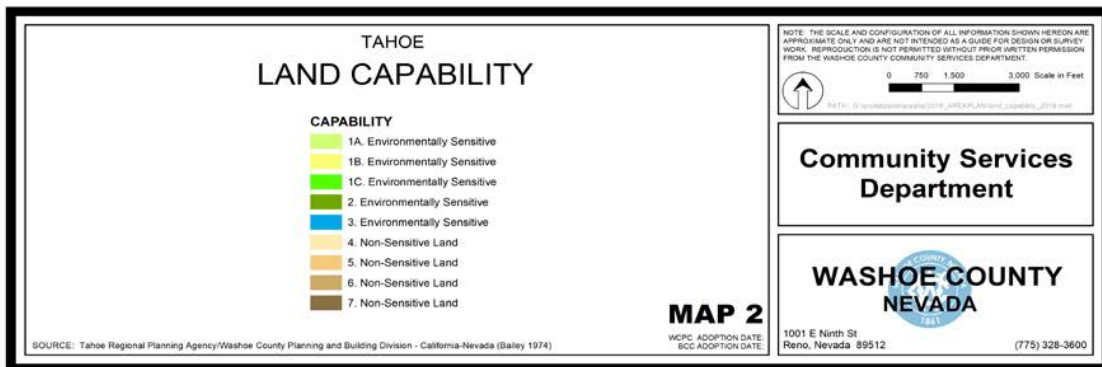
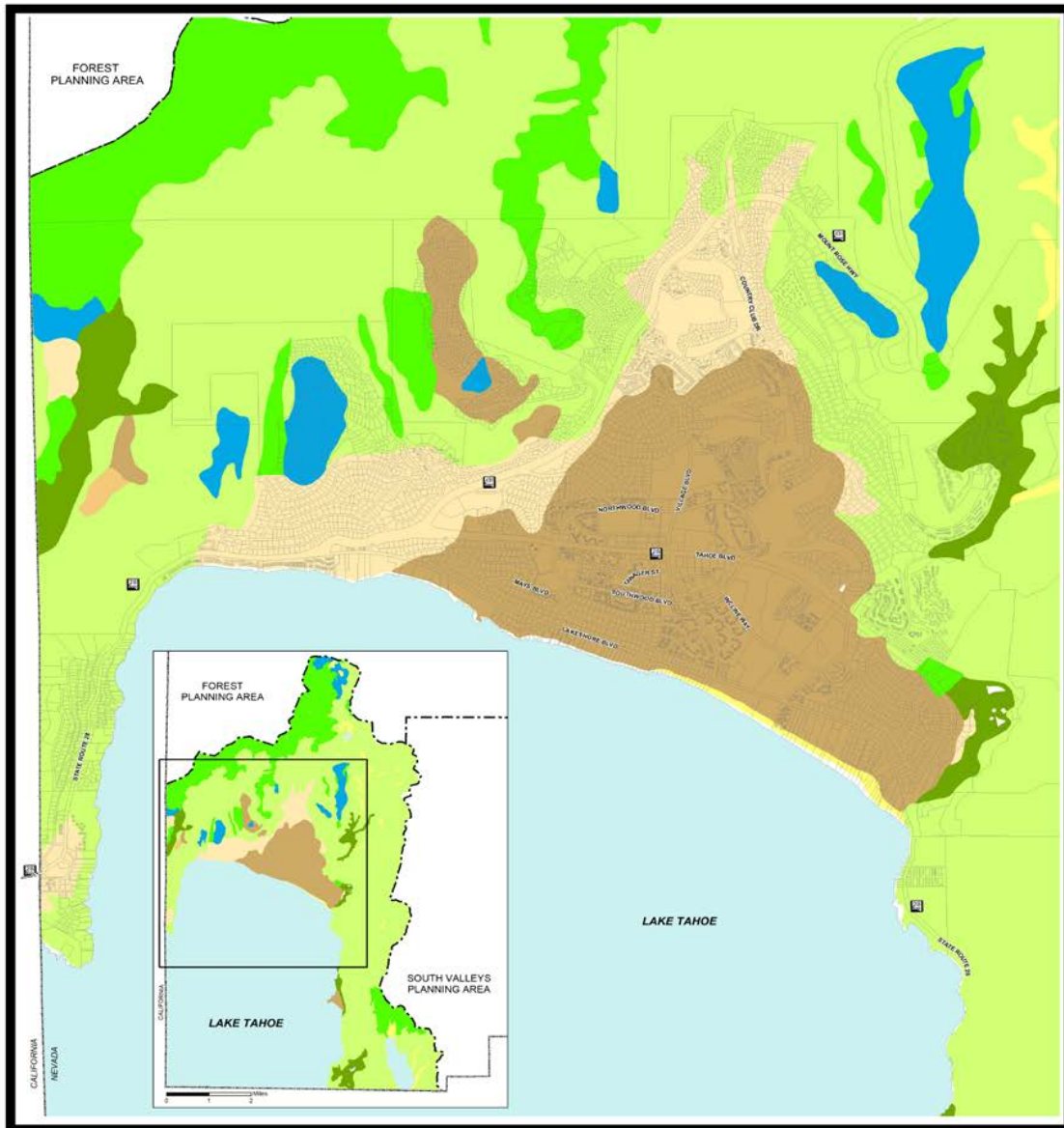
Most of the development within the Washoe County Tahoe Area Plan occurred before the adoption of the Bailey Land Capability system. As a result, many parcels are overdeveloped with excess coverage. Excessive impervious surface within a watershed contributes to sediment and nutrient inputs to Lake Tahoe and its tributaries impairing water quality, altering surface hydrology and groundwater recharge cycles. The results are often negative impacts on soil health, water quality, fisheries, wildlife habitat and vegetation growth.

According to TRPA's 2015 Threshold Evaluation, all land capabilities across the basin are in attainment with the exception of land capabilities 1b (SEZ) and 2. These land capabilities have a higher percentage of impervious coverage relative to the allowable coverage percentage. Within the plan area, land capabilities 1a, 1b (SEZ), 2, 3, and 4 have existing coverage that exceeds allowable coverage (see Table 4.3).

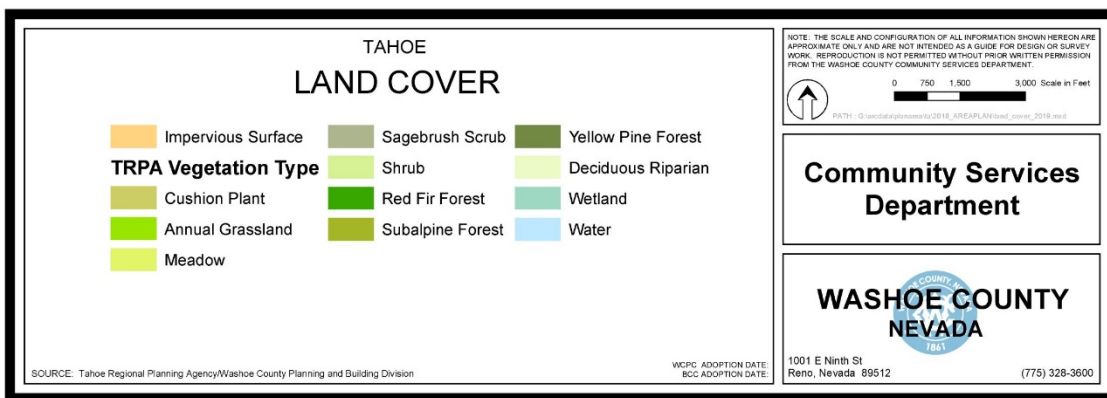
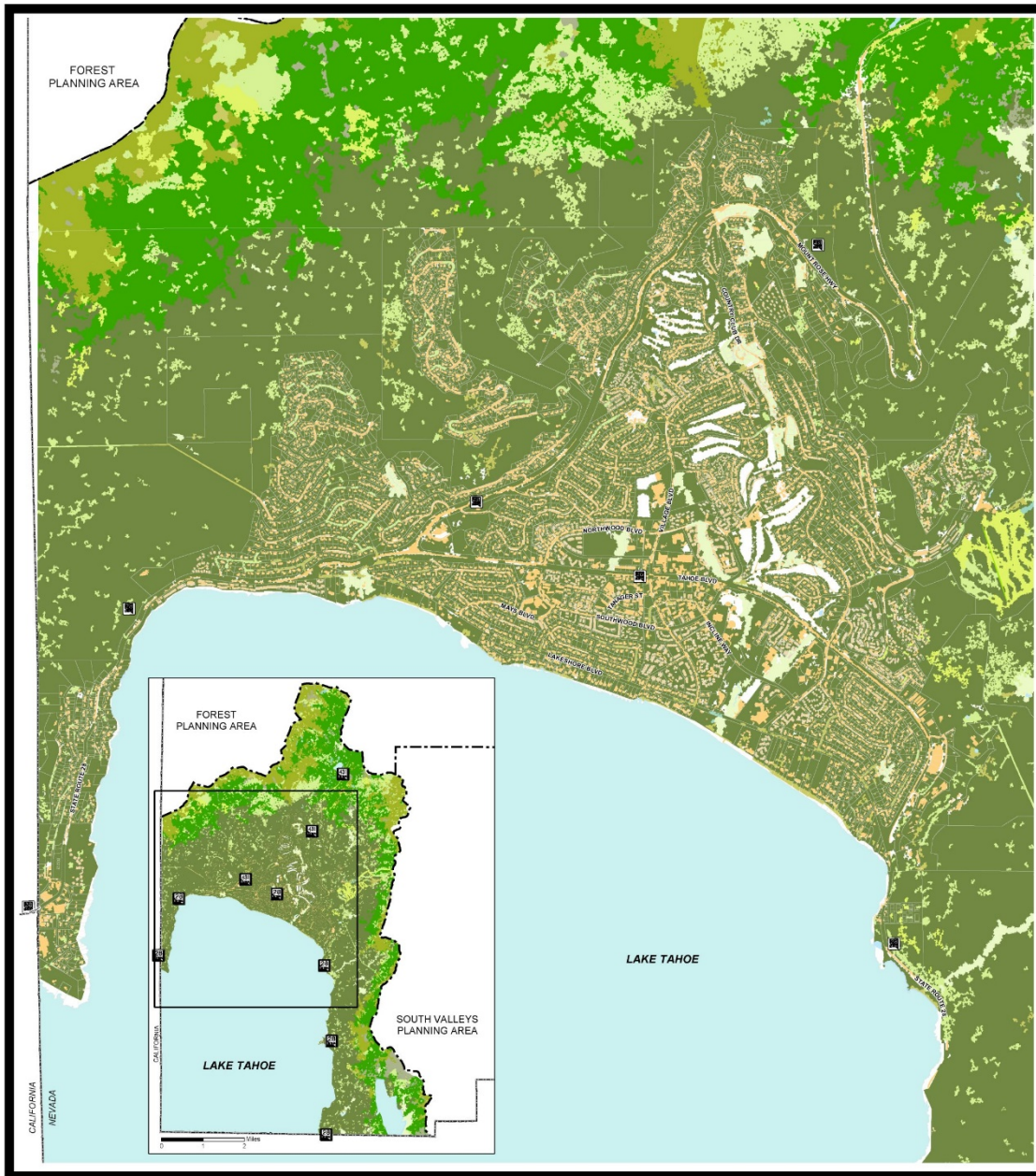
As more redevelopment takes place within the region, the goal is to remove coverage located in environmentally sensitive lands and transfer of development to high capability lands located within Town Centers (as defined by the TRPA Code of Ordinances). The TRPA Code of Ordinances includes incentives to retire coverage on sensitive lands and encourage those transfers. Removal of coverage from sensitive lands in the plans area is primarily facilitated by private property owners and the Nevada Division of State Lands land bank program.

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).



MAP 4.2. LAND CAPABILITY MAP FOR THE PLAN AREA



MAP 4.3. LAND COVERAGE IN THE PLAN AREA

Table 4.3 Land Capability and Coverage

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
Total	19749.19		918.30	1224.78	-306.48

Source: TRPA 2019

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.

Scenic Resources

The planning area includes several TRPA-designated scenic roadway units and shoreline units (see Tables 4.5 and 4.6 and Map Shoreline travel units 22 (Brockway) and 23 (Crystal Bay) are also in non-attainment. 4.8). Scenic units are further categorized into three types:

Table 4.4 Scenic Corridor Types

Scenic Corridor Type	General Characteristics
Urban	Urbanized areas where man-made development is the dominant visual feature.
Transition	Areas of transition between urban and natural areas where the built environment is not the dominant visual feature.
Natural	Areas where natural landscape elements and processes are the dominant visual feature.

To be in attainment, a scenic travel unit must meet or exceed the rating originally assigned in 1982. Additionally, roadway units must achieve a minimum score of 15.5 and shorezone units must achieve a minimum score of 7.5. The area plan also includes several TRPA-identified scenic viewpoints (Map 4.4), which are protected from scenic degradation under Chapter 66 of the TRPA Code of Ordinances.

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. Non-attainment in these areas is largely due to man-made development and signage creating roadway distractions and lack of visual variety. This is largely due to residential development with contrasting colors, large window areas, and inadequate vegetative screening.

Scenic quality of a roadway or shoreline unity can be improved using a variety of techniques. Within the more urbanized areas, redevelopment can provide a means of bringing site design, building design, signage, and landscaping into compliance with current standards. In areas with critical viewsheds, restoration of legacy development may be appropriate. Additional strategies could include a more robust sign enforcement program and undergrounding of utility lines.

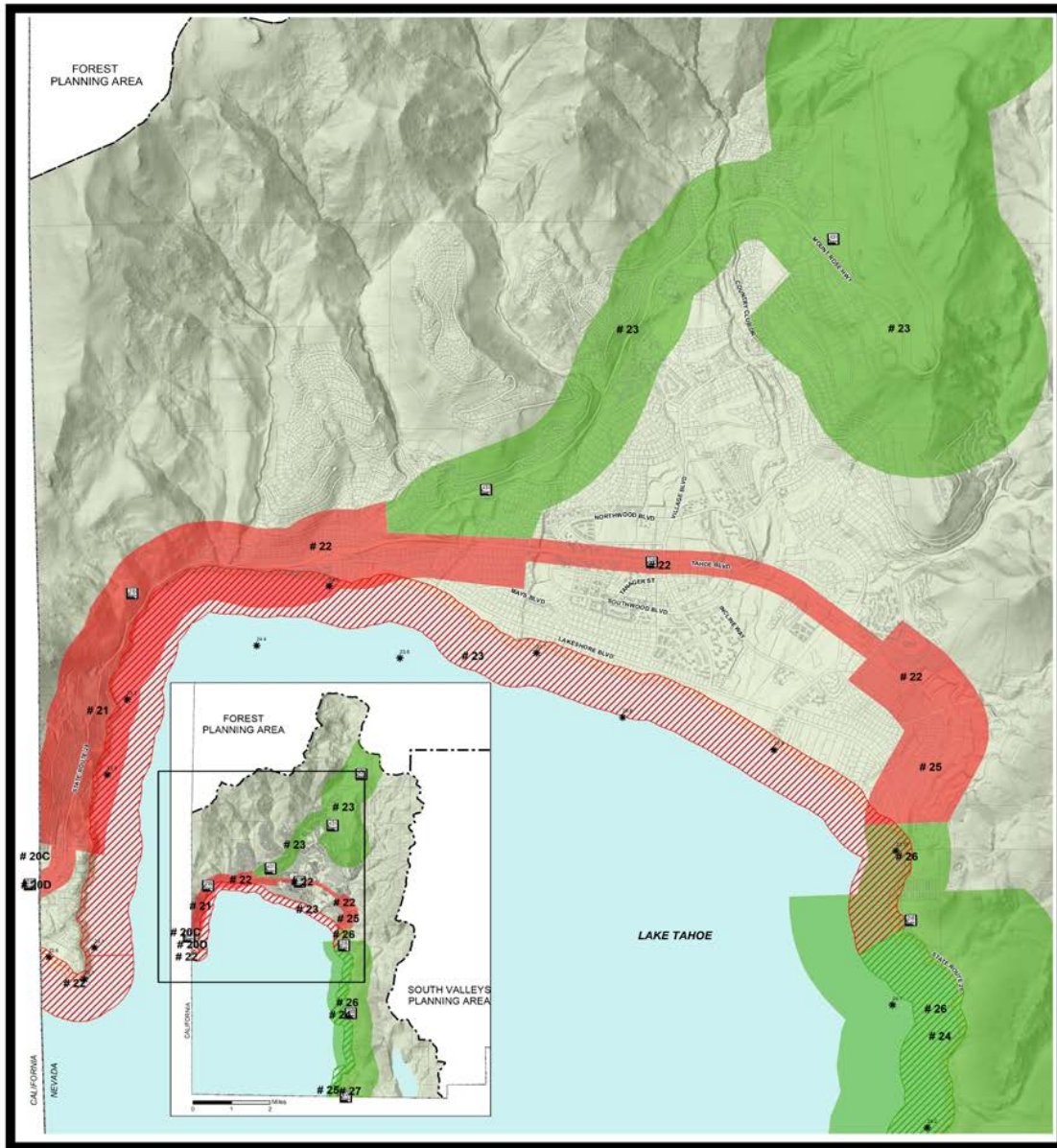
Table 4.5: Status of the TRPA-Designated Scenic Roadway Travel Units within the Plan Area

Travel Unit Name	Unit Number	1982 Score	2015 Score ⁽¹⁾	Status ⁽¹⁾
North Stateline Casino Core	20D	NA	13.5	Non-attainment
Stateline	21	20	18.5	Non-attainment
Crystal Bay	22	12	14	Non-attainment
Mt. Rose Highway	23	25	25.5	Attainment
Washoe Meadows	24	26	26	Attainment
Ponderosa Area	25	12	12.5	Non-attainment
Sand Harbor	26	26	27	Attainment
Prey Meadow	27	27	27	Attainment

Source: TRPA 2016

Notes

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



TAHOE			<small>NOTE: THE SCALE AND CONFIGURATION OF ALL INFORMATION SHOWN HEREON ARE APPROXIMATE ONLY AND ARE NOT INTENDED AS A GUIDE FOR DESIGN OR SURVEY WORK. REPRODUCTION IS NOT PERMITTED WITHOUT PRIOR WRITTEN PERMISSION FROM THE WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT.</small> <small>DATE: 10/2019</small>
SCENIC TRAVEL UNITS AND RESOURCES			
SCENIC ROAD CORRIDORS Attainment Non-Attainment	SCENIC SHORELINE UNIT Attainment Non-Attainment	Scenic Shoreline Points	<div style="text-align: center;"> Community Services Department </div> <div style="text-align: center;"> WASHOE COUNTY NEVADA <small>1861</small> </div>
MAP 3 <small>WCRP ADOPTION DATE: BCC ADOPTION DATE:</small>			<small>1001 E Ninth St Reno, Nevada 89512 (775) 328-3600</small>
<small>SOURCE: Tahoe Regional Planning Agency/Washoe County Planning and Building Division</small>			

MAP 4.4. SCENIC TRAVEL UNITS AND RESOURCES IN THE PLAN AREA

Table 4.6: 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

Source: TRPA 2016

Notes

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

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.

Washoe County recognizes the importance of managing the presence (both permanent and periodic) of wildlife in urban and suburban areas to prevent potential conflicts and to allow residents to continue to enjoy living in close proximity to wildlife. Washoe County's urban wildlife management strategy is

focused on inter-agency cooperation and public education¹. The county coordinates with waste management agencies, the health district, general improvement districts, homeowners associations, citizen advisory boards, the Washoe County school district, and state and federal wildlife agencies provide the public accurate information about managing urban wildlife in both residential and commercial settings. Washoe County also pursues the adoption of appropriate regulations to protect both the public and wildlife, such as requiring bear proof garbage containers and prohibitions on feeding wildlife².

Fisheries and Aquatic Resources

Lake Tahoe and its tributary streams play a key role in sustaining fish populations, as some fish species use both lake and stream environments as part of their life cycle. Current aquatic resource priorities include management and eradication of aquatic invasive species and the reintroduction of the native Lahontan cutthroat trout.

TRPA designated different types and qualities of fish habitat. "Prime" habitat includes spawning habitat and feed and cover habitat. Spawning habitats are comprised of relatively small diameter gravel substrates used by native minnows for spawning and rearing fry. Feed and cover habitats are composed of larger diameter cobbles, rocks, and boulders used by fish as foraging habitat and to provide refuge from predators. "Marginal" habitats are dominated by sand and silt substrates interspersed with occasional willow thickets that establish during low lake levels.

Within designated areas, additional considerations and requirements apply. Certain projects and activities may be prohibited. Special project conditions, such as habitat restoration or limited construction periods may apply. Additionally, entitlements may be required from state or federal fisheries agencies.

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 4.7.

¹ Washoe County Health District, 2015

² Washoe County Health District, 2011 and IVGID, 2016

Table 4.7: TRPA Air Quality Indicator Attainment Status and Trends

Threshold Indicator Reporting Category	Threshold Standards	2015 Attainment Status	Trend
Carbon Monoxide	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 ⁽²⁾
	Highest 8-hour Average Concentration of Ozone	Somewhat worse than target	Moderate improvement ⁽²⁾
	3 Year Average of the 4th Highest 8-hour Concentration of Ozone	At or somewhat better than target	Moderate improvement ⁽²⁾
	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
	Subregional Visibility 90th Percentile (“Worst Visibility Days”)	Insufficient data to determine status	Insufficient data to determine trend

Threshold Indicator Reporting Category	Threshold Standards	2015 Attainment Status	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

Source: TRPA 2016

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

Notes

- (1) “Implemented” refers to implementation of a management standard rather than monitoring the achievement of a numerical standard.
- (2) Though the 2015 threshold evaluation indicates moderate improvement, review of ozone data from the Air Quality Management District’s Incline Village air quality monitoring station indicates that trends for 1-hour concentration and 8-hour average concentration are worsening since 2015.

As shown in Table 4.8, 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 4.8: NAAQS Attainment Status

Pollutant	Averaging Time	National Ambient Air Quality Standards (Primary) ⁽¹⁾⁽²⁾	Attainment Status ⁽³⁾
Ozone	8-hour	0.070 ppm ⁽⁴⁾ (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

Source: EPA 2016, 2019

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) The following designations are established in 40 CFR 81.329

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.

(4) Although the most recent design value for Incline Village is 0.065 ppm, the design value for the Reno/Sparks area is 0.071 ppm.

Historic and Cultural Resources

Historic and cultural resources may be recognized for local, regional, or national significance. The TRPA Code of Ordinances includes specific criteria for eligibility of a historic or cultural resource. This closely aligns with criteria of the National Register of Historic Places. Prior to any project potentially impacting a structure, site, or object over 50 years of age, TRPA must make a determination on eligibility. There are generally two levels of recognition under the TRPA Code of Ordinances, properties recognized as eligible as a historic resource and designated historic resources. Designated historic resources are typically those with a high level of regional significance. (e.g. Thunderbird Lodge/Whittel Estate) Both designated and determined eligible historic and cultural resources are subject to Chapter 2 and Chapter 67 of the TRPA Code of Ordinances.

There are seven resources listed on the TRPA designated historic resource list. Additionally, there are seven properties determined eligible or recognized as a historic resource by TRPA. There are three properties listed in the National Register of Historic Places and none listed on the Nevada Register of Historic Places within the Tahoe planning area (Table 4.9).

Natural Hazards

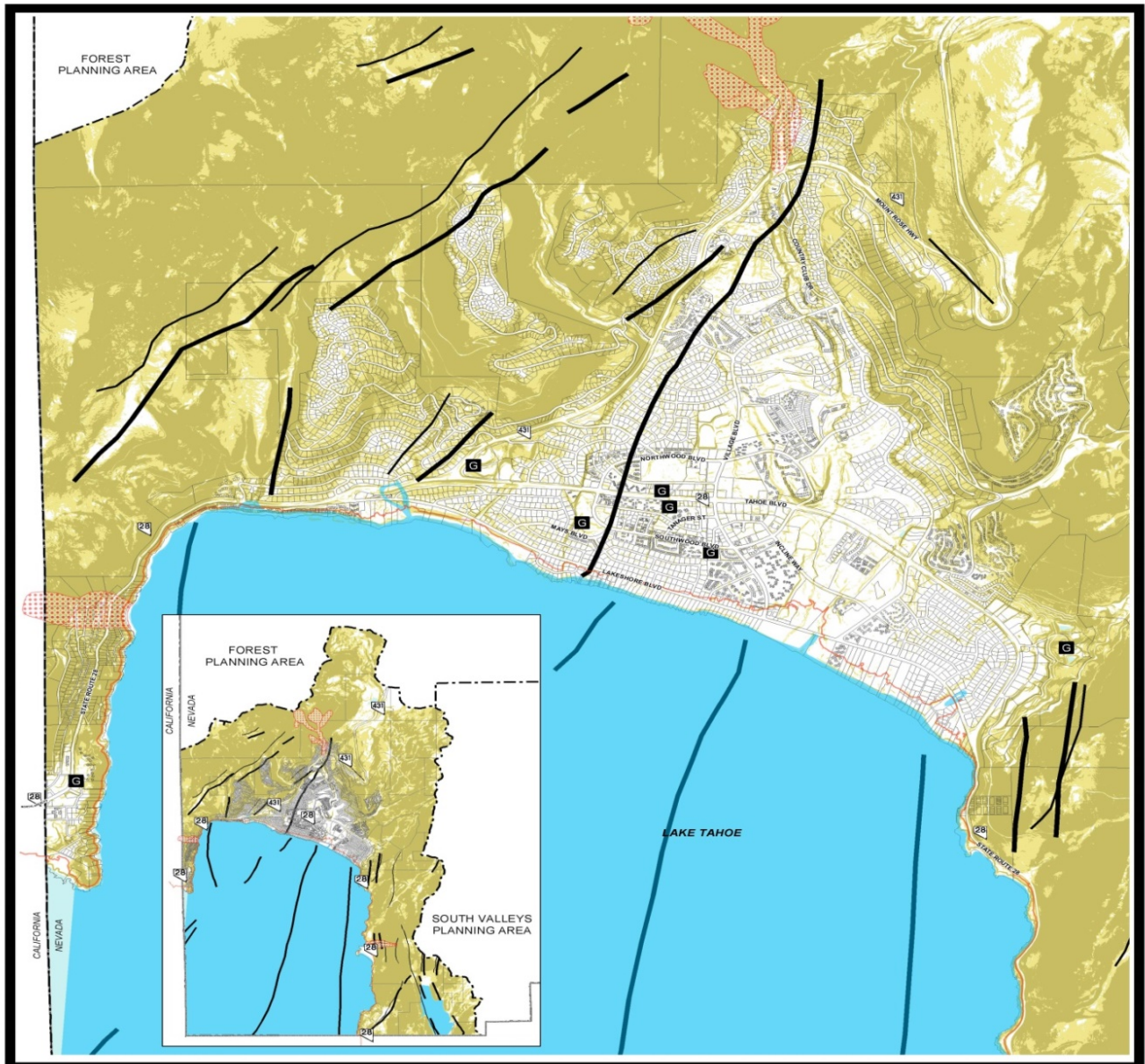
A variety of natural hazards have the potential to occur throughout the region. The potential for flood, landslide, earthquake, avalanche, wildfire, and tsunami presents serious threats that must be protected against and or mitigated. Washoe County, through the adoption and implementation of building 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.

Noise

Transportation corridors are the primary source of noise in the plan area. Other noise sources include motorize aircraft, watercraft, construction vehicles and equipment, and machinery associated with refuse collection and snow removal. The area plan carries through the Community Noise Equivalent Level (CNEL) standards from each of the former Plan Area Statements and Community Plans. These standards are consistent with TRPA's noise threshold, which is established based on the characteristics of the area. Table 4.9 outlines cumulative noise event standards in the planning area:

Table 4.9: Recognized Historic and Cultural Resources

Structure	Regulatory Zone	Address	TRPA		National Register
			Designated	Eligible or Recognized as Historic	
Thunderbird Lodge	East Shore	5000 State Route 28	●		●
Cal-Vada Lodge Hotel	Crystal Bay Tourist	Stateline Road at State Route 28		●	●
Withers Log House	Crystal Bay	344 Wassou Road		●	●
Neighborhood of Stateline Point	Stateline Point	n/a	●		
Mouth of First Creek	Crystal Bay Condominiums	n/a	●		
Mouth of Incline Creek	Incline Village Tourist	n/a	●		
SNW & L Sawmill and Railroad	Mill Creek, Incline Village Tourist, East Shore	n/a	●		
Virginia & Gold Hill Water Co. North & South Flume	Mount Rose, Incline Ski, Tunnel Creek, East Shore, Marlette Lake	n/a	●		
Tunnel Creek Station	Tunnel Creek	n/a	●		
Hobarts Summer Home	East Shore	n/a	●		
Bull Wheel & Tramway	Tunnel Creek, Ponderosa Ranch	n/a		●	
Tahoe Biltmore	Crystal Bay Tourist	5 State Route 28		●	
Residence at APN 123-152-05	Crystal Bay	354 Wassou Road		●	
Residence at APN 123-101-04	Crystal Bay	540 Gonowabie Road		●	
Residence at APN 130-241-20	Mill Creek	1155 Vivian Lane		●	



TAHOE POTENTIAL NATURAL HAZARDS

SEISMIC HAZARDS

- QUATERNARY FAULTS
- OTHER KNOWN FAULTS

INUNDATION ZONES

- ELEVATION < 6,260'

SOURCE: Nevada Seismological Laboratory,
UNR - Department of Geological Studies - Reno, NV
and Geological Survey of Japan

Washoe County Community Services Department makes no representation or warranties regarding the accuracy of the Potential Natural Hazards map for the data from which the map was derived. Washoe County shall not be liable under any circumstances for direct, indirect, special, incidental or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map.

SOURCE: Planning and Building Division

HYDROLOGIC HAZARDS

- FEMA 100YR FLOOD ZONE
- AVALANCHE ZONES

SLOPE

- 0 - 15%
- >15% - 30%
- >30%

NOTE: THE SCALE AND CONFIGURATION OF ALL INFORMATION SHOWN HEREON ARE APPROXIMATE ONLY AND ARE NOT INTENDED AS A GUIDE FOR DESIGN OR SURVEY WORK. REPRODUCTION IS NOT PERMITTED WITHOUT PRIOR WRITTEN PERMISSION FROM THE WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT.



0 750 1,500 3,000 Scale in Feet

PATH: G:\landuse\gis\2018_AREAP\N\potential_nat_hazards_2019.mxd

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

1001 E Ninth St
Reno, Nevada 89512

(775) 328-3600

WCPC ADOPTION DATE:
BCC ADOPTION DATE:

MAP 4-5: POTENTIAL NATURAL HAZARDS

Table 4.10: Cumulative Noise Event Standards

Characteristic	CNEL Standard	Regulatory Zones
Industrial Areas	65 dBA	<ul style="list-style-type: none"> • Ponderosa Ranch (outside of SA #1)
Hotel/Motel Areas	60 dBA	<ul style="list-style-type: none"> • Crystal Bay Tourist • Incline Village Commercial • Ponderosa Ranch (SA #1)
Commercial Areas		
High-Density Residential Areas	55 dBA	<ul style="list-style-type: none"> • Crystal Bay Condominiums • Incline Village 2, 3, and 4 • Incline Village Residential • Fairway • Lakeview • Mt. Shadows • Wood Creek
Low-Density Residential Areas	50 dBA	<ul style="list-style-type: none"> • Chateau • Crystal Bay • Incline Village 1 and 5 • Mill Creek • Stateline Point • Tyrolian Village
Urban Outdoor Recreation Areas	55 dBA	<ul style="list-style-type: none"> • Incline Village Tourist • Incline Ski • Martis Peak
Rural Outdoor Recreation Areas	50 dBA	<ul style="list-style-type: none"> • Incline Meadows • East Shore • Marlette Lake
Wilderness and Roadless Areas	45 dBA	<ul style="list-style-type: none"> • Tunnel Creek • Mount Rose
Critical Wildlife Areas		

CONSERVATION STRATEGY

Table 4.11 outlines the area plan’s conservation strategy for each resource topic:

Table 4.11: Conservation Strategies

Resource	Conservation Strategy
Water Quality	<ul style="list-style-type: none"> Continue to participate in the Environmental Improvement Program (EIP) and the Lake Clarity Credit program. Require coverage reduction on sites with more than 70 percent existing coverage. (Development Code Sec. 110.220.40(3)) Prioritize BMP installation on private properties.
Scenic Resources	<ul style="list-style-type: none"> Encourage environmentally beneficial redevelopment Create an aesthetically pleasing entry to Incline Village near Ponderosa Ranch. Place overhead utilities underground. Improve shoreline screening of the Crystal Bay Condominiums.
Fisheries and Aquatic Resources	<ul style="list-style-type: none"> Continue to participate in the EIP. Support other agencies’ restoration efforts. Support basinwide programs, such as the aquatic invasive species prevention program.
Vegetation and Wildlife	<ul style="list-style-type: none"> Promote defensible space policies. Support other agencies’ restoration and fuels reduction efforts. Continue interagency cooperation and public education efforts to reduce conflicts with urban wildlife.
Cultural Resources	<ul style="list-style-type: none"> Encourage the preservation of historic structures and consider adaptive reuse opportunities.
Noise	<ul style="list-style-type: none"> Continue to enforce noise standards that align with TRPA’s thresholds. (Development Code Sec. 110.220.420)
Natural Hazards	<ul style="list-style-type: none"> Disclose potential risks to landowners. Mitigate natural hazard risks through building codes and development standards.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, 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 C1: Attain and maintain environmental thresholds.

IMPLEMENTATION ACTIONS

Action C-1 Environmental Improvement Program

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

Goal C2: Achieve Lake Tahoe Total Maximum Daily Load (TMDL) targets related to stormwater load reduction within the planning area.

Policy C2-1 Best Management Practices

Explore implementing additional incentive programs to encourage all property owners to install and maintain best management practices (BMPs) on their property. Coordinate with TRPA to support the 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 C2-2 Coverage Reduction

Pursue opportunities for coverage reduction in all public and private redevelopment projects, with a priority towards low-capability lands. The Incline Village regulatory zone is a high priority for land coverage retirement and restoration.

See Development Code Section 110.220.40 (3), *Coverage Reduction*

Policy C2-3 Lake Clarity Credit Program

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 C2-4 Road Operations

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 C2-5 Restoration of Disturbed Lands

Restoration of disturbed lands and mitigation of drainage and slope stabilization issues should be pursued. The Tunnel Creek regulatory zone is a high priority for restoring disturbed lands.

Policy C2-6 Shorezone and Stream Environment Zones

Restoration of the shorezone, stream environment zones, and fisheries should be encouraged. Prioritize restoration projects that have multiple benefits (e.g. water quality, fisheries, vegetation, etc.).

IMPLEMENTATION ACTIONS

Action C-2 BMP Certification

Coordinate with TRPA to prioritize BMP certification of private properties.

Action C-3 Stormwater Districts

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

Action C-4 Chateau Land Capability Study

Work with TRPA to conduct an in-depth land capability study for the Chateau regulatory zone.

Goal C3: Provide for the preservation of cultural and historic resources in public and private development projects.

Policy C3-1 Historic Site Preservation

Encourage the preservation of the character of identified historic places.

Policy C3-2 Adaptive Reuse of Historic Structures

Buildings or structures determined to be of historic significance are encouraged to be in keeping with the US Secretary of Interior Standards for the Treatment of Historic Properties.

Policy C3-3 Cooperation

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

Policy C3-4 Interpretive Displays

Pursue funding opportunities for the identification, preservation, 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.

Goal C4: Actively protect and restore the natural, scenic, and cultural resources of the planning area in a manner consistent with the Regional Plan.

Policy C4-1 Incentivize Environmental Improvements

Provide incentives for new and existing land uses to complete environmental threshold-related and other community improvements recommended in the area plan.

Policy C4-2 Capital Improvement Programming

Encourage public agencies to include proposed improvement projects identified throughout this area plan in their capital improvement programs.

Policy C4-3 Partnerships and Facilitation

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

IMPLEMENTATION ACTIONS

Action C-5 Urban Forestry Strategy

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

Goal C5: Improve and protect the scenic quality and tranquility of the planning area. Protect and enhance scenic views and vistas from public areas. Ensure noise levels remain within the established thresholds.

Policy C5-1 Design Standards

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

See Design Standards and Guidelines

Policy C5-2 Scenic Quality Improvement

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

Policy C5-3 Restrict Landscape Modification

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 C5-4 Scenic Quality of Entrypoints

Development standards shall maintain the high scenic quality of the primary entry points to the community including the North Stateline entry point, the State route 431 and State route 28 intersection entry point, and the Tahoe Boulevard and Tunnel Creel Road intersection entry point. Public and private development activity that may impact the scenic quality of these entry points shall conserve the overall scenic quality of the entry point by complying with the Tahoe Area Design Standards (Development Code Article 110.221 Tahoe Area Design Standards) and the State Route 28 Corridor Management Plan.

Policy C5-5 Highway 28 East Shore Corridor

Outside of residential, mixed-use, and tourist regulatory zones, Highway 28 should be managed as a scenic corridor. Continue to manage the highway consistent with the State Route 28 Corridor Management Plan.

Policy C5-6 Noise

Work with TRPA, Caltrans, Tahoe Area Regional Transit (TART), USFS, and other partner agencies to minimize transportation-related noise impacts on residential and sensitive uses. Additionally, continue to limit hours for construction and demolition work to reduce construction-related noises.

IMPLEMENTATION ACTIONS

Action C-6 Overhead and Above-Ground Utilities

Evaluate the feasibility of establishing a special assessment district or other appropriate financing mechanism to implement undergrounding of utilities.

Action C-7 Crystal Bay Condominiums Screening

Work with the homeowners' associations for the condominium developments along the shoreline in the Crystal Bay Condominiums regulatory zone to determine an appropriate method of improving views from roadways and the lake. The objective of this effort is to blend the existing condominium structures into the shoreline as well as possible through color selection and landscaping.

Action C-8 Community Information Signage

Designate a centralized location where signage about community events and other public information can be focused.

Action C-9 Sign Regulation Enforcement

Evaluate options for enhancing enforcement of sign regulations

Goal C6: Achieve air quality improvement and emission reductions in the plan area.

Policy C6-1 Greenhouse Gas Reduction

Waive fees for development rights held by Washoe County for projects that achieve an established greenhouse gas reduction standard. Explore the establishment of additional incentivized regulations to further reduce the planning area's contribution of greenhouse gas to the region, including height incentives and fee waivers.

See Development Code Section 110.220.415, *Greenhouse Gas Reduction*

Policy C6-2 Idle-Free Zones

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

Policy C6-3 Public Buildings

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

See Development Code Section 110.220.415, *Greenhouse Gas Reduction*

Goal C7: Identify and mitigate natural hazards in the plan area through appropriate site design and review standards.

Policy C7-1 Disclosure

Washoe County should inform applicants for development projects in the planning area if the proposed project is potentially at risk of experiencing wildfire, flood, avalanche, landslide, tsunami/seiche, or seismic hazards. 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.

See Development Code Section 110.220.125, *Natural Hazards*

Policy C7-2 Risk Mitigation

Potential risks associated with wildfire, flood, avalanche, landslide, tsunami/seiche, or seismic hazards should be mitigated with building codes, development standards, the provision of pertinent information, or other appropriate means.

See Development Code Section 110.220.125, *Natural Hazards*

PROPOSED IMPROVEMENTS

The Washoe County Tahoe Area Plan envisions the improvements listed within this section. Table 7.3: Implementation Schedule includes an anticipated time horizon, implementer, and funding source for each project. The projects listed below are part of the Environmental Improvement Program (EIP) administered by TRPA.

Watersheds, Water Quality, and Habitat Projects

Project C-1: Lower Wood Creek Water Quality Improvement Project, Phase 1

Install stormwater treatment BMPs, shoulder stabilization, and culvert improvements. *EIP # 01.01.01.0111*

Project C-2: Upper Third Creek and Rosewood Creek Water Quality Improvement Project

Install stormwater treatment BMPs and shoulder stabilization within the existing Washoe County right-of-way and undeveloped public parcels, providing treatment for urban stormwater runoff to meet the Lake Tahoe TMDL. *EIP # 01.01.01.0112*

- Project C-3: Lower Wood Creek Water Quality Improvement Project, Phase 2**
Install additional stormwater infrastructure, treatment BMPs, and shoulder stabilization. *EIP #01.01.0121*
- Project C-4: Marlette Creek SR28 Crossing Realignment and Water Quality Improvement Project**
Restore a portion of Marlette Creek to improve stream function, water quality, and fish habitat and provide erosion control and stormwater treatment at directly connected outfalls from SR 28. Specifically: (1) Capture and treat State Route 28 stormwater runoff prior to entering Marlette Creek by installing treatment at each stormwater outfall.(2) Stabilize the bed of the South Fork of Marlette Creek using natural materials.(3) Provide fish passage at the SR 28 culvert. (4) Stabilize SR 28 shoulders, road embankments, and dirt parking areas that are directly connected (5) alleviate ponding on SR 28. *EIP# 01.01.02.0033*
- Project C-5: Incline Lake Property Planning and Implementation**
Implement removal of the Incline Lake Dam and restore the area of the lake. Develop a broader management plan for the Incline Lake property. *EIP# 01.02.03.0013*
- Project C-6: Third Creek / Incline Creek Restoration, Phase 6**
Address the fish barrier on Incline Creek at the golf course. The drop leaving the culvert was over 3 feet and restricted upper watershed migration and eroded the banks. The culvert is also past its useful life and in disrepair. This fish barrier improvement will allow spring and fall aquatic migration. Migration from the mouth of Lake Tahoe through the previously completed restoration sites increased access to upper watershed habitat by several miles. *EIP# 01.02.03.0010*
- Project C-7: Rosewood Creek Continuation Project**
Restore an area between two previously completed restorations on Rosewood Creek by constructing in-channel grade controls using biostabilization and add stormwater treatment where it is needed. *EIP#01.02.03.0021*
- Project C-8: Marlette Creek Restoration**
Restore and stabilize the most impacted areas of Marlette Creek which are in the vicinity of the SR28 crossing. The south fork of Marlette Creek is steep and incised with extensive bank erosion with fish passage barriers. *EIP# 01.02.03.0022*

Forest Management Projects

Project C-9: Nevada Regional Fuels Reduction Project

Reduce hazardous fuels on lands within the Wildland Urban Interface Defense Zone of Incline Village. Treat an estimated 286 acres using hand thinning, and another 150 with understory prescribed fire. *EIP# 02.01.01.0134*

Project C-10: Bonpland Hazardous Fuels Reduction

Create an 85-acre fuel break on the north side of Bonpland Creek, the first major drainage south of Tunnel Creek. The proposed treatment will augment fuel reduction completed in Tunnel Creek to the north of Sand Harbor. *EIP# 02.01.01.0158*

Project C-11: Marlette Summit Hazardous Fuels Reduction

Reduce fuels in a 100-acre area within Lake Tahoe Nevada State Park located outside of the Marlette basin watershed boundary, south and west of Marlette Lake. Treatment area will modify fire behavior for wildland fire progressing from the south and west to the east, upslope towards the Marlette basin. *EIP# 02.01.01.0159*

Air Quality and Transportation Projects

Project C-12: Parking Lot Information and Guidance System

Test display of real-time parking availability information via roadside dynamic message signs, internet applications, and mobile devices for pre-trip planning and wayfinding. Establish a pilot program for paid parking on the East Shore to generate revenues for financing of the Nevada Stateline to Stateline Bikeway. *EIP# 03.01.01.0016*

Project C-13: East Shore Transit Facility Upgrades

Enhance the East Shore Transit project by including a number of capital enhancements. Enhancements include improved bus stop locations, bike & storage facilities, park and ride lots, a transit/visitor center, new buses, and an operations facility. *EIP# 03.01.02.0058*

Project C-14: Inter-Regional Transit Service

Establish new inter-regional transit service. This route will operate to connect RNO, RTC's 4th Street Station, Truckee Station, and Tahoe City's Transit Center with bi-directional service every two hours for 14 hours per day with an anticipated operating schedule of 256 days/year. This project will also include adding inter-regional service to Sacramento Regional Transit's University/65th Street Bus and Light Rail Station with South Lake Tahoe's Stateline Transit Center via El Dorado Hills with limited service to Sierra at Tahoe. The route will operate four days a week (Fri-Sat-Sun-Mon). Friday will have two trips leaving Sacramento. Saturday will have one trip leaving Sacramento. 2 trips leaving SLT Sundays, 1 on Mondays. *EIP# 03.01.02.0059, 0060*

Recreation and Scenic Resource Projects

Project C-15: Incline Park Facility Renovations

Improve the existing softball/baseball Field #3, located near the Incline Middle School, including replacement of existing dugouts, backstop repairs, new electronic scoreboard, new batting cage, new sand-based rootzone infield and drainage improvements. *EIP# 04.01.03.0170*

Project C-16: Lake Tahoe Nevada State Park Interpretive Facilities Upgrades

Redesign and upgrade existing passive interpretive facilities within Lake Tahoe Nevada State Park, including Sand Harbor, Hidden Beach, Memorial Point and Cave Rock. *EIP# 04.01.04.0012*

Program Support Projects

Project C-17: Beowawie Road Slope Repair

Repair an existing retaining wall along Beowawie Road in Crystal Bay, Nevada. This wall was installed as part of the Crystal Bay Erosion Control Project (1988) and is failing due to extreme runoff during and following the 2017 winter. The failing slope is located within 600 feet of Lake Tahoe, and a complete slope failure would have a negative effect on water quality. *EIP# 06.01.03.0039*

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CHAPTER 5

Recreation

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 and are supplemented 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 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 shorezone 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 basinwide. 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 Division of State Lands (NDSL), 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 US Forest Service 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 and small 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. Some of these events are associated with specific locations, while others are more dispersed through the community. While these events generally represent a good example of the desired balance between a tourist and a residential community, these 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.

Parks, Beaches, and 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 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 Dorcey Drive area, and/or on Loma Court.

The recreation facilities available in the plan area include, but are not limited to, the following (Table 5.1):

Table 5.1: Recreational Facilities

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

Facility	Operator
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
Sierra Park at Boulder Bay	IVGID, private
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

Existing and proposed recreational facilities are shown in Map 5.2.

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 the United States Forest Service (USFS), Nevada Division of State Lands (NDSL), 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. With new developments in technology, regional solutions such as a travel application could also be developed.

RECREATION STRATEGY

Overall Strategy

The area plan's overall strategy for recreation is to continue supporting Lake Tahoe's function as a destination for outdoor recreation. The plan also seeks to promote new recreational opportunities while avoiding impacts to environmental thresholds and preserving of important habitats.

Outdoor recreational uses should be developed based on demand and be consistent with environmental constraints and community character. Existing facilities in sensitive areas should be retrofitted to mitigate environmental impacts or relocated to higher capability lands.

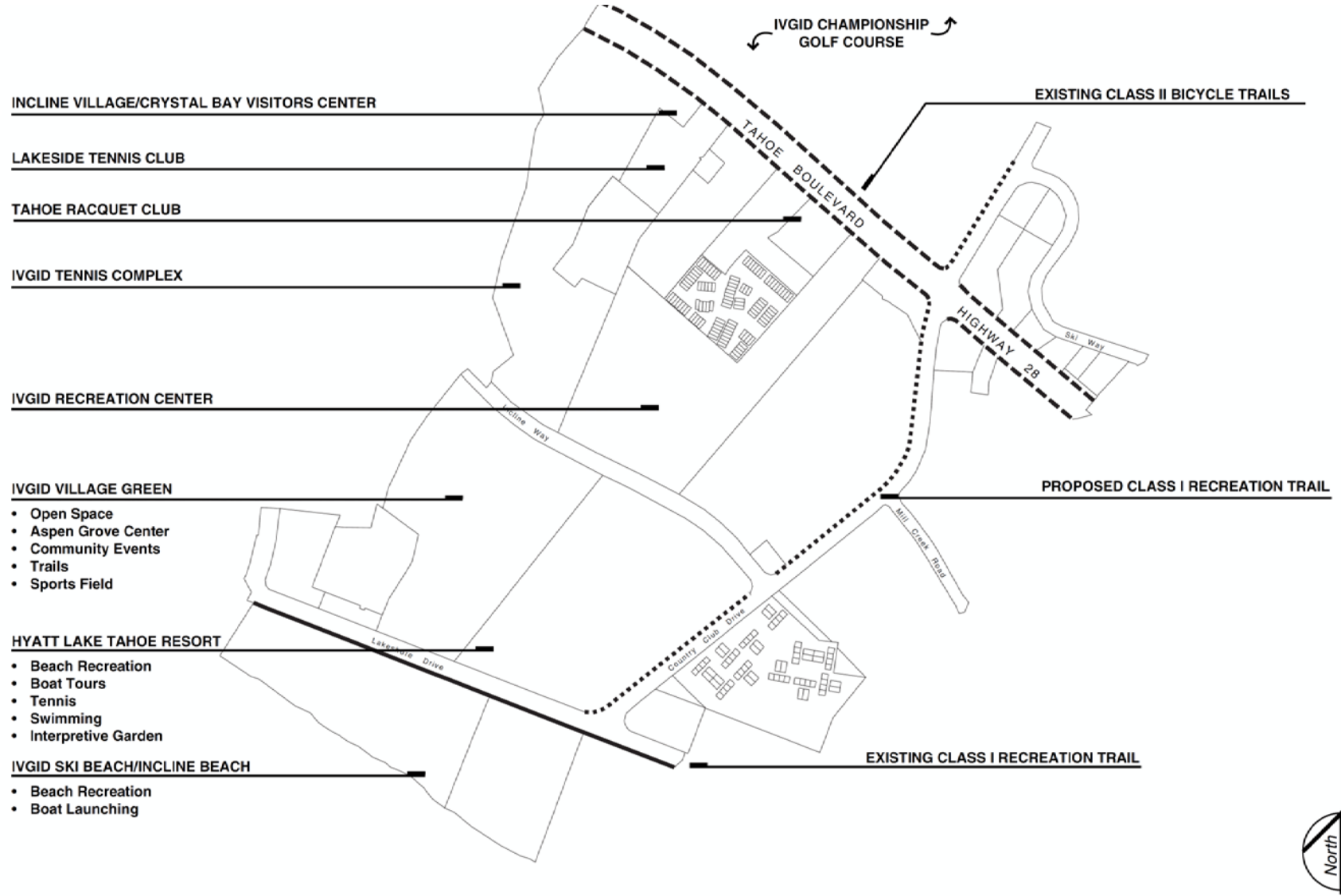
Transportation and recreation are inextricably linked. Sustainable recreation is dependent upon completion of needed active transportation infrastructure. Additionally, transit services should be developed to link Town Centers with high-demand recreational facilities.

Crystal Bay Tourist Regulatory Zone

The vision for the Crystal Bay Tourist regulatory zone is described in Chapter 2. The area plan envisions adding additional recreational opportunities to the plan area. This will help support Crystal Bay's reputation as a destination family resort. A financing mechanism will need to be established to complete needed improvements, including a mini-park and lake access trail.

Incline Village Tourist Regulatory Zone

The vision for the Incline Village Tourist regulatory zone is described in Chapter 2. This regulatory zone includes the Hyatt Regency resort hotel and several IVGID recreational facilities, as illustrated in Map 5.1. The area plan envisions continuing to strengthen the area's recreational opportunities and connect the regulatory zone to the Incline Village Commercial regulatory zone with active transportation infrastructure.



MAP 5.1 INCLINE VILLAGE TOURIST RECREATIONAL OPPORTUNITIES

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 R1: Continue to expand and diversify recreational opportunities in the planning area.

Policy R1-1 Local Parks and Recreational Facilities

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

Policy R1-2 Lake Access

Enhance and improve access opportunities to Lake Tahoe and its shoreline by visitors and residents.

Policy R1-3 Recreational Facilities in Residential Regulatory Zones

Encourage accessory recreational uses for areas with multi-family development, such as the Incline Village Residential regulatory zone.

Policy R1-4 Multi-Use Facilities

Design new trails, paths, lanes and other similar facilities in compliance with the *Active Transportation Plan* to accommodate multiple uses. Design urban trails to accommodate pedestrians, bicycles, and other non-motorized vehicles and non-polluting transportation (e.g. electric bicycles). Design rural trails to accommodate equestrian, pedestrian and bicycle traffic. Designs may be modified for a more limited use as needed to address safety, technical, environmental, or economic hardships.

Policy R1-5 Sustainable Recreation Plan

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

Policy R1-6 Trail System

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. 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 (Map 5.2), the Tahoe Local Transportation Network Map (Map 3.2), and the TRPA Active Transportation Plan (ATP).

Policy R1-7 Diamond Peak Master Plan Update

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, are consistent with environmental conservation goals, and minimize user conflicts. Expansion of the ski area should include upgrading of base facilities to enhance the scenic quality of the resort, improve operating efficiency, include transit connections, and protect water quality.

Policy R1-8 Recreational Uses on Public Lands

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, while recognizing the need for new recreational facilities in fulfillment of the recreation threshold.

Goal R2: Enhance recreational opportunities in the Crystal Bay Tourist Regulatory Zone.

Policy R2-1 On-Site Recreation

Encourage the development of on-site recreational opportunities which enhance the destination resort experience. Such opportunities may include court games and exercise fitness courses.

Policy R2-2 Public Access Trail

A public access trail from the Crystal Bay Tourist regulatory zone to Lake Tahoe should be constructed. The trail should originate in the casino core area and pass through the lake vista mini-park site. In lieu of development of the lake access trail, a shuttle may be provided to provide access to public beaches.

Goal R3: Manage community events according to best practices regarding safety, traffic, pollution, and compatibility.

Policy R3-1 Special Event Areas

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 Parking, Access, and Safety

All temporary events that require a discretionary permit shall 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.

PROPOSED IMPROVEMENTS

The Washoe County Tahoe Area Plan envisions the improvements listed within this section. Table 7.3: Implementation Schedule includes an anticipated time horizon, implementer, and funding source for each project.

Project R-1: Improve Community Recreational Facilities

In compliance with the *IVGID Facilities Master Plan*, develop new recreational facilities and improve existing recreational facilities. Such improvements should include the following facilities:

- A. Bocce courts;
- B. A dog park;
- C. Recreation center expansion;
- D. Additional sports fields;
- E. Skate park improvements;
- F. Cross-country ski trails;
- G. A seasonal ice rink and snow play areas;
- H. Improvements to Sierra Park at Boulder Bay; and
- I. Development of a “Great Park” at the Village Green.

Project R-2: Improve Beach Facilities

In compliance with the *IVGID Beaches Recreation Enhancement Opportunities Plan*, develop improvements to beach facilities. Such improvements should include the following:

- A. Improvement of beach entries and pedestrian access;
- B. Replacement of restroom and concession buildings;

- C. Improvements to group areas, beach access, and pedestrian connectivity;
- D. Improvements to the Burnt Cedar poolhouse
- E. Improvements to the Burnt Cedar Beach picnic/BBQ area
- F. Creation of a non-motorized watercraft storage and launching area on the west side of Burnt Cedar Beach.

Project R-3: Neighborhood Parks

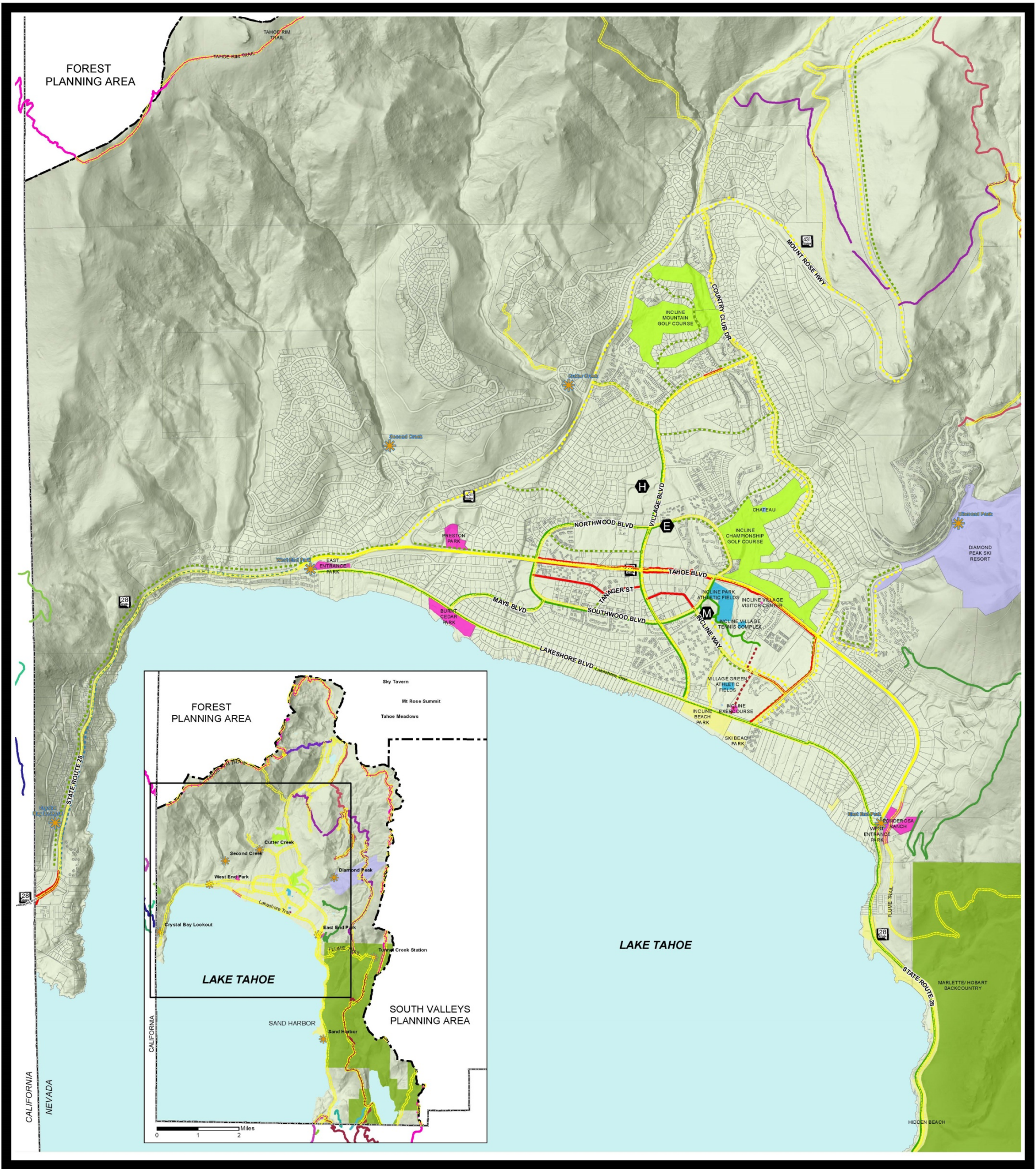
Establish one or more new neighborhood parks. Potential locations include the Crystal Bay area, Dorsey Drive area, and/or on Loma Court.

Project R-4: Public Access Trail (Crystal Bay Tourist Regulatory Zone)

Acquire land or easements and construct a public access trail from the Crystal Bay Tourist regulatory zone to Lake Tahoe. The trail should originate in the casino core area and connect with Sierra Park at Boulder Bay. In lieu of development of the lake access trail, a shuttle may be provided to allow access to public beaches.

REFERENCES

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



TAHOE RECREATIONAL OPPORTUNITIES PLAN

USFS TRAIL NAME	EXISTING BIKE/PED PATHS/LANES	RECREATIONAL FACILITY
INCLINE FLUME TRAIL	SHARED USE PATH	BACKCOUNTRY AREA
KINGS BEACH	BIKE LANE	COMMUNITY REC CENTER
MARLETTE AREA	PEDESTRIAN	COMMUNITY SPORTS AND REC
STATELINE LOOKOUT TRAIL	PROPOSED BIKE/PED PATHS/LANES	DAY USE AREA
STATELINE VISTA	SHARED USE PATH	DAY USE BEACH
TAHOE RIM TRAIL	BIKE FACILITY	GOLF
TYROLIAN DOWNHILL	BIKE FACILITY	HIKING TRAIL
TRAIL HEAD	BIKE FACILITY	SKI RESORT
WC PARKS TRAILS		
SCHOOL (E-Elementary, M-Middle, H-High)		

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**Community Services
Department**

**WASHOE COUNTY
NEVADA**
1861

1001 E Ninth St
Reno, Nevada 89512 (775) 328-3600

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

WCPC ADOPTION DATE:
BCC ADOPTION DATE:

MAP 5.2 RECREATIONAL OPPORTUNITIES PLAN

CHAPTER 6

Public Services and Facilities

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 Tahoe Transportation District, and the North Lake Tahoe Fire Protection District (NLTFPD) 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 (Map 6.1). 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 redevelopment 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

Stormwater 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, particularly the Town Centers and their associated roadway networks (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 and stabilizing sediment 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 and natural gas service are provided by NV 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 Sheriff 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 6.1: 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 SERVICES AND FACILITIES STRATEGY

Significant growth is not anticipated under this area plan. As a result, the plan envisions maintaining existing service levels. No major facility expansions or relocations are envisioned.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, 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 businesses in the planning area have adequate access to the public services necessary to support a vibrant and safe community.

Policy PSF1-1 Water and Wastewater Services

IVGID 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 Library Services

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 Broadband Internet Services

Establish and expand 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 Law Enforcement Services

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 Fire Protection Services

Continue to cooperate with the North Lake Tahoe fire Protection District in the provision of Fire Protection Services.

Goal PSF2: Consolidate and co-locate utilities and services, where feasible.

Policy PSF2-1 Coordination

Coordinate the provision of public and private services to enhance public health, safety and welfare, reduce costs of service, and avoid duplication of services.

Policy PSF2-2 Public Service Use Expansions

Expansions of public service use shall demonstrate their compatibility with surrounding land uses, especially those uses with potential adverse impacts to health.

IMPLEMENTATION ACTIONS

Action PSF-1 Dig Once Policy

Consider establishment of a “dig once” policy that promotes interagency coordination, joint-trenching, undergrounding of overhead utilities, and installation of fiber optic conduits whenever major infrastructure projects are proposed and constructed.

Goal PSF3: Ensure that public facilities and services are designed to be energy-efficient and resilient to natural hazards and the effects of climate change.

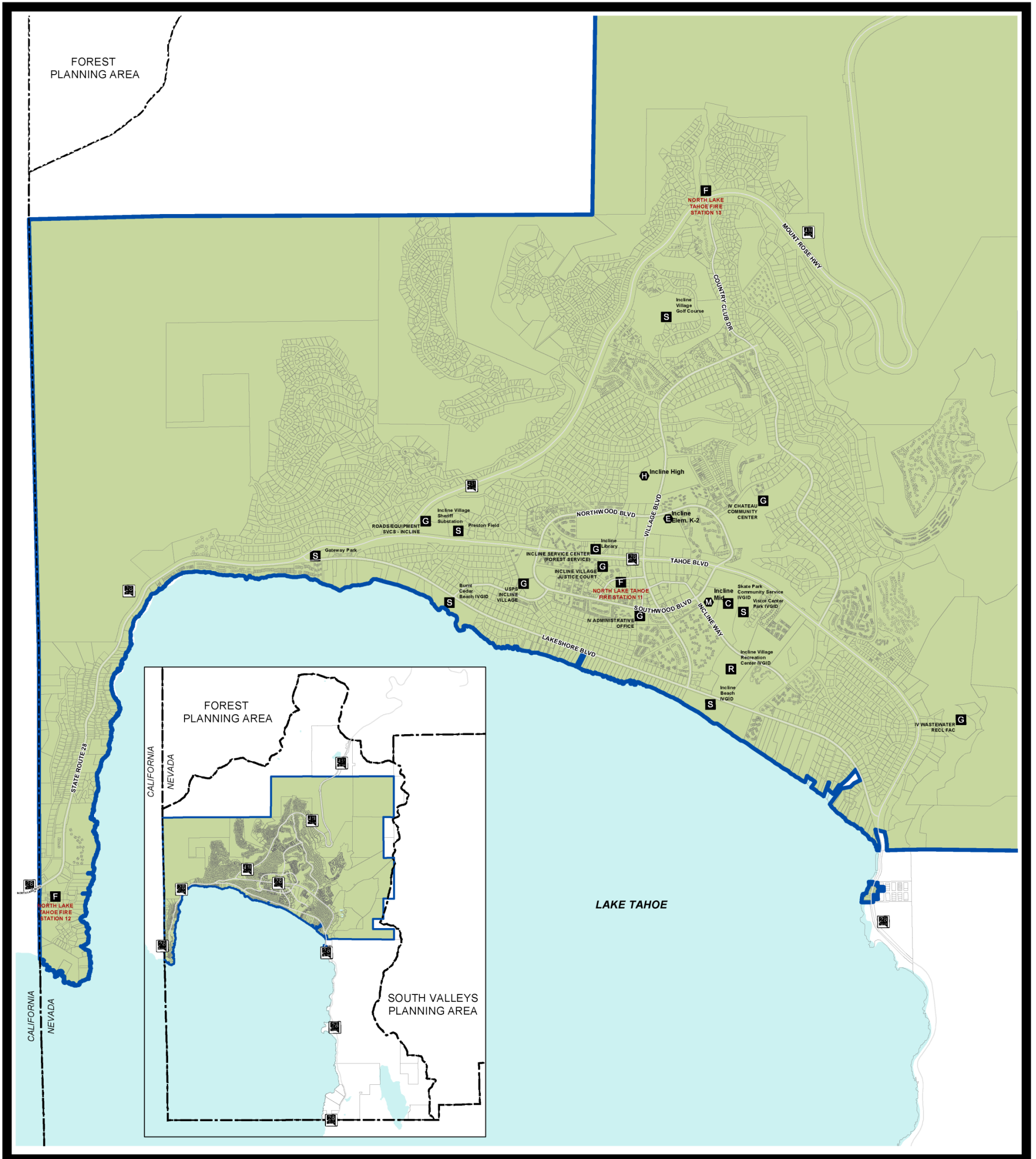
Policy PSF3-1 Greenhouse Gas Reduction

Require public buildings to adhere to a recognized energy efficiency or greenhouse gas reduction standard.

See Development Code – Section 110.220.415, *Greenhouse Gas Reduction*

Policy PSF3-2 Infrastructure Location

Consider the long-term hazard potential and consequences of service interruption when siting new public facilities and infrastructure.



TAHOE PUBLIC SERVICES & FACILITIES PLAN

PUBLIC FACILITIES (Existing)

- F** FIRE STATION
- E** SCHOOL
(E-Elementary, M-Middle, H-High)
- G** GOVERNMENT BUILDING
(Libraries, Administration Buildings, etc.)
- C** PARK
(C-Community, R-Regional, N-Neighborhood,
S-Special Use)

Please refer to TAHOE REGIONAL
PLANNING AGENCY.

INCLINE VILLAGE GID

* Incline Village GID provides community water,
community wastewater and recreational services
within its service area.

SOURCE: Planning and Building Division

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Community Services Department

**WASHOE COUNTY
NEVADA**



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WCPC ADOPTION DATE:
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MAP 6.1 PUBLIC SERVICES AND FACILITIES PLAN

CHAPTER 7

Implementation

This chapter describes the implementation strategy for the Washoe County Tahoe Area Plan. The goals and policies in the Area Plan are implemented in several ways:

- **Policies.** Goals and policies are identified throughout this plan. Policies articulate Washoe County’s official position and can be used to guide future decision-making. Policy language, for example, can be applied to decisions regarding budgeting, discretionary permits, and prioritization of projects and actions.
- **Implementation Actions.** This plan identifies implementation actions, which are future actions that will be undertaken by Washoe County or one of its partner agencies during the life of the Area Plan.
- **Development Code.** Article 220 of the Washoe County Development Code contains implementing standards for the Area Plan. These standards include requirements for new development and well operational standards for existing development. A copy of Article 220 is included in Appendix A.
- **Design Standards and Guidelines.** Article 220.1 of the Washoe County Development Code contains the Tahoe Area Plan Design Standards and Guidelines. Standards are mandatory, while guidelines are directive. These standards and guidelines apply only within the four designated mixed-use and tourist regulatory zones. New development projects are reviewed for consistency with the standards and guidelines. A copy of the Design Standards and Guidelines is included in Appendix B.
- **Proposed Improvements.** The Area Plan envisions specific capital improvement projects, including transportation, recreation, and environmental improvements. The improvements listed in this plan will inform capital improvement programming for Washoe County and the Incline Village General Improvement District. Additionally, the improvements in this plan may be incorporated into TRPA’s Environmental Improvement Program (EIP).

- **Monitoring and Adjustment.** TRPA will continue to monitor progress towards threshold attainment using the performance measures established under the 2012 Regional Plan. The results of this evaluation should be considered as part of any proposed amendment to the Area Plan.

GENERAL IMPLEMENTATION GOALS AND ACTIONS

The following general implementation actions apply in addition to those listed in the Land Use, Transportation, Conservation, and Public Services and Facilities chapters:

Goal IM1: Pursue diverse funding and financing opportunities to complete needed improvements.

IMPLEMENTATION ACTIONS

Action IM-1 Funding and Financing
 Explore diverse funding and financing opportunities to plan, design, and construct the improvements identified in this plan. Funding and financing strategies should also be pursued for long-term maintenance of both existing and proposed facilities. Priority should be given to the following improvements:

- (1) Active transportation projects, such as bicycle, pedestrian, and multi-use paths, that provide access to recreation and commercial areas.
- (2) Environmental Improvement Program (EIP) projects and other infrastructure and programs intended to attain environmental thresholds.
- (3) Recreational facilities.
- (4) Identification, conservation, and interpretation of natural, cultural, and historic resources.

Goal IM 2: Establish and sustain effective cooperation among all levels of government, jurisdictions, and stakeholders to provide a comprehensive, integrated transportation and recreation system within the plan area.

IMPLEMENTATION ACTIONS

Action IM-2 Seek Partnerships
 Seek partnerships, both public and private, to fund, construct and maintain the following:

- (1) Facilities that directly and indirectly support the existing and planned recreational opportunities in the planning area.
- (2) 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 recreational opportunities.
- (3) Capital improvement projects that achieve multiple benefits (e.g. transit – air quality and mobility, both water quality and scenic improvement).

Action IM-3 Public Land Management

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

Action IM-4 Transportation Planning

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), the Truckee-North Tahoe Transportation Management Association (TMA) and the Nevada Department of Transportation (NDOT).

Action IM-5 Other Projects with Environmental Benefits

Support and facilitate projects and programs led by other agencies that benefit environmental thresholds.

Action IM-6 Best Practices for Recreational Uses

Work with stakeholders to identify strategies to ensure that recreational uses are permitted and operated according to best practices for minimizing traffic, reducing pollution and nuisances, and improving safety and general community compatibility.

All actions and their schedule for implication are listed in Table 7.2.

WASHOE COUNTY DEVELOPMENT CODE

The Washoe County Development Code is housed in Chapter 110 of the Washoe County Code, with a copy attached in Appendix A. Article 220 of Chapter 110 contains development standards specific to the Washoe County Tahoe Area Plan. Many of these standards were developed to implement the vision, goals, and policies articulated in the Area Plan.

The following chart identifies where pertinent topics are addressed in the Washoe County Development Code and TRPA Code:

Table 7.1: Implementing Measures in the Washoe County Development Code

Topic	Washoe County Code		TRPA Code
	Town Centers	Outside of Town Centers	
Accessory Dwellings	110.220.85	110.220.85	Subsection 21.3.2
Accessory Structures	110.220.80	110.220.80	Section 21.3
Appeals	110.220.435	110.220.435	Section 13.9
Building Height	110.220.35	110.220.50	Chapter 37*
Density	110.220.30, 110.220.135 through 110.220.150	110.220.30, 110.220.155 through 110.220.395	Chapter 31*
Design	110.220.40 and Article 110.220.1	110.220.40	Chapter 36*
Greenhouse Gas Reduction	110.220.415	110.220.415	---
Historic Resources	[TRPA Code]	[TRPA Code]	Chapter 67
Landscaping	Article 110.220.1	Article 110.412	Section 36.7*
Lot Size	110.220.55	110.220.55	---
Natural Hazards	110.220.125	110.220.125	---
Noise	110.220.420, 110.220.421	110.220.420, 110.220.421	Chapter 68
Parking	Article 110.220.1	Article 110.410	Chapter 34*
Permissible Uses & Special Policies	110.220.135 through 110.220.150	110.220.155 through 110.220.395	Chapter 21, Chapter 81
Scenic Resources	[TRPA Code]	[TRPA Code]	Chapter 66
Setbacks	110.220.55	110.220.55	Subsection 36.5.4
Shorezone	[TRPA Code]	[TRPA Code]	Chapters 80-85
Signage	Article 110.220.1	[TRPA Code]	Chapter 38*
Temporary Uses	110.220.110	110.220.110	Chapter 22
Variances	110.220.440	110.220.440	---
Wireless Communications Facilities	110.220.100, Article 110.324	110.220.100, Article 110.324	---

* - This TRPA Code Chapter/Section does not apply to development within Town Centers.

Article 110.220 of the Washoe County Development Code is included in Appendix A.

TAHOE AREA PLAN DESIGN STANDARDS AND GUIDELINES

The Tahoe Area Plan Design Standards and Guidelines apply to the four mixed-use and tourist regulatory zones. The Design Standards and Guidelines are housed in Article 110.220.1 of the Washoe County Development Code, with a copy attached in Appendix B. The Design Standards and Guidelines are arranged in chapters as follows:

- Chapter 1: Site Design
- Chapter 2: Building Design
- Chapter 3: Setbacks of Structures
- Chapter 4: Parking, Loading, and Circulation
- Chapter 5: Snow Storage
- Chapter 6: Landscaping
- Chapter 7: Exterior Lighting
- Chapter 8: Signs
- Chapter 9: Water Conservation
- Chapter 10: Scenic Highway Corridors
- Chapter 11: Shorezone
- Chapter 12: Crystal Bay Tourist Regulatory Zone

PROPOSED IMPROVEMENTS

Proposed improvements are included in the Transportation, Conservation, and Recreation chapters. Table 7.3 provides an implementation schedule and potential funding sources for these improvements.

IMPLEMENTATION SCHEDULE

Table 7.2: Schedule for Implementation Actions

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Land Use Actions								
Action LU-1 Additional Town Center Incentives	WC	TRPA	●				●	GF
Action LU-2 Merged Development Pool	WC	TRPA	Upon Adoption					N/A
Action LU-3 Design Standards and Guidelines Revision	WC	TRPA		●			●	GF, Grants
Action LU-4 Update Land Use Concept Plans	WC	TRPA		●			●	GF
Action LU-5 Public Outreach	WC	TRPA	●				●	GF
Action LU-6 Workforce Housing Incentives	WC	TRPA	●				●	GF
Action LU-7 Design Standards and Guidelines Revision	WC	TRPA	●					GF
Action LU-8 Designate Special Events Areas	WC	TRPA		●			●	GF, Fees
Action LU-9- Planning and Development Approach	WC	TRPA	Ongoing				●	GF, Fees
Action LU-10 Amendment Procedures	WC	TRPA	As Needed				●	GF, Fees
Action LU-11 Regional Plan Amendments	WC	TRPA	As Needed				●	GF

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Action LU-12 Ponderosa Ranch Planning Process	WC	TRPA, property owners		●				GF, private funds
Action LU-13 Permissible Uses at Ponderosa Ranch	WC	TRPA,	●					GF
Transportation Actions								
Action T-1 Employer Based Vehicle Trip Reduction	WC	TMA, TRPA	●					GF, Grants
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	●					GF, Grants
Conservation Actions								
Action C-1 Environmental Improvement Program	WC	TRPA, IVGID, USFS, NSP	●	●	●	●	●	GF, EIP, Grants
Action C-2 BMP Certification	WC	TRPA	●			●	●	
Action C-3 Stormwater Districts	WC	IVGID		●		●		GF
Action C-4 Chateau Land Capability Study	WC	TRPA		●		●		GF, EIP
Action C-5 Urban Forestry Strategy	WC			●		●	●	GF
Action C-6 Overhead and Above-Ground Utilities	WC				●	●		GF, RDA, SA, EIP

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Action C-7 Crystal Bay Condominiums Screening	WC	Homeowners associations			●	●		Private funds, EIP
Action C-8 Community Information Signage	WC	TRPA	●			●		GF
Action C-9 Sign Regulation Enforcement	WC	TRPA	●				●	GF
Public Services and Facilities Actions								
Action PSF-1 Dig Once Policy	WC	TRPA, IVGID, Utility Providers	●			●		GF
General Implementation and Administration Actions								
Action IM-1 Funding and Financing	WC			Ongoing		●	●	Multiple
Action IM-1 Seek Partnerships	WC	TRPA, USFS, IVGID, NSP, NDOT		Ongoing			●	GF
Action IM-2 Public Land Management	WC	USFS, NSP, IVGID		Ongoing			●	GF
Action IM-3 Transportation Planning	WC	TRPA, TTD, TMA, WCRTC, NDOT		Ongoing			●	GF
Action IM-4 Other Projects with Environmental Benefits	WC	USFS, NSP, IVGID, TRPA, NTCD		Ongoing			●	GF
Action IM-5 Best Practices for Recreational Uses	WC	USFS, NSP, IVGID			●	●		GF, Grants

<u>Implementing Organizations</u>		<u>Funding Sources</u>	
CBCA	Crystal Bay Casino Association	Conditions	Conditions of approval for new development
IVGID	Incline Village General Improvement District	EIP	Environmental Improvement Program
NLTFPD	North Lake Tahoe Fire Protection District	GF	General Fund
NDOT	Nevada Department of Transportation	Grants	Grant funding
NSP	Nevada State Parks	Private funds	Private contributions
NTCD	Nevada Tahoe Conservation District	RDA	Redevelopment Agency
NTRT	Nevada Tahoe Resource Team	RF	Roads Funds
TART	Tahoe Truckee Area Regional Transit	SA	Special Assessment
TMA	Truckee-North Tahoe Transportation Management Association		
TRPA	Tahoe Regional Planning Agency		
TTD	Tahoe Transportation District		
USFS	US Forest Service		
WC	Washoe County		
WCRTC	Washoe County Regional Transportation Commission		

Table 7.3: Schedule for Capital Improvements

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Transportation Projects								
Project T-1 State Route 28 Complete Street Improvements	NDOT	WC, TRPA		●				RF, Grants
Project T-2 Left-Turn Pockets (Crystal Bay Tourist)	NDOT	WC, TRPA		●		●		RF, Grants
Project T-3 Intersection Improvements	WC	NDOT, TRPA		●		●		RF, Grants
Project T-4 Wassou Road	WC	Property owners		●		●		RF, Private funding
Project T-5 Off-Highway Parking along Mount Rose Highway	NDOT	WC, TRPA, USFS			●	●		RF, Grants, EIP
Project T-6 Mount Rose Highway Center Turn Lanes	NDOT	WC, TRPA			●	●		RF, Grants
Project T-7 State Route 28 Turnouts	NDOT	WC, TRPA, TTD		●				RF, Grants, Fees
Project T-8 East Shore Off-Highway Parking	NDOT	WC, TRPA, TTD	●					RF, Grants, Fees
Project T-9 East Shore Formalized Highway Parking	NDOT	WC, TRPA, TTD	●					RF, Grants, Fees
Project T-10 East Shore Viewpoints	NDOT	WC, TRPA, TTD		●				RF, Grants, Fees
Project T-11 East Shore Aesthetic Improvement	NDOT	WC, TRPA, TTD		●				RF, Grants, Fees, EIP
Project T-12 Community Gateways	WC	NDOT, IVGID		●				RF, GF, Grants, EIP

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project T-13 Intersection Safety Improvements	NDOT	TRPA, WC	●					RF, Grants
Project T-14 Crystal Bay to Incline Village Multi-Use Path	TTD	NDOT, WC, TRPA	●			●	●	RF, Grants, EIP
Project T-15 Alder Avenue Multi-Use Path	WC	TRPA		●		●	●	RF, Grants, EIP
Project T-16 Northwood Boulevard Multi-Use Path	WC		●			●	●	RF, Grants, EIP
Project T-17 Fairway Boulevard Multi-Use Path	WC			●		●	●	RF, Grants, EIP
Project T-18 Country Club Drive Multi-Use Path	WC		●			●	●	RF, Grants, EIP
Project T-19 Incline Way Multi-Use Path	WC		●			●	●	RF, Grants, EIP
Project T-20 McCourry Boulevard Multi-Use Path	WC			●		●	●	RF, Grants, EIP
Project T-21 College Drive Multi-Use Path	WC				●	●	●	RF, Grants, EIP
Project T-22 Golfers Pass Road Multi-Use Path	WC			●		●	●	RF, Grants, EIP
Project T-23 Diamond Peak Multi-Use Path	WC	IVGID		●		●	●	RF, Grants, EIP
Project T-24 Mount Rose Highway Multi-Use Path	NDOT	WC, USFS			●	●	●	RF, Grants, EIP
Project T-25 Sand Harbor to Spooner Summit Multi-Use Path	TTD	NDOT, WC, TRPA,	●			●	●	RF, Grants, EIP
Project T-26 Driver Way Multi-Use Path	WC			●		●	●	RF, Grants, EIP

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project T-27 Village Boulevard Multi-Use Path	WC			●		●	●	RF, Grants, EIP
Project T-28 Tanager Street Multi-Use Path	WC		●			●	●	RF, Grants, EIP
Project T-29 Village Green Multi-Use Path	IVGID	WC	●			●	●	RF, Grants, EIP
Project T-30 Village Boulevard Bike Lanes	WC		●			●		RF, Grants, EIP
Project T-31 Country Club Drive Bike Lanes	WC		●			●		RF, Grants, EIP
Project T-32 Incline Way Bike Lanes	WC		●			●		RF, Grants, EIP
Project T-33 Ski Way Bike Lanes	WC				●	●		RF, Grants, EIP
Project T-34 Mount Rose Highway Bike Lanes	NDOT	WC		●		●		RF, Grants, EIP
Project T-35 South Incline Mobility Hub	WCRTC	TMA, TTD, TART, WC	●			●	●	RF, Grants, EIP, Fees
Project T-36 Incline Village Mobility Hub	WCRTC	TMA, TTD, TART, WC	●			●	●	RF, Grants, EIP
Project T-37 Diamond Peak Transit Center	WCRTC	TMA, IVGID, TART, WC	●			●	●	RF, Grants, EIP, Conditions
Project T-38 Ferry Shuttle Dock Improvements	TMA	WCRTC			●	●		RF, Grants, EIP
Project T-39 Transit Shelters	WC	TART	●			●		GF
Project T-40 Transit Stop at Memorial Point	TTD	NDOT, WC, TRPA		●		●		GF, Grants, EIP, Fees

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project T-41 North Shore Transit Route Expansion	WCRTC	TMA, TTD, TART, TRPA, WC	●	●	●	●	●	GF, Grants, EIP
Project T-42 Reno-North Tahoe Transit Service	WCRTC	WC, TART, TMA, TTD		●		●	●	Grants, EIP
Project T-43 North Shore Ferry Service	TMA	WCRTC, WC, TRPA	●			●	●	Grants, EIP, Fees
Project T-44 Transit Service Hours and Frequency	TART, TTD, TMA	WC, TRPA	●	●	●	●	●	Grants, EIP
Project T-45 Shuttle Service	TMA	WC, WCRTC, TART, TTD		●		●	●	Grants, EIP, private funds
Project T-46 Seasonal and Special Event Shuttle	TMA	WC, TART, TTD	●			●	●	Grants, EIP, private funds
Project T-47 Dial-A-Ride	WC	TMA, TART, TTD	●			●	●	GF
Conservation Projects								
Project C-1 Lower Wood Creek Water Quality Improvement Project, Phase 1	WC		●			●		EIP, GF, Grants
Project C-2 Upper Third Creek and Rosewood Creeks Water Quality Improvement Project	WC			●		●		EIP, GF, Grants
Project C-3 Lower Wood Creek Water Quality Improvement Project, Phase 2	WC		●			●		EIP, GF, Grants

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project C-4 Marlette Creek SR28 Crossing Realignment and Water Quality Improvement Project	NTCD		●			●		EIP, GF, Grants
Project C-5 Incline Lake Property Planning and Implementation	USFS			●		●		EIP, GF, Grants
Project C-6 Third Creek/Incline Creek Restoration	IVGID		●			●		EIP, GF, Grants
Project C-7 Rosewood Creek Continuation Project	NTCD		●			●		EIP, GF, Grants
Project C-8 Marlette Creek Restoration	USFS			●		●		EIP, GF, Grants
Project C-9 Nevada Regional Fuels Reduction Project	NLTFPD		●			●		EIP, GF, Grants
Project C-10 Bon Pland Hazardous Fuels Reduction	NTRT			●		●		EIP, GF, Grants
Project C-11 Marlette Summit Hazardous Fuels Reduction	NTRT			●		●		EIP, GF, Grants
Project C-12 Parking Lot Information and Guidance System	TTD		●			●	●	EIP, GF, Grants
Project C-13 East Shore Transit Facility Upgrades	TTD		●			●		EIP, GF, Grants
Project C-14 Inter-Regional Transit Service	TTD				●	●	●	EIP, GF, Grants
Project C-15 Incline Park Facility Renovations	IVGID		●			●		EIP, GF, Grants

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project C-16 Lake Tahoe Nevada State Park Interpretive Facilities Upgrades	NSP		●			●		EIP, GF, Grants
Project C-17 Beowawie Road Slope Repair	WC		●			●		EIP, GF, Grants
Recreation Projects								
Project R-1 Improve Community Recreational Facilities	IVGID	WC	●	●	●	●	●	GF, Grants
Project R-2 Improve Beach Facilities	IVGID	TRPA, WC	●	●	●	●	●	GF
Project R-3d Neighborhood Parks	WC	IVGID, TRPA		●		●	●	GF
Project R-4 Public Access Multi-Use Path (Crystal Bay Tourist)	WC	CBCA			●	●	●	SA, private funds

<u>Implementing Organizations</u>		<u>Funding Sources</u>	
CBCA	Crystal Bay Casino Association	Conditions	Conditions of approval for new development
IVGID	Incline Village General Improvement District	EIP	Environmental Improvement Program
NLTFPD	North Lake Tahoe Fire Protection District	GF	General Fund
NDOT	Nevada Department of Transportation	Grants	Grant funding
NSP	Nevada State Parks	Private funds	Private contributions
NTCD	Nevada Tahoe Conservation District	RDA	Redevelopment Agency
NTRT	Nevada Tahoe Resource Team	RF	Roads Funds
TART	Tahoe Truckee Area Regional Transit	SA	Special Assessment
TMA	Truckee-North Tahoe Transportation Management Association		
TRPA	Tahoe Regional Planning Agency		
TTD	Tahoe Transportation District		
USFS	US Forest Service		
WC	Washoe County		
WCRTC	Washoe County Regional Transportation Commission		

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WASHOE COUNTY COMMISSION

1001 E. 9th Street
Reno, Nevada 89512
(775) 328-2000

RESOLUTION
ADOPTING AN AMENDMENT TO THE TAHOE AREA
REGULATORY ZONE MAP (WRZA19-0007)

WHEREAS, the Washoe County Planning Commission adopted a resolution to approve **Regulatory Zone Amendment Case Number WRZA19-0007 (Tahoe Regulatory Zone Map)**, subject to final approval of the associated Master Plan amendment (WMPA19-0007) and a finding of conformance with the 2012 Tahoe Regional Plan, to amend the Tahoe area Regulatory Zone map in order to adopt the Tahoe Regional Planning Agency's Regulatory Zone boundaries; and,

WHEREAS, On February 4, 2020, the Washoe County Planning Commission held a public hearing on the proposed amendment and recommended that the Washoe County Board of County Commissioners adopt Regulatory Zone Amendment Case No. WRZA19-0007, Planning Commission Resolution Number 20-07; and,

WHEREAS, upon holding a subsequent public hearing on January 26, 2021, this Board voted to adopt the proposed amendment, having affirmed the following findings as made by the Planning Commission, pursuant to Washoe County Code Section 110.821.35:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will not result in land uses which are incompatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Changed Conditions; more desirable use. The proposed amendment identifies and responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed amendment.
5. No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.
6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services. And;

WHEREAS, This action will become effective upon a favorable conformance review of the accompanying Master Plan Amendment (WMPA19-0007 Tahoe Area Master Plan) by the Tahoe Regional Planning authorities;

NOW THEREFORE BE IT RESOLVED,

That the Washoe County Board of County Commissioners does hereby ADOPT the amendment to the Tahoe Regulatory Zone Map (Case No. WRZA19-0007), as set forth in Exhibit B-1 attached hereto, to become effective if and when the County has received a final determination that Master Plan Amendment Case No. WMPA19-0007 conforms to the Tahoe Regional Plan.

ADOPTED this 26th day of January 2021, to be effective only as stated above.

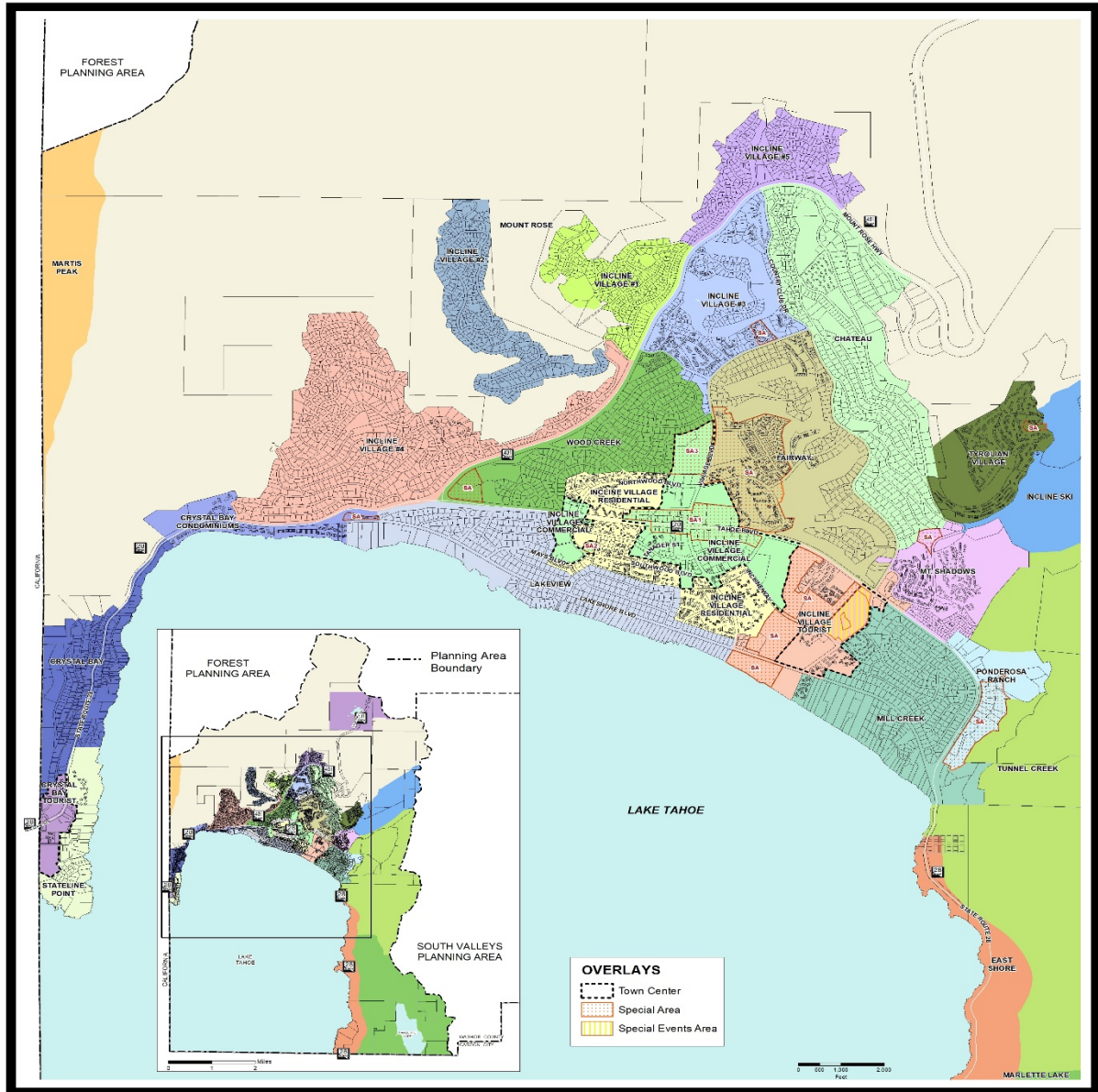
WASHOE COUNTY COMMISSION:

Bob Lucey, Chair

ATTEST:

Janis Galassini, County Clerk

EXHIBIT B-1



TAHOE REGULATORY ZONE MAP			
	CHATEAU		INCLINE SKI
	CRYSTAL BAY		INCLINE VILLAGE #1
	CRYSTAL BAY CONDOMINIUMS		INCLINE VILLAGE #2
	CRYSTAL BAY TOURIST		INCLINE VILLAGE #3
	EAST SHORE		INCLINE VILLAGE #4
	FAIRWAY		INCLINE VILLAGE #5
	INCLINE MEADOWS		INCLINE VILLAGE COMMERCIAL
	INCLINE VILLAGE RESIDENTIAL		INCLINE VILLAGE TOURIST
	INCLINE VILLAGE #1		LAKEVIEW
	INCLINE VILLAGE #2		MARLETTE LAKE
	INCLINE VILLAGE #3		MARTIS PEAK
	INCLINE VILLAGE #4		MILL CREEK
	INCLINE VILLAGE #5		MOUNT ROSE
	INCLINE VILLAGE COMMERCIAL		SHADOWS
	INCLINE VILLAGE TOURIST		TYROLIAN VILLAGE
	INCLINE VILLAGE RESIDENTIAL		WOOD CREEK
	INCLINE VILLAGE #1		CRYSTAL BAY
	INCLINE VILLAGE #2		STATELINE POINT
	INCLINE VILLAGE #3		TUNNEL CREEK
	INCLINE VILLAGE #4		PONDEROSA RANCH
	INCLINE VILLAGE #5		STATION POINT

NOTE: THE SCALE AND CONFIGURATION OF ALL INFORMATION SHOWN HEREON ARE APPROXIMATE ONLY AND ARE NOT INTENDED AS A GUIDE FOR DESIGN OR SURVEY WORK. REPRODUCTION IS NOT PERMITTED WITHOUT PRIOR WRITTEN PERMISSION FROM THE WASHOE COUNTY PLANNING AND BUILDING DIVISION.

CERTIFICATION: THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE ADOPTED ZONING MAPS OF WASHOE COUNTY, NEVADA, BY THE WASHOE COUNTY PLANNING AND BUILDING DIVISION.

DATE: _____ DIRECTOR: _____

Community Services Department

WASHOE COUNTY NEVADA

1001 E Ninth St
Reno, Nevada 89512 (775) 328-3600

PC Date: February 6, 2020
BCC Adoption Date: January 26, 2021
TRPA Adoption Date: _____

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



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

ADOPTING AMENDMENTS TO THE WASHOE COUNTY MASTER PLAN, VOLUME 2, TAHOE AREA PLAN, INCLUDING CHANGES TO THE GOALS, POLICIES AND MAPS (WMPA19-0007), AND RECOMMENDING ITS ADOPTION TO THE BOARD OF COUNTY COMMISSIONERS

Resolution Number 20-06

Whereas, Master Plan Amendment Case Number WMPA19-0007 came before the Washoe County Planning Commission for a duly noticed public hearing on February 4, 2020; and

Whereas, the Washoe County Planning Commission heard public comment and input from both staff and the public regarding the proposed master plan amendments; and

Whereas, the Washoe County Planning Commission gave reasoned consideration to the information it received regarding the proposed master plan amendments; and

Whereas, the Washoe County Planning Commission has made the following findings necessary to support adoption of the proposed Master Plan Amendment Case Number WMPA19-0007, as set forth in NRS chapter 278 and Washoe County Code Chapter 110 (Development Code), Article 820:

Washoe County Code Section 110.820.15 (d) Master Plan Amendment Findings

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Change Conditions. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.
5. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.
6. Effect on a Military Installation. The proposed amendment will not affect the location, purpose and mission of any military installation.

Now, therefore, be it resolved that pursuant to NRS 278.210(3):

- (1) Subject to approval by the Washoe County Board of County Commissioners and a finding of conformance with the Tahoe Regional Plan, the Washoe County Planning Commission does hereby adopt Master Plan Amendment Case Number WMPA19-0007, comprised of the document as included at Exhibit A to this resolution, descriptive matter and other matter intended to constitute the amendments as submitted at the public hearing noted above; and,
- (2) To the extent allowed by law, this approval is subject to the conditions adopted by the Planning Commission at the public hearing noted above.

A certified copy of this resolution shall be submitted to the Board of County Commissioners and any appropriate reviewing agencies in accordance with NRS 278.220.

ADOPTED on February 4, 2020

WASHOE COUNTY PLANNING COMMISSION

ATTEST:



Trevor Lloyd, Planning Manager, Secretary



Larry Chesney, Chair

Attachment: Exhibit A – Tahoe Area Plan

Exhibit A, WMPA19-0007



WASHOE COUNTY



TAHOE AREA PLAN



PLANNING COMMISSION DRAFT // JANUARY 2020

ACKNOWLEDGEMENTS

Washoe County and the Tahoe Regional Planning Agency would like to thank the following individuals for their contributions to this Area Plan.

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CHAPTER 1

Introduction

PURPOSE

The purpose of the Washoe County 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 the 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 service and facility 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 the Lake Tahoe Regional Plan and TRPA's standards for area plans as set forth in Chapter 13: *Area Plans* of the TRPA Code of Ordinances.

LOCATION

The Tahoe planning area is located in the southwest portion of Washoe County, as shown in Map 1.1. 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.

RELATIONSHIP TO TRPA PLANS

The Washoe County Tahoe Area Plan is a component of both the Washoe County Master Plan and the Lake Tahoe Regional Plan. The plan serves to further refine the general goals, policies, and standards from these two comprehensive plans for application to the Incline Village and Crystal Bay communities. It provides the regulatory framework for future development in the portion of Washoe County that is within the Tahoe Basin.

This area plan replaces the former community plans and plan area statements. TRPA originally developed Plan Area Statements in 1987. TRPA and Washoe County jointly adopted community plans for the four commercial, public service, and tourist areas within the plan area in 1996. These plans were only rarely amended. While the community plans served the Tahoe planning area well, the challenges the plan area faces have since transformed into challenges of planning for redevelopment versus planning for new development. The Regional Plan adopted by TRPA in 2012 recognizes these planning challenges and the need to re-focus on redevelopment.

VISION

The Lake Tahoe Regional Plan promotes a form of re-development described 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., stormwater) 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.

COMMUNITY VISION STATEMENT

Through cooperation with the Washoe County Board of County Commissioners and the Tahoe Regional Planning Agency, the communities of the Tahoe planning area will maintain and apply objective standards and criteria that serve to manage growth and development in a manner that:

- Respects the heritage of the area by encouraging architectural and site design standards that are responsive to this heritage;
- Respects private property rights;
- Provides a range of housing opportunities;
- Provides ample open space and recreational opportunities;
- Promotes the educational and scientific opportunities inherent in the area's natural history;
- Addresses the conservation of natural, scenic and cultural resources; and
- Promotes the goals of the TRPA, Washoe County, and the Community.

- Maintain existing development pattern, including the preservation of residential and conversation areas.

The primary vision of this plan is to maintain, preserve, and facilitate the planning area's desired character as described below.

COMMUNITY CHARACTER

The desired community character as expressed by the community found throughout this plan is not significantly different from those originally planned for and supported when the previous community plans were developed in 1996. 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 remains strong. 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.

Washoe County worked with the Incline Village and Crystal Bay community for fourteen years to develop this plan. An accounting of some of the more important of the many community meetings and workshops is attached to this plan as Appendix C. In the years since the prior community plans were adopted, the citizens of Incline Village/Crystal Bay have taken part in a steady stream of planning and visioning projects.

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.

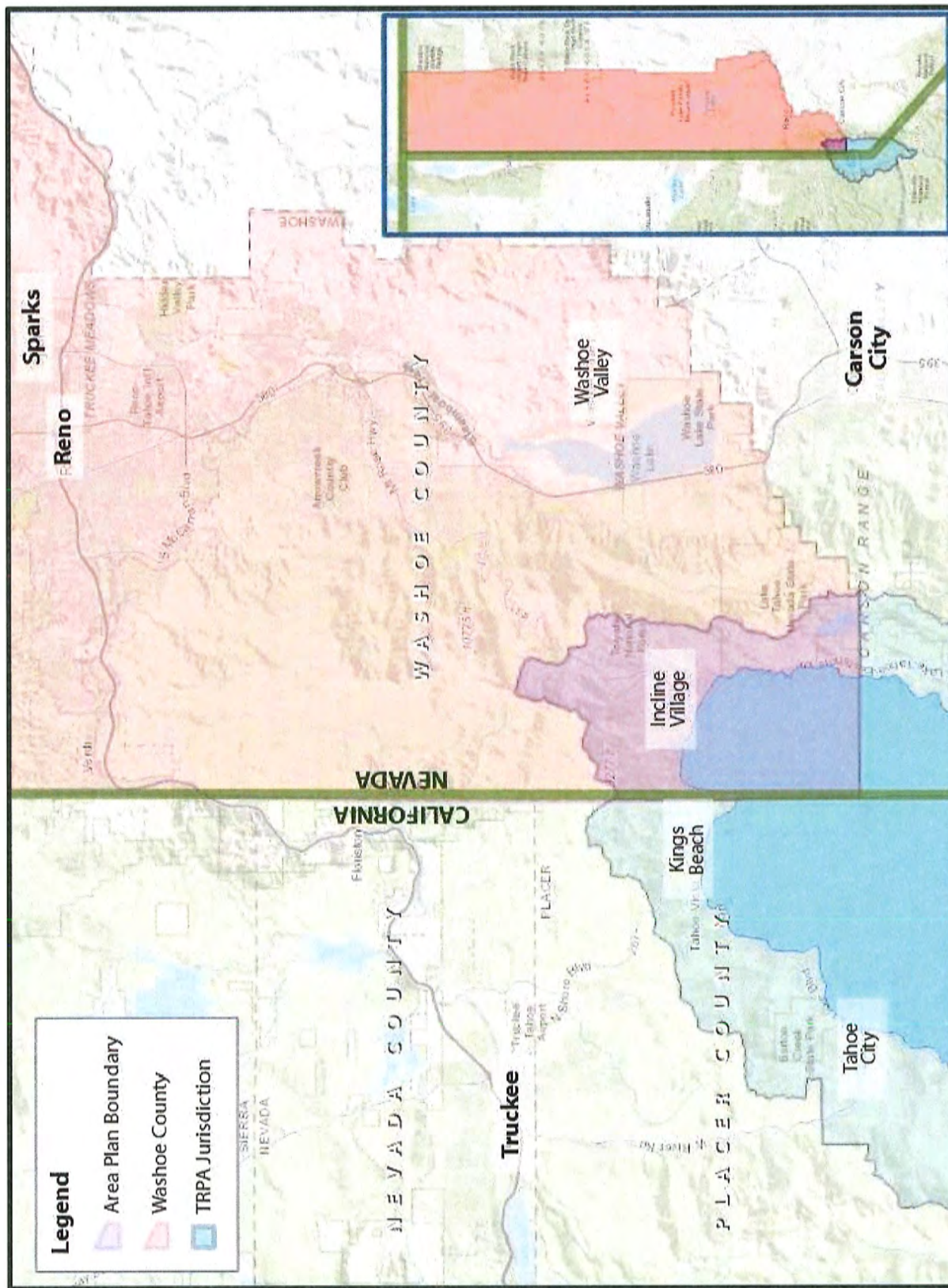
At the time of plan adoption, the community is concerned that it is becoming increasingly difficult to maintain a permanent population base in the face of increasing demand for recreation. The success of the tourist industry in promoting Lake Tahoe as a destination brings many benefits to the area. However, the community wishes to ensure that both the infrastructure and the regulatory framework necessary to support this increased tourism is concurrent with the increasing demand. In order to support the goal of maintaining a balanced community, 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 the Regional Plan'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 redevelopment 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 community's needs are largely based in the removal of redevelopment 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.



MAP 1.1. AREA PLAN BOUNDARY

CHAPTER 2

Land Use

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 Chapter 1, 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 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 has few other options for development. The residential areas are nearly built-out, and subdivisions resulting in increased development potential 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 is to focus on implementation. This 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.

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 Map (Map 2.8) and Regulatory Zoning Map (Map 2.9), 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 community plans 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.

Land Ownership

Within the planning area, roughly 91 percent of land is owned by a public entity. Major landowners include the US Forest Service, Nevada State Parks, and Nevada State Lands. Table 2.1, below, summarizes land ownership within the plan area.

Table 2.1: Land Ownership

Ownership Type	Parcels	Acreage	
		Total	%
Public	1,265	31,490	90.9%
Federal	723	19,778	57.1%
State	353	10,110	29.2%
Local	189	1,602	
Private	8,153	3,157	9.1%

Total	9,418	34,647	100%
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Vacant Lots

While, the planning area includes over 1,400 vacant lots, the vast majority of these lots are owned by public agencies and will be preserved from development. Based on Washoe County records, roughly 254 privately owned parcels are classified as vacant. Table 2.2 summarizes ownership and acreage of vacant parcels.

Table 2.2: Vacant Parcel Ownership

Ownership Type	Parcels	Acreage	
		Total	%
Public	1,164	29,855	97%
Federal	721	19,722	64%
State	349	10,105	33%
Local	94	28	<1%
Private	254	786	3%
Under Development	3	5	<1%
Single Family	169	122	<1%
Commercial	25	38	<1%
Unbuildable/ Unknown / Other	56	621	2%
Total	1,418	30,640	100%

Several vacant developable parcels are located in the Incline Village Commercial and Ponderosa Ranch regulatory zones and could be developed according to the permissible uses in those areas. Within Conservation and Recreation regulatory zones, records indicate that only six private parcels exist. The majority of private developable parcels is located in residential regulatory zones and is anticipated to be developed with residential uses. Table 2.3 provides a summary of developable parcels in residential zones.

Table 2.3: Vacant Parcels in Residential Regulatory Zones

Regulatory Zones	Parcels	Average Size (sq. ft.)	Average IPES
Chateau	8	35,534	737
Crystal Bay	26	33,801	698
Crystal Bay Condominiums	1	---	---

Regulatory Zones	Parcels	Average Size (sq. ft.)	Average IPES
Fairway	8	19,582	813
Incline Village 1	4	14,904	758
Incline Village 2	43	15,148	658
Incline Village 3	1	---	---



MAP 2.1. VACANT PARCELS BY OWNERSHIP

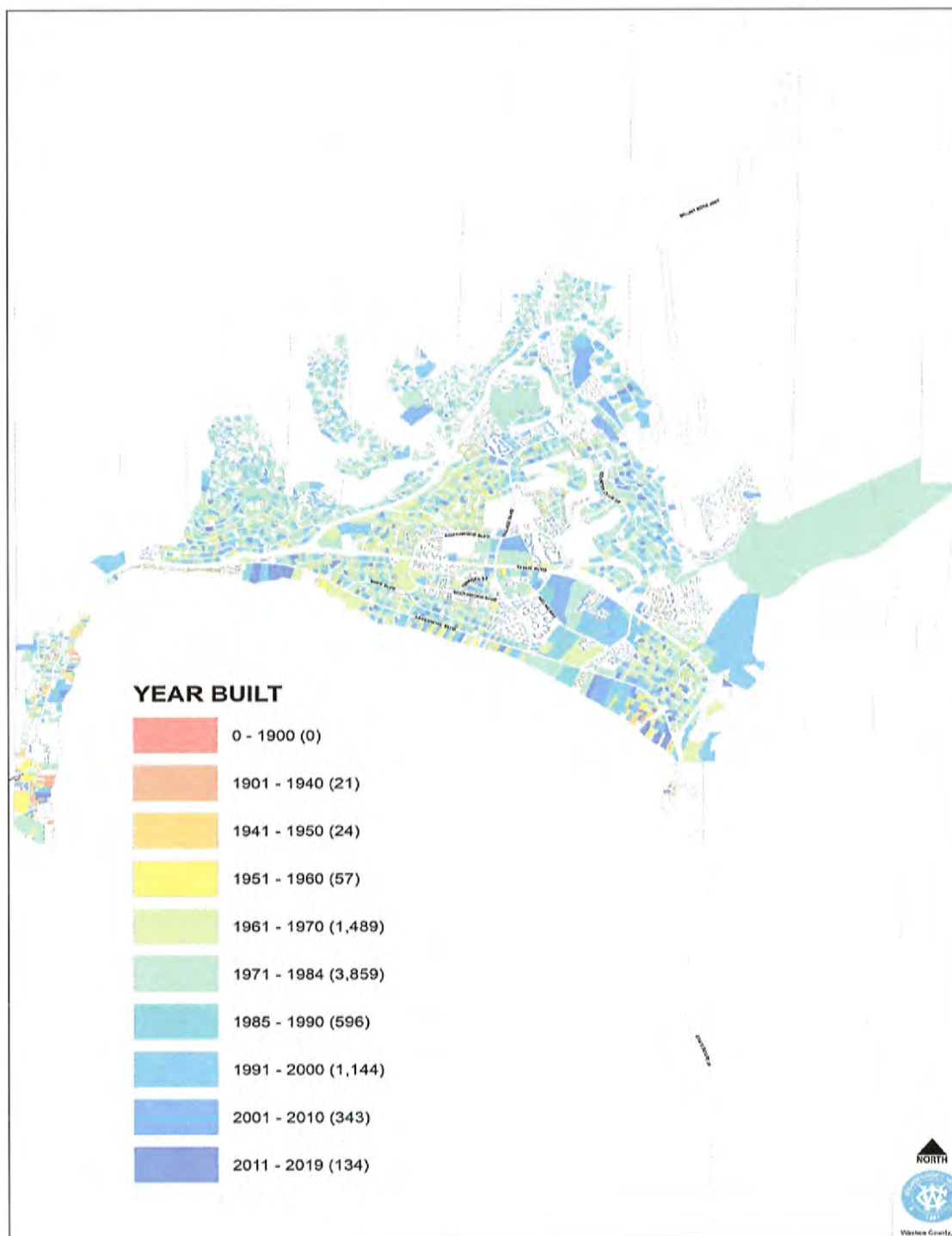
Regulatory Zones	Parcels	Average Size (sq. ft.)	Average IPES
Incline Village 4	12	15,031	646
Incline Village 5	5	18,043	703
Incline Village Residential	5	133,165	649
Lakeview	10	22,957	876
Mill Creek	5	82,455	841
Mt. Shadows	2	5,706	618
Tyrolian Village	11	1,916	670
Overall	141	25,993	730

Age of Structures

As indicated, a primary strategy in the area plan will be redevelopment of parcels that were already developed. Roughly three-fourths of structures in the Tahoe planning area are more than 25 years old. The majority of parcels were developed between 1971 and 1984. Map 2.2 and Table 2.4 provide data on the age of primary structures throughout the plan area.

Table 2.4: Structural Age

Ownership / Type	Parcels	Percentage
1901-1940	21	2.7%
1941-1951	24	3.1%
1951-1960	57	7.4%
1961-1970	1,489	19.4%
1971-1984	3,859	50.3%
1985-1990	596	7.8%
1991-2000	1,144	14.9%
2001-2010	343	4.5%
2011-2019	134	1.7%
Total	7,667	100.0%



MAP 2.2. AGE OF PRINCIPAL STRUCTURES BY DECADE

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 residential zones, as well as in large tracts under U.S. Forest Service or Nevada Division of State Lands management, and Incline Village General Improvement District (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. Public agencies that own land in the planning area adopt management plans that address how the varied portfolios of property are managed and maintained. Washoe County encourages these management plans to address issues related to safety and cleanliness such as defensible space, weed control and debris removal.

GENERAL LAND USE

The land use pattern in the planning area is implemented through the identification of twenty-seven individual sub-districts that act as independent regulatory zones. These individual regulatory zones are based on the TRPAs former Plan Area Statements and Community Plans, and as such each is provided with a unique name rather than a code or number. Four of these regulatory zones (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, permissible uses, the 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. Landowners in the area should be aware that some of the originally platted subdivisions in the planning area have names similar to the names of the zoning districts. Some of these plats have various restrictions recorded with the original map. Washoe County does not enforce or otherwise act to implement these restrictions.

The Tahoe Area Plan uses the following tools to regulate land use:

- **Regional Land Use Categories** – Regional land use categories are general classifications of land use upon which more specific policies and standards, such as zoning, are based. Washoe County's Master Plan land use categories for the Tahoe planning area correspond with the land use categories established in the Lake Tahoe Regional Plan.

- **Additional Growth** – Additional growth is regulated through TRPA’s growth management system. This system requires that development rights be obtained in order to develop residential, commercial, tourist accommodation, and recreational uses.
- **Regulatory Zones** – Regulatory zones (i.e. “zoning” or “zoning districts”) establishes a set of land use standards for each specific area. These standards, which are contained in Article 220 of the Development Code (Appendix A), regulate such things as building height, residential density, permissible uses, structural design, landscaping, signage, parking, and noise.
 - **Design Standards and Guidelines** – Within the four mixed-use and tourist zones (Crystal Bay, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch), additional standards and guidelines apply in order to encourage high-quality design and multi-modal integration. The Design Guidelines are contained in Article 220.1 of the Development Code (Appendix B).
 - **Special Areas** – Within some regulatory zones, certain areas may have site-specific characteristics that differ from the rest of the zone. In these cases, Special Areas may be established. Special Areas may have different permissible uses, densities, and noise standards from the rest of the regulatory zone.
- **Town Centers** – Town Centers are areas designated in the Lake Tahoe Regional Plan for redevelopment into compact, mixed-use, transit-oriented nodes. Town Center boundaries serve as an “overlay zone.” Underlying regulatory zones still apply, but the Town Center overlay also allows for additional height, density, and land coverage.

REGIONAL LAND USE CATEGORIES

Table 2.5 illustrates how the regulatory zones are organized around the general land use categories outlined in the Regional Plan.

Table 2.5: Regional Plan Land Use Categories

Land Use Category	Description	Regulatory Zones
Wilderness	Areas designated by the US Congress as part of the National Wilderness Preservation System.	
Backcountry	Roadless areas designated by the US Forest Service as part of the Resource Management Plans	<ul style="list-style-type: none"> • Marlette Lake • Martis Peak • Mount Rose • Tunnel Creek
Conservation	Non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management.	

Land Use Category	Description	Regulatory Zones
Recreation	Non-urban areas with good potential for outdoor recreation, park use, or concentrated recreation.	<ul style="list-style-type: none"> • East Shore • Incline Meadows • Incline Ski
Residential	Urban areas having the potential to provide housing for residents of the region.	<ul style="list-style-type: none"> • Chateau • Crystal Bay • Crystal Bay Condominiums • Fairway • Incline Village 1 through 5 • Incline Village Residential • Lakeview • Mill Creek • Mt. Shadows • Stateline Point • Tyrolian Village • Wood Creek
Mixed-Use	Urban areas that have been designated to provide a mix of commercial, public service, light industrial, office, and residential uses.	<ul style="list-style-type: none"> • Incline Village Commercial • Ponderosa Ranch
Tourist	Urban areas that have the potential to provide intensive tourist accommodations and services or intensive recreation, including areas suitable for gaming.	<ul style="list-style-type: none"> • Crystal Bay Tourist • Incline Village Tourist

ADDITIONAL GROWTH

Additional growth and development within the Tahoe planning area is governed by TRPA's growth management system. The system provides for a limited amount of additional development rights and the ability to transfer existing development rights. As an incentive, bonus development rights may be awarded by TRPA for proposals that remove development from sensitive lands and relocate it in Town Centers. The growth management system includes the following development rights:

- Commercial Floor Area (CFA), which is required for each square foot of new structural commercial development.
- Tourist Accommodation Unit (TAU), which is required for each hotel, motel, bed and breakfast, or timeshare unit.

- Residential Units of Use (RUU), which is required for each residential unit. An RUU may be created by combining a Potential RUU with a residential allocation. A Residential Bonus Unit (RBU) may be used in lieu of an RUU.
- People at One Time (PAOT), which is required for certain summer, winter, and overnight recreational uses.

Residential allocations are distributed to Washoe County by TRPA based on a two-year cycle. Commercial, tourist accommodation, and residential bonus units had historically been allocated by TRPA to individual Community Plan areas. An additional pool was established for areas outside of the former Community Plans. The area plan will carry over unused additional development rights allocations from prior pools and combine them into a single countywide pool. The distribution of developments rights supported by this area plan is depicted in Table 2.6.

Table 2.6: Additional Development Rights Available

Development Right	Total Available Additional Rights	Source Pool	Balance Available
Commercial Floor Area (CFA)	10,000	Ponderosa Ranch	8,000
		Outside of Community Plans	2,000
Residential Bonus Units (RBU)	120	Incline Village Commercial	14
		Incline Village Tourist	19
		Nevada North Stateline	37
		Ponderosa Ranch	50
Bonus Tourist Accommodation Units (Bonus TAU)	33	Nevada North Stateline	33

Source: TRPA 2019

Under TRPA’s Transfer of Development Rights (TDR) program, existing development rights may be banked and transferred. In addition to the available additional development rights summarized in Table 2.6, banked rights that have not yet been transferred may be available for purchase by developers on the open market. As of 2019, TRPA records over 40,000 square feet of banked commercial floor area in the planning area. The following development rights may also be converted to/from one another: Commercial Floor Area (CFA), Tourist Accommodation Units (TAU), and Single-Family and Multi-Family Residential Units of Use (RUU).

Recreational allocations (PAOT) have historically been allocated to each of the former Plan Area Statements and Community Plans. All PAOTs allocated through this process have been used.

REGULATORY ZONES

There are twenty-seven individual regulatory zone plans in the planning area. These plans identify the allowable uses and special development standards applicable to the regulatory zone. The vision for each of these areas was originally established by the plan area statements adopted in 1987 and the community plans adopted 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 regulatory zones by master plan land use category and provide the general vision or planning statement for the regulatory zones.

Mixed-Use and Tourist Regulatory Zones

There are four regulatory zones in the plan area that are either mixed use or tourist in character: Crystal Bay, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch. These areas are designated for mixed use development with more intense commercial uses and potentially other use classifications such as public service and light industrial. With the exception of Ponderosa Ranch and a large portion of the Incline Village Tourist regulatory zone, these areas largely correspond with the designated Town Centers. The mixed-use and tourist regulatory zones are subject to the Tahoe Area Design Standards provided in Appendix B of this document and 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 regulatory zone.

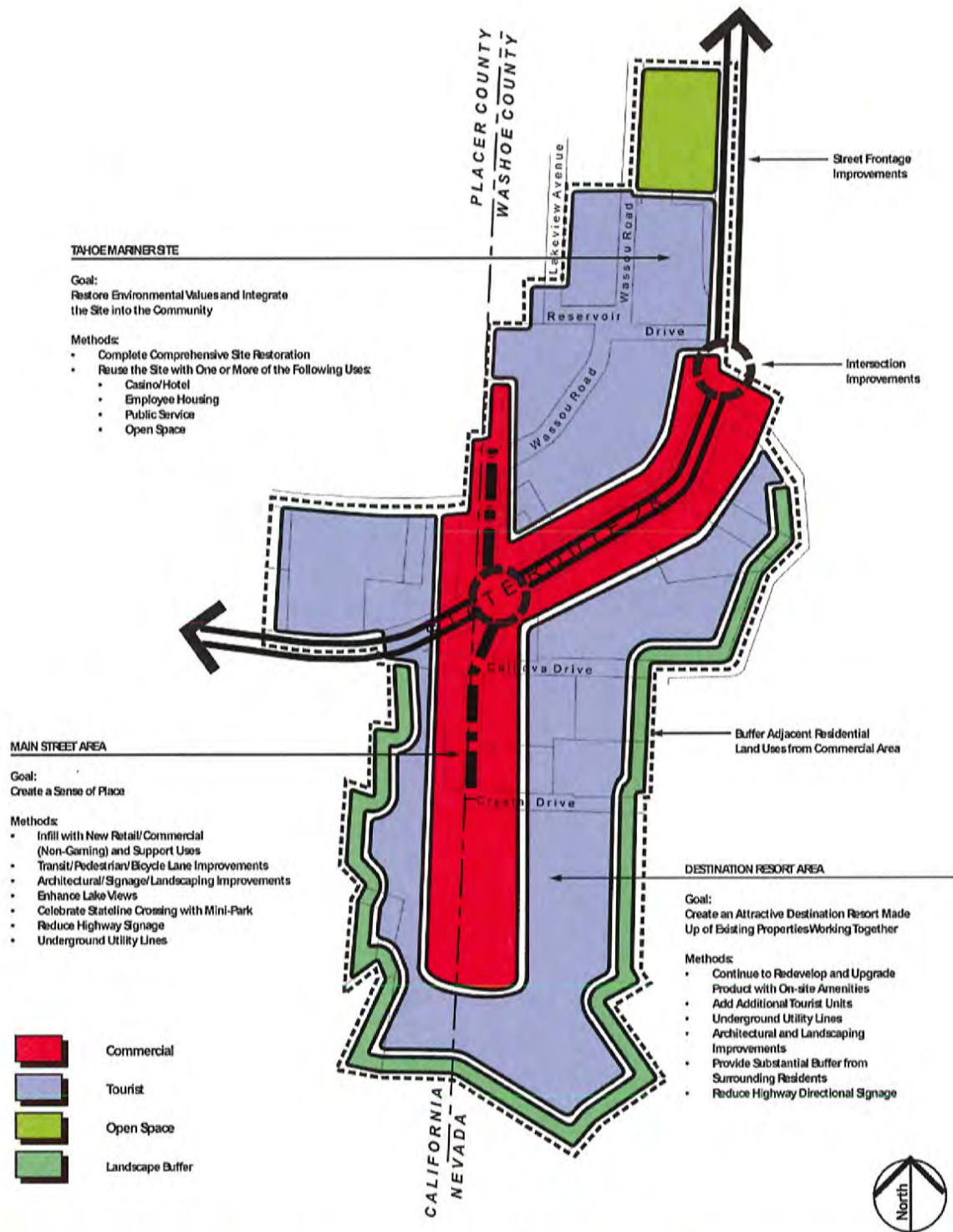
Permissible uses for each regulatory zone are established in Article 220 of the Washoe County Development Code (Appendix A). The list of permissible uses in each of these regulatory zones is broad and inclusive and contains uses from several land use classifications. As described in the existing conditions section above, the availability of commercial floor area, tourist accommodation units, residential bonus units and higher densities is focused on these regulatory zones. 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 mixed-use and tourist zones having the Town Center overlay designation, redevelopment is the foundation of the planning concept in each area.

These are important similarities. However, historical development patterns, 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 mixed-use or tourist regulatory zones below.

Crystal Bay Tourist Regulatory Zone

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 regulatory zone 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 regulatory zone plan 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 design standards that emphasize historic preservation and that specify 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.



MAP 2.3. CRYSTAL BAY TOURIST CONCEPT PLAN

The design standards adopted for this area ensure the historic character of the area is not lost during 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 regulatory zone 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.

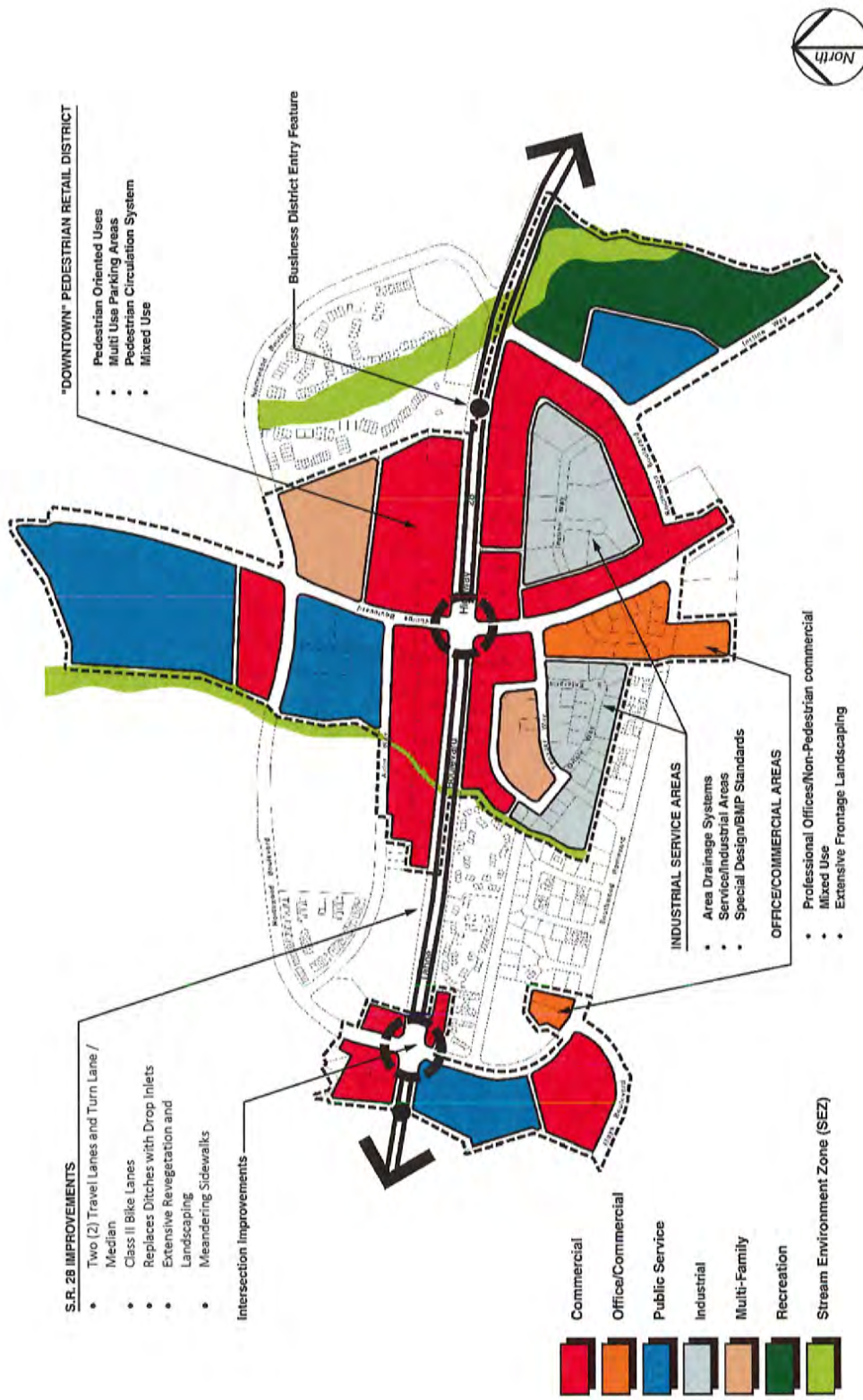
The Incline Village Commercial Regulatory Zone

The Incline Village Commercial regulatory zone 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 regulatory zone 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 limit new development opportunities. However, the area's commercial and residential built environment is aging, and there are prime opportunities for environmental redevelopment. This regulatory zone 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. However, Washoe County 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.



MAP 2.4. INCLINE VILLAGE COMMERCIAL CONCEPT PLAN

Incline Village Tourist Regulatory Zone

This area is contiguous with the Incline Village Commercial regulatory zone and represents the eastern portion of the Northwood/Southwood oval. Like the other regulatory zones plans, the Incline Village Tourist zone 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 Incline Village Commercial regulatory zone, 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 area requires an extensive network of pedestrian and bicycle facilities to connect the area both internally and to surrounding areas.

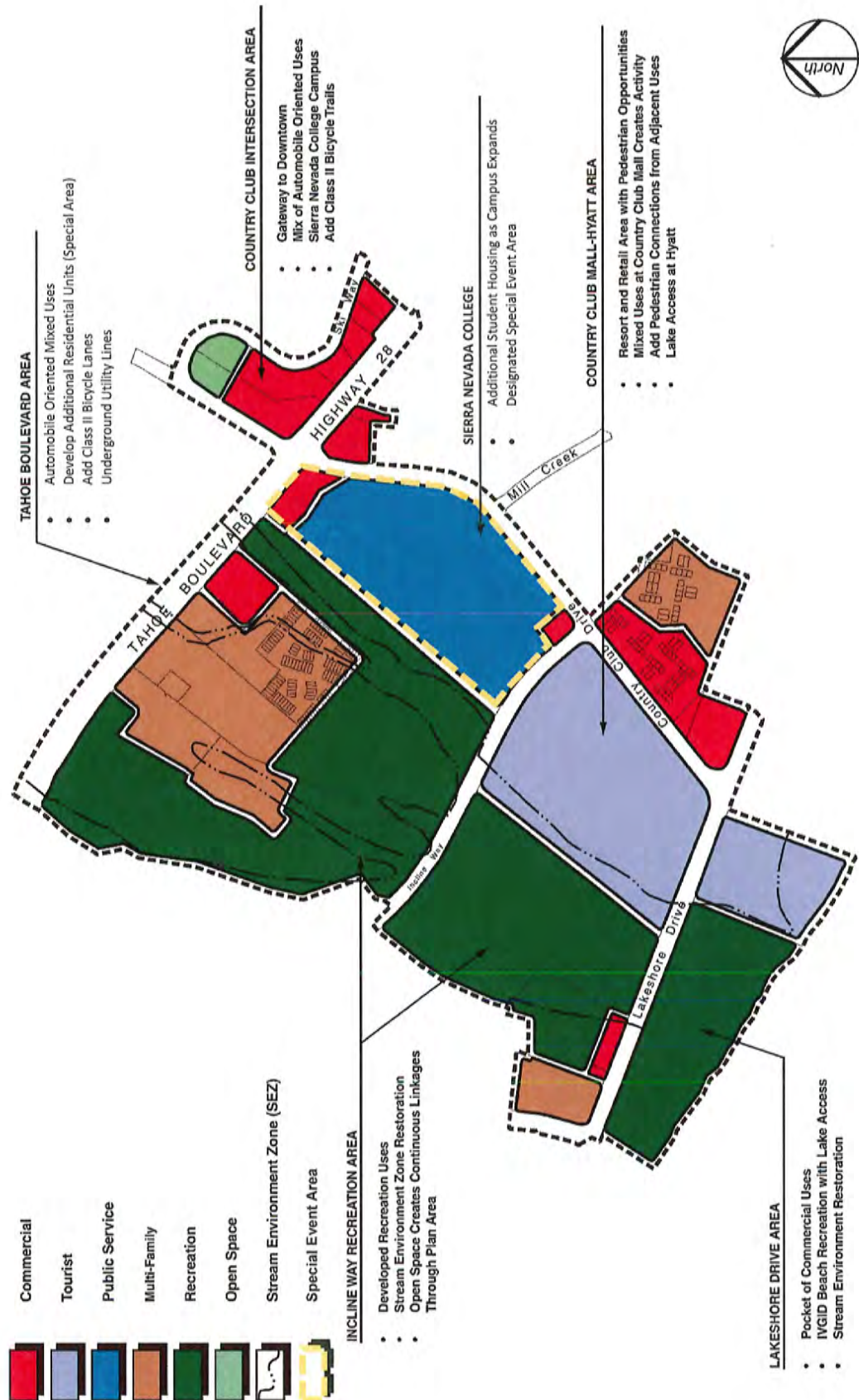
The overall vision for the area is one of continued implementation and environmental redevelopment to maintain an active community core focused on recreation, tourism and Sierra Nevada College. This second community core is marked by an atmosphere of openness and connectedness. Redevelopment of the major 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 TRPA-issued permit for its facilities master plan. IVGID recreation facilities form an important part of the overall community character for Incline Village and are guided by the IVGID facilities master plan¹ for these facilities. As demand for recreation increases, it will be important to consider how these facilities should be modernized. The Hyatt Regency Lake Tahoe Resort may consider rehabilitation and modernization of the existing use, but a change in use is not expected.

Incline Village is host to several special events throughout the year. Sierra Nevada College is particularly well-suited for hosting special events, as it has indoor facilities, substantial parking capacity, and is located centrally in the community adjacent to existing transit lines and the future multi-use path network. Based on this, Sierra Nevada College is designated as a Special Event Area.

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.

¹ The IVGID Facilities Master Plan plan is not a Master Plan as designated in TRPA Code of Ordinances Chapter 14.



MAP 2-5. INCLINE VILLAGE TOURIST CONCEPT PLAN

Ponderosa Ranch Regulatory Zone

The Ponderosa Ranch regulatory zone 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.

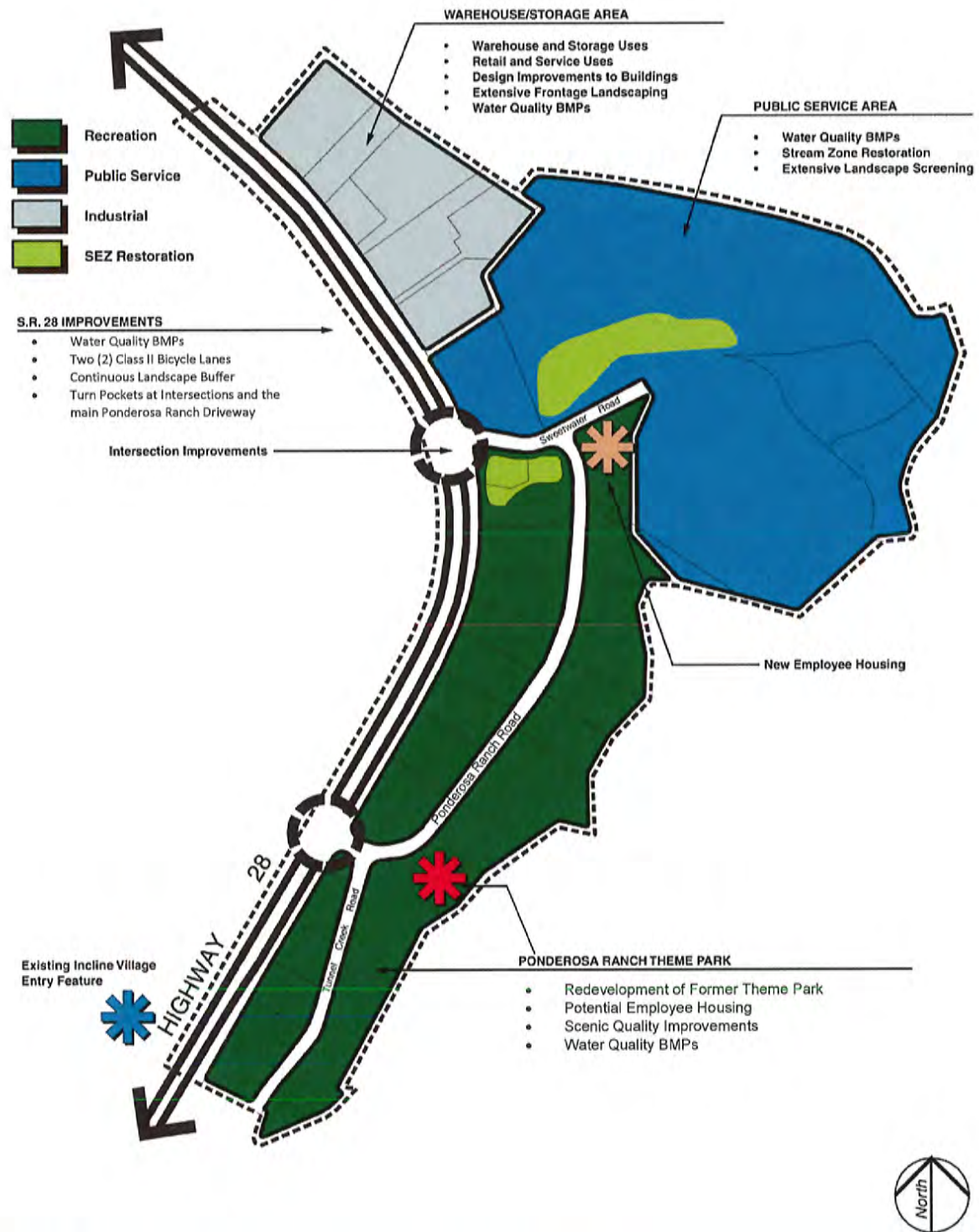
A significant portion of the remainder of the area (Special Area) was the location of the Ponderosa Ranch theme park. The dismantling and subsequent partial redevelopment of the site has resulted in portions of this area being in an undeveloped or underdeveloped state. Other portions have since been 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 Ranch zone are currently more limited. The list of permissible uses in the Development Code for this area reflects Washoe County's desire to focus highly intense uses, such as service commercial, public services, and light industrial uses and continues to provide meaningful redevelopment opportunities.

Ponderosa is the only mixed-use regulatory zone 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 vision for this area includes creating a beautiful entry way into Incline Village and eventually creating an industrial oriented business park on the north end of the area.

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.

Urban Design

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 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.



MAP 2.6. PONDEROSA RANCH CONCEPT PLAN

Residential Regulatory Zones

There are sixteen residential designated regulatory zones in the plan area. These regulatory zones are focused primarily on single family dwellings. Other available use 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 regulatory zones. However, these areas are predominately residential character. The primary vision for these areas is to maintain safe and functional residentially focused regulatory zones, 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 regulatory zones. None of the residential regulatory zones are subject to the Town Center overlay provisions.

- Chateau
- Crystal Bay
- Crystal Bay Condominiums
- Fairway
- Incline Village 1
- Incline Village 2
- Incline Village 3
- Incline Village 4
- Incline Village 5
- Incline Village Residential
- Lakeview
- Mill Creek
- Mt. Shadows
- Stateline Point
- Tyrolian Village
- Wood Creek

Higher-density residential development should continue to be focused within Town Centers and within the residential regulatory zones that already have denser characteristics. These regulatory zones include:

- Crystal Bay Condominiums
- Incline Village Residential
- Fairway
- Mt. Shadows

In addition to functioning as a residential area, the Fairway regulatory zone should continue to provide secondary recreational and tourist uses. The Fairway regulatory zone's Special Area and the Incline Village Residential regulatory zone could be considered for potential inclusion in a future Town Center expansion.

Conservation Regulatory Zones

There are four conservation designated regulatory zones in the plan area. These regulatory zones focus primarily on resource management use types. Public service and recreation uses are also widely available in these regulatory zones. 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 regulatory zones 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 regulatory zones is publicly owned and managed for dispersed public access.

Marlette Lake

This regulatory zone should continue to be managed for its natural qualities to include enhancement and preservation of stream environment zone integrity, protection of essential wildlife habitats, and maintenance of scenic quality. Opportunities for hiking and other dispersed types of recreation should be facilitated when such uses are consistent with maintaining the natural values of the area. Resource management should emphasize native wildlife habitat enhancement and dispersed forms of recreation when not in conflict.

Martis Peak and Mount Rose Regulatory Zones

These regulatory zones should remain undeveloped to the extent that their natural features and qualities are protected. Resource management should be low level with maximum emphasis on providing opportunities for dispersed recreation.

Tunnel Creek Regulatory Zone

This regulatory zone should continue to be managed for watershed protection. Disturbed areas should be restored and uses and activities should be limited to dispersed recreation. The regulatory zone should be maintained as a scenic backdrop for views from the roadway and lake.

Recreation Regulatory Zones

There are three recreation designated regulatory zones in the plan area. These regulatory zones are similar to the conservation regulatory zones, 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 regulatory zones. 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 (Diamond Peak) located in the Incline Ski regulatory zone 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 regulatory zones.

East Shore Regulatory Zone

Developed recreational facilities in the East Shore regulatory zone should be limited to existing sites. The remainder of the regulatory zone should be managed for dispersed recreation consistent with the tolerance capabilities of the shorezone. Existing residential uses should be allowed to remain.

Incline Meadows Regulatory Zone

This regulatory zone should continue to provide opportunities for dispersed forms of both winter and summer recreation. Though most of the property is publicly owned, private developed facilities, including summer homes, may be permitted pursuant to a Specific Plan (TRPA Master Plan) for the area. The Specific Plan is necessary to fully address planning considerations and environmental impacts of further development in this regulatory zone.

Incline Ski Regulatory Zone

This regulatory zone should continue to provide downhill skiing opportunities to the extent that associated uses can be mitigated to prevent unacceptable erosion and loss of natural vegetation. The master plan covering the Diamond Peak ski resort may be updated in the future to provide for summer recreation and the establishment of a transit center.

Special Areas

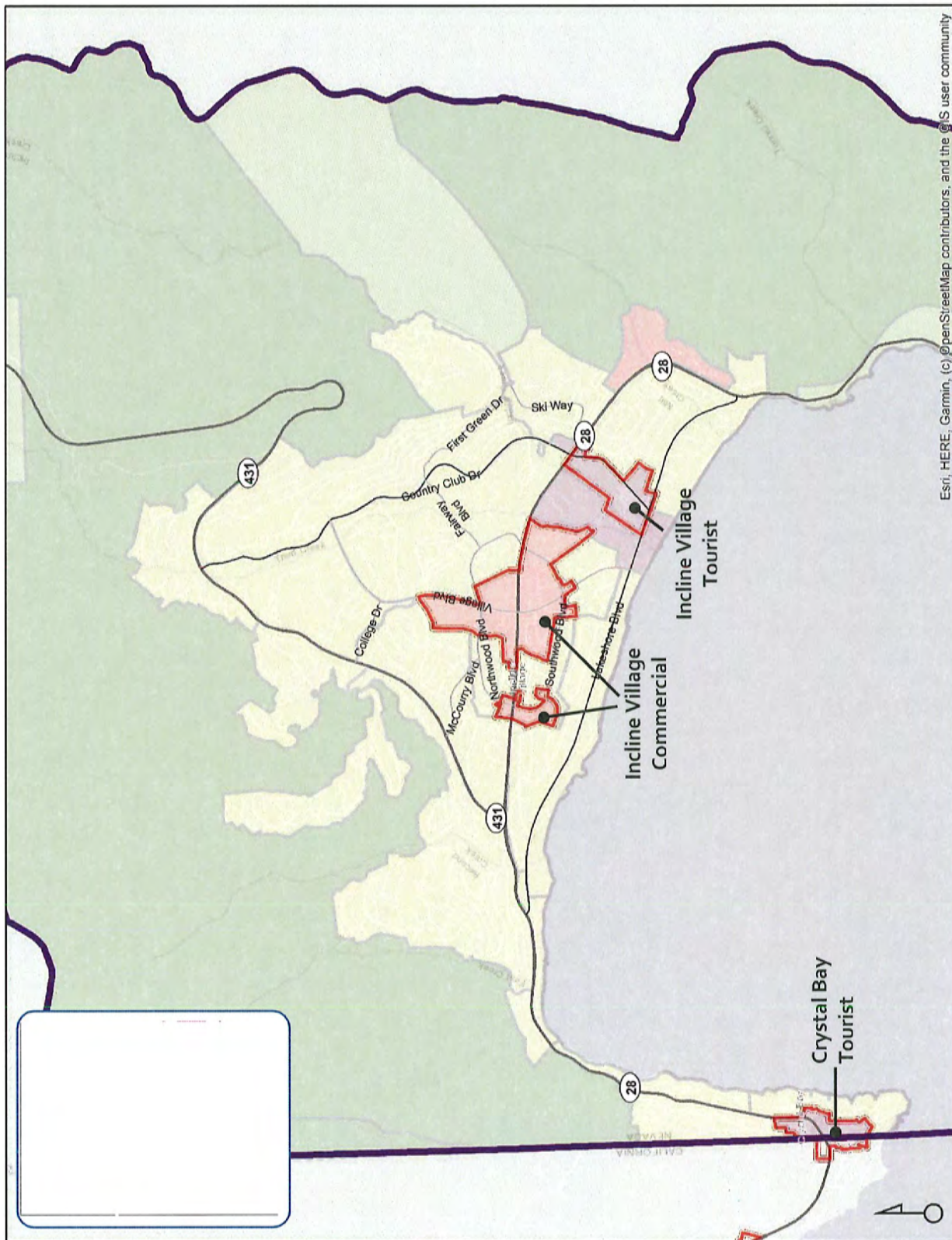
Special Areas may be designated in order to allow permissible uses and densities that differ from the underlying regulatory zone. The Tahoe Area Plan establishes the Special Areas in the following regulatory zones:

- 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.

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. This strategy largely relies on focusing transportation services, transit, and bicycle and pedestrian facilities in centralized areas where a variety of retail, employment, tourism, and housing needs can be met.



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MAP 2.7. TOWN CENTER LOCATIONS

The Regional Plan designated three areas in the planning area as Town Centers (as identified on the Tahoe Area Master Plan Map and Map 2.8). 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.

Coverage Reduction and Stormwater Management

The area plan's approach to reducing coverage and managing stormwater in Town Centers will largely rely on two strategies. First, the County will continue to participate in developing water quality restoration projects for critical watersheds throughout the planning area as part of the Environmental Improvement Program. This county will prioritize catchments that have the highest potential to contribute fine sediment to the lake. Please refer to the Conservation chapter for proposed water quality projects.

The second strategy will focus on redevelopment in Town Centers. As part of redevelopment, existing sites that currently have excess coverage will be required to reduce coverage down to the 70 percent maximum. Additional development rights in the Washoe County portion of the Tahoe Basin are extremely limited. This means that projects seeking to expand capacity will likely need to transfer development rights from existing developed sites or using banked development rights. TRPA's development rights transfer program provides incentives to remove and restore development in sensitive areas (i.e. stream environment zones) and transfer the development into Town Centers. This strategy promotes restoration of sensitive areas and directs growth into locations where it can best be served by transit and active transportation.

Each project site will be responsible to treat stormwater on site, although the county may consider establishing regional treatment as part of a future assessment district (refer to future actions in the Conservation chapter). Redeveloping legacy properties, especially those that have excessive coverage and lack stormwater controls, will be the primary way that coverage is reduced and stormwater is managed within Town Centers.

Threshold Gain

As discussed above, redevelopment of Town Centers will ensure that adequate water quality control measures are developed within Town Centers. This will help towards soil conservation, vegetation preservation, and water quality threshold attainment. Redevelopment of Town Centers is also anticipated to improve scenic threshold attainment, as antiquated haphazard development is replaced with high-quality and thematically consistent architecture. Further scenic improvements will occur as non-conforming signage is removed and funding mechanisms are established to underground utility lines. Finally, creating robust town centers focused on mobility will support air quality thresholds. Development of the Incline Village Mobility Hub will also enable better access to recreational facilities.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, 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 LU1: Ensure compatibility of adjacent land uses and require buffering for those which are not compatible.

Policy LU1-1 Buffering

Non-residential, tourist, mixed-use, casino, employee housing, and multi-family residential developments shall provide buffering from existing, surrounding residential uses. Residential uses shall be buffered from State Route 28 and adjacent commercial uses. Buffering can be accomplished through site design, landscaping, vegetation, and screening.

See Design Standards – Chapter 6, *Landscaping*

Policy LU1-2 Design Standards

The compatibility of adjacent land uses is a priority in the planning area and shall 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 LU1-3 Finding of Compatibility

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

See Development Code Section 110.220.40 (10), *Land Use Compatibility*

Goal LU2: Create land use patterns that are consistent with the community's vision, reduce the need for travel, and increase access to transit.

Policy LU2-1 Focus Development towards Town Centers

Direct development away from Stream Environment Zones and other sensitive lands and towards Town Centers. Manage Town Center overlay districts to provide the community with focal points for commercial and civic activities and to facilitate redevelopment.

Policy LU2-2 Retail and Restaurant Uses

Concentrate retail and restaurant uses within Special Area #1 of the Incline Village Commercial regulatory zone and throughout the Crystal Bay Tourist regulatory zone.

Policy LU2-3 Office and Commercial Service Uses

Concentrate office and commercial service uses in the Incline Village Commercial regulatory zone.

Policy LU2-4 Public Service and General Commerce Uses

Encourage public service and general commerce uses to locate in the Ponderosa Ranch regulatory zone. Continue to permit public service uses in the Incline Village Tourist regulatory zone.

Policy LU2-5 Cultural Facilities

Support the construction of cultural facilities, including an outdoor amphitheater or a performing arts center in the Incline Village Commercial or Incline Village Tourist regulatory zones.

Policy LU2-6 Incline Village Tourist Regulatory Zone

Strengthen the regulatory zone's theme of major tourist accommodation, retail, and services. Encourage retail businesses that serve visitors and residents to locate in and near this regulatory zone. Expansion of the Sierra Nevada College, including additional student housing, is supported.

Policy LU2-7 Crystal Bay Tourist Regulatory Zone

Strengthen the regulatory zone's potential as a world class, nationally renowned tourist destination resort. Encourage a wide range of family-oriented entertainment and recreational activities within the Crystal Bay Tourist regulatory zone. Opportunities for retail commercial shopping should also be increased. The provision of childcare facilities is encouraged.

Policy LU2-8 Ponderosa Ranch Regulatory Zone

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.

Policy LU2-9 Single Family Residential in the Incline Village Commercial Regulatory Zone

Single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units.

See Development Code Section 110.220.150 (3), *Incline Village Commercial Regulatory Zone Special Policies*.

Goal LU3: Promote environmentally beneficial redevelopment in Town Centers.

IMPLEMENTATION ACTIONS

Action LU-1 Additional Town Center Incentives

Implement all environmental redevelopment incentives made available by TRPA, such as increased height, density, and coverage. Consider adopting additional incentives for environmentally beneficial redevelopment projects within the Town Center overlay districts.

Action LU-2 Merged Development Rights Pool

Upon adoption of the area plan, development rights pools for the former Incline Village Commercial Community Plan, Incline Village Tourist Community Plan, Nevada North Stateline Community Plan, and Ponderosa Ranch Community Plan, and the pool for areas outside of Community Plans, shall be merged into a single development rights pool.

Action LU-3 Coordinate Improvements in the Crystal Bay Tourist Regulatory Zone

Establish a coordinated method for implementation of improvements in the Crystal Bay Tourist regulatory zone. Appropriate methods include formation of a redevelopment agency and formation of a special assessment district.

Action LU-4 Update Land Use Concept Plans

Work with the community and TRPA to update the land use concept plans in this area plan for the mixed-use and tourist regulatory zones.

Goal LU4: Manage development in accordance with the TRPA growth control system, including development rights, and coverage while maintaining the feasibility of environmentally beneficial redevelopment.

Policy LU4-1 Commercial Floor Area Allocations

Projects seeking allocations of additional Commercial Floor Area from Washoe County's development right pools shall be subject to Washoe County's commercial allocation procedures, as established in the Washoe County Development Code. As set forth in Chapter 50 of the TRPA Code, TRPA shall only consider, for approval of new commercial floor area, those projects which have been recommended by Washoe County. Washoe County's commercial floor area and other development right allocation processes should proactively support redevelopment of the Town Centers.

See Development Code Section 110.220.20 (2), *Commercial Floor Area*

Policy LU4-2 Eligibility for Allocations

As a condition of development, projects seeking an allocation of additional Commercial Floor Area, and Tourist Accommodation Units from Washoe County's development right pools shall make a contribution towards developing identified capital and environmental improvements in this area plan.

Goal LU5: Provide housing opportunities for the workforce of Incline Village and Crystal Bay.

Policy LU5-1 Harmonization

Housing shall be integrated into its neighborhood and harmonized with its surroundings through consideration of compatibility factors such as density, site planning, multi-modal infrastructure, and architecture.

Policy LU5-2 Sierra Nevada College

Sierra Nevada College should provide student housing as part of any campus expansion plans.

Policy LU5-3 Preferred Areas for Affordable and Employee Housing

The Crystal Bay Tourist, Incline Village Commercial, Ponderosa Ranch (Special Area), and Incline Village Residential regulatory zones are preferred areas for affordable, moderate, achievable and employee housing.

Policy LU5-4 Incentives for Affordable and Workforce Housing

Washoe County should consider establishing additional incentives for affordable, moderate, achievable workforce housing in the planning area that would complement the incentives provided by TRPA.

IMPLEMENTATION ACTIONS

Action LU-5 Public Outreach

Conduct public outreach regarding housing in the planning area. This can include short publications, public workshops, joint public events with TRPA, or websites. This effort should focus on understanding the workforce's and local residents' housing needs and ensuring that developers understand the affordable and workforce housing incentives available in the planning area.

Action LU-6 Workforce Housing Incentives

Develop land use policies that promote and incentivize workforce and affordable housing within close proximity to employment, main-line transit services, paths, and trails.

Goal LU6: Strengthen economic activity in Incline Village and Crystal Bay by creating pedestrian-friendly environments in mixed-use and tourist regulatory zones with upgraded aesthetics, architecture, and landscaping. Reduce the visual prominence of parking lots and asphalt.

Policy LU6-1 Traditional Downtown

Create a traditional small-town downtown in the Incline Village Commercial regulatory zone that serves residents' commercial needs. This regulatory zone should have a strong pedestrian orientation with multi-modal connections from nearby neighborhoods, reduce the visual prominence of automobiles, be aesthetically pleasing, and foster a sense of identity. Concentrated retail stores, restaurants, and offices should be included to promote the bustle and activity of a downtown.

See Design Standards and Guidelines

Policy LU6-2 New Tahoe Image

All new and remodeled projects should use architectural designs and materials which create a "New Tahoe" image, recreating traditional alpine architecture using modern technology. Examples of this style include the Incline Visitor Center and the IVGID Community Center. Projects are encouraged to provide outdoor plazas. Projects should maintain the essential elements of the community's forested setting through site design and building design. Site and building design should be oriented to the pedestrian / bicycle path network. Pedestrian and bicycle connections between properties should be promoted.

See Design Standards and Guidelines

Policy LU6-3 Screening

All new and remodeled projects shall provide landscaped screening of on-grade parking areas and trash receptacles from street views. Such screening may consist of either man-made or plant materials or combinations of both and shall be effective year-round. All new and remodeled projects shall completely screen all ground and roof-mounted mechanical and communications equipment from public views.

See Design Standards and Guidelines – Chapter 6, *Landscaping*

Policy LU6-4 Utilities

All overhead utility lines and poles along State Route 28 and all new connections and lines shall be placed underground. Washoe County should establish a special assessment district, or other means, to implement the undergrounding within the public right-of-way. On-site utilities shall be placed underground as part of project approval. Propane gas tanks should be completely screened from offsite view.

See Development Code Section 110.220.40 (4)(i), *Development Standards*

Policy LU6-5 Crystal Bay Tourist Regulatory Zone

Projects in the Crystal Bay Tourist regulatory zone should use architectural designs and materials which are unique to the North Stateline area and which strengthen the regulatory zone's resort image.

See Design Standards and Guidelines – Chapter 12, *Crystal Bay Tourist Regulatory Zone*

Policy LU6-6 Ponderosa Ranch Regulatory Zone

A planning process focused on the Ponderosa Ranch regulatory zone should be conducted. As part of this process, opportunities to make design improvements to strengthen the integration of the regulatory zone into the community should be considered. Additionally, the process should consider the site's potential for hosting a mobility hub, workforce housing, and community gateway improvements in alignment with the *State Route 28 Corridor Plan*.

See Actions LU-12 and LU-13.

Policy LU6-7 Colorful Landscaping

Encourage the coordinated planting of colorful spring flowers and colorful autumn foliage.

IMPLEMENTATION ACTIONS

Action LU-7 Design Standards and Guidelines Revisions

Conduct a review of the design standards and guidelines for the planning area 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. Updated design standards should fully consider how bicycle, pedestrian, and parking facilities can be fully blended and incorporated into site design standards.

Goal LU7: Create a stronger local economy that is characterized by multiple sources of year-round activity, and less impacted by seasonal visitation

Policy LU7-1 Barriers to Redevelopment

Identify barriers to redevelopment within Town Centers. Amendments to the area plan should be pursued to remove barriers or otherwise facilitate redevelopment in these areas that aligns with Regional Plan goals.

Policy LU7-2 Special Events

Encourage appropriate community events and special events within the planning area.

Policy LU7-3 Year-Round Activities at Diamond Peak

Support the efforts of IVGID to establish and promote recreational opportunities at Diamond Peak outside the winter season with considerations to add or expand multi-modal transportation options.

IMPLEMENTATION ACTIONS

Action LU-8 Designate Special Event Areas

Work with the community and TRPA to designate additional areas within the planning area as "Special Event Areas" per TRPA Code Section 22.6.3. Areas within Town Centers that experience ongoing, annual temporary events should be considered for this designation.

Goal LU8: Maintain consistency with the Regional Plan and the community's long-term vision.

Policy LU8-1 Regional Plan Consistency

All amendments to this area plan shall be evaluated pursuant to Chapter 13 of the TRPA Code of Ordinances, which includes a finding of conformance and environmental review.

Policy LU8-2 Consideration of Amendments

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
- facilitates appropriate environmental redevelopment within a Town Center.

Policy LU8-3 Community Character

Amendments to land use classifications, regulatory zones, or implementing documents should not significantly alter the historical land use pattern and desired community character within the planning area.

Policy LU8-4 Changes in Permissible Use

Washoe County should encourage changes to allowable uses in an area if the changes are supportive of an expanded local economy and consistent with environmental thresholds. New uses should not conflict with the community's longstanding character and identity.

Policy LU8-5 Amendments Affecting Town Centers

Amendments to tourist and mixed-use zoning districts should ensure that regulatory zones retain their unique character and do not become overly similar.

Policy LU8-6 Amendments Affecting Residential Regulatory Zones

Residential zoning districts should provide complementary civic and minimal commercial uses. Residential zoning districts should only be amended to further strengthen their residential character or provide for environmental improvement.

IMPLEMENTATION ACTIONS

Action LU-9 Planning and Development Approach

Establish and maintain a development approach that is consistent with and implements the TRPA Regional Plan, the TRPA Code of Ordinances, and any memoranda of understanding with TRPA.

Action LU-10 Amendment Procedures

Process amendments to the area plan, land use categories, regulatory zones, Article 220 of the Washoe County Development Code (Tahoe Modifiers), and Article 220.1 of the Washoe County Development Code (Tahoe Area Plan Design Standards and Guidelines) pursuant to Subsection 13.6.6, *Conformity Review for Amendments to Area Plans* of the TRPA Code of Ordinances.

Action LU-11 Regional Plan Amendments

If TRPA approves an amendment to the Regional Plan that would also require amendment of this area plan to maintain conformity, complete the necessary amendments and conformity review process within one year.

Goal LUg: Proactively plan for future community development needs.

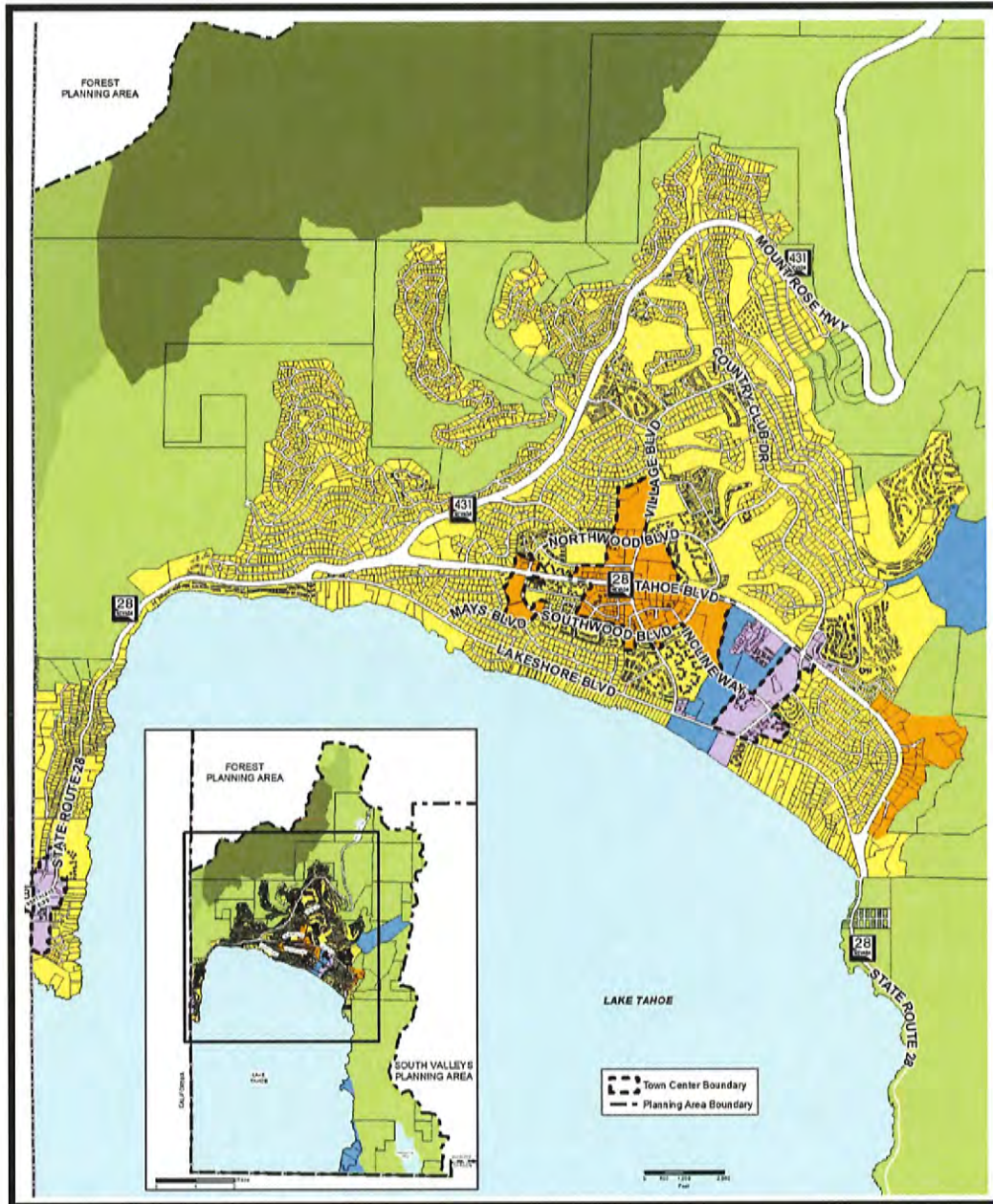
IMPLEMENTATION ACTIONS

Action LU-12 Ponderosa Ranch Planning Process

Conduct a planning process focused specifically on the Ponderosa Ranch regulatory zone. This process should 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.

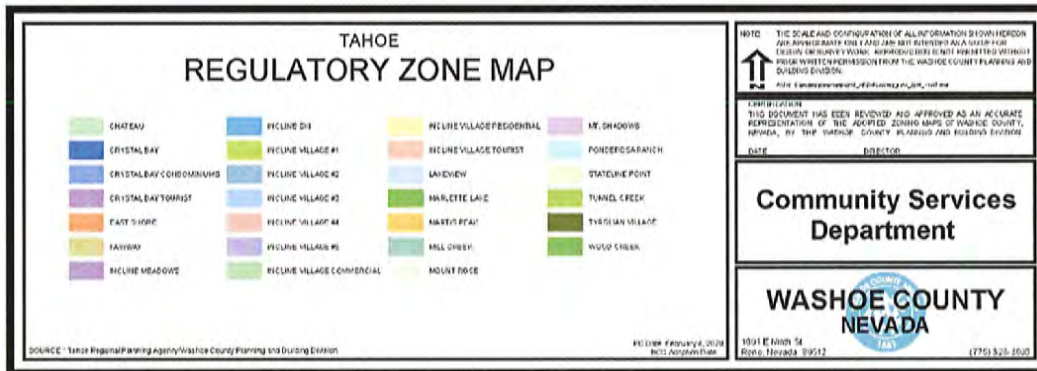
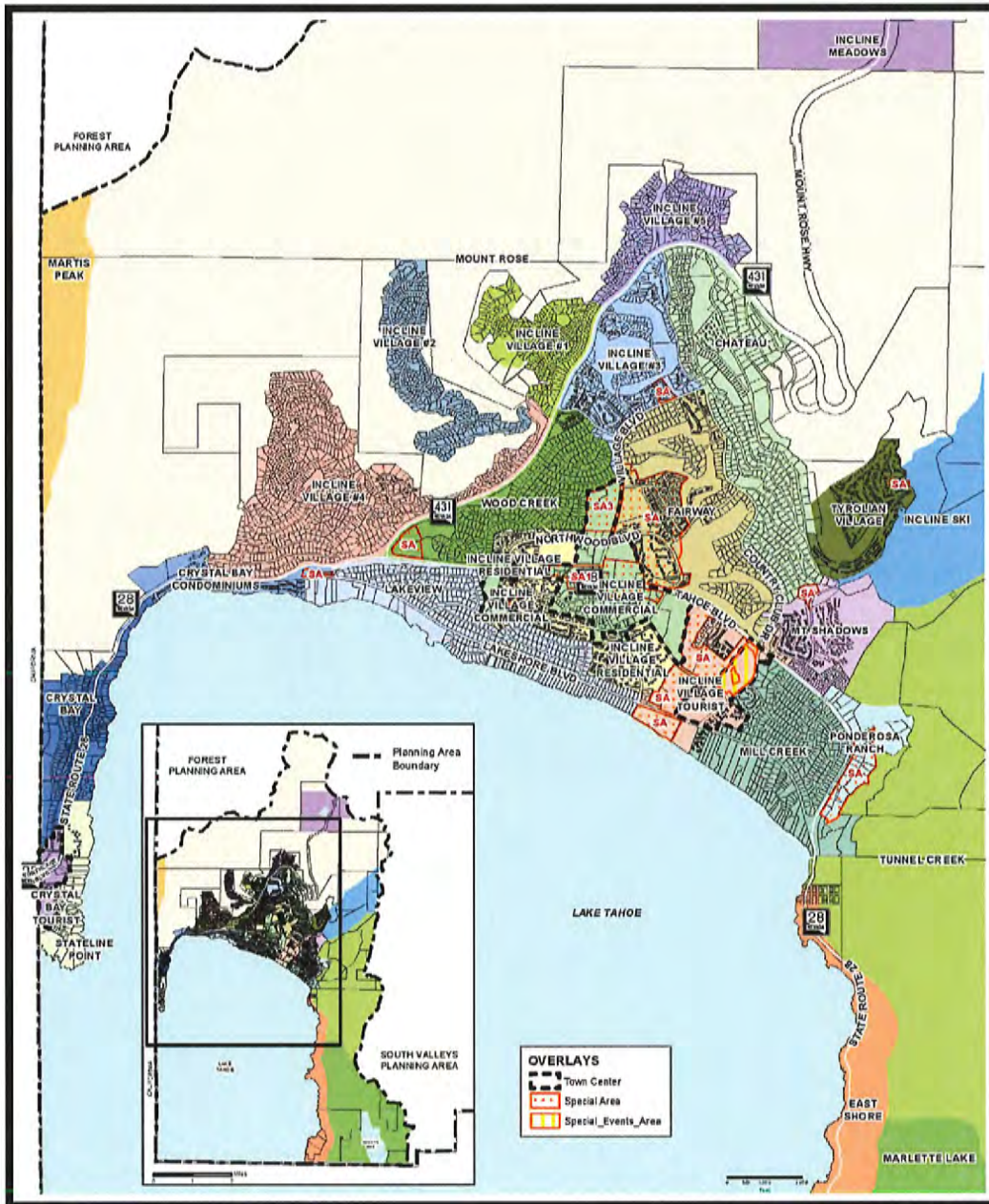
Action LU-13 Permissible Uses at Ponderosa Ranch

Undertake an analysis of the existing allowable uses in the Ponderosa Ranch regulatory zone to determine if they should be amended to better reflect current economic, social, and environmental conditions. This could occur either as part of, or separately from, the Ponderosa Ranch Planning Process described above.



<h3>TAHOE MASTER PLAN</h3>		<p>NOTE: THE SCALE AND CONFIGURATION OF ALL INFORMATION SHOWN HEREIN ARE APPROXIMATE ONLY AND ARE NOT INTENDED AS A GUIDE FOR DESIGN OR SURVEY WORK. REPRODUCTION IS NOT PERMITTED WITHOUT WRITTEN PERMISSION FROM THE WASHOE COUNTY PLANNING AND BUILDING DIVISION.</p> <p>PC Date: February 4, 2020 BCD Add-on/Date:</p>
<ul style="list-style-type: none"> Wilderness Backcountry Conservation Recreation Mixed-Use Residential Tourist 		
<p><small>SOURCE: Tahoe Regional Planning Agency/Washoe County Planning and Building Division</small></p>		<p>WASHOE COUNTY NEVADA</p> <p>1031 E. Humboldt Reno, Nevada 89512 (775) 328-3600</p>

MAP 2.8. MASTER PLAN MAP



MAP 2.g. REGULATORY ZONE MAP

CHAPTER 3

Transportation

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.

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, public beaches, and 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 (Map 3.4) and include the following (Table 3.1):

Success Story:
State Route 28 East Shore Trail

In 2019, the East Shore Trail, a three-mile segment of the proposed Nevada Stateline-to-Stateline Trail opened to users. The trail connects Sand Harbor, one of the Lake Tahoe's most visited destinations, to new parking lots and a transit station at Ponderosa Ranch. Eventually, this trail will be extended with new segments – Sand Harbor to Spooner Summit and Incline Village to Crystal Bay. The plan also envisions converting the parking lots at Ponderosa Ranch into the South Incline Mobility Hub to serve recreational users.



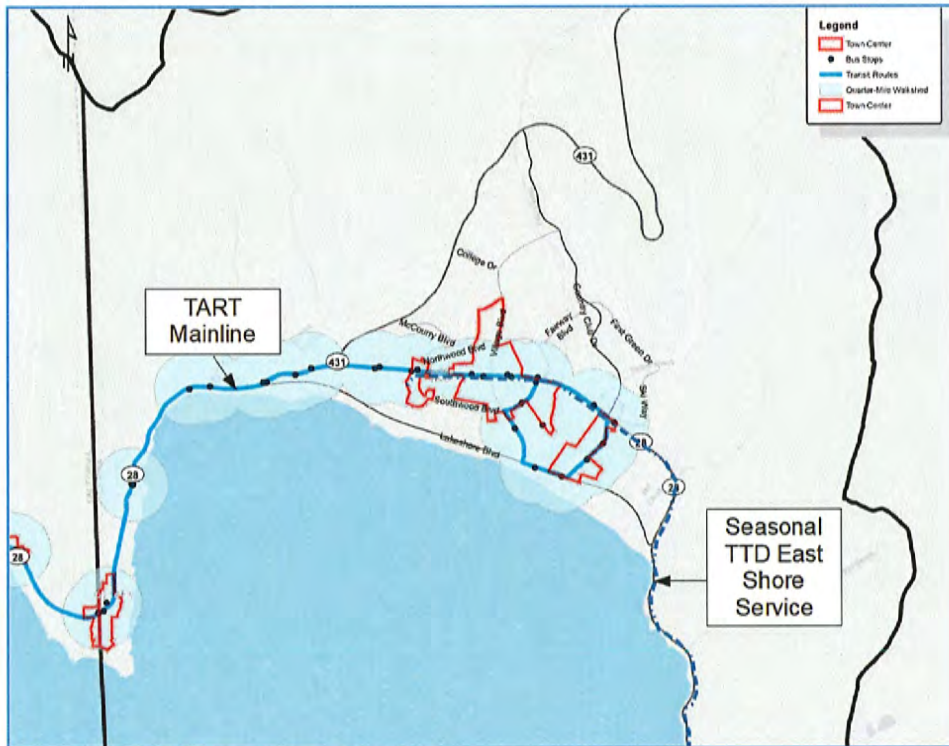
Table 3.1: Existing Active Transportation Facilities

Classification	Facility	Extent
Class I Multi-Use Path	State Route 28 East Shore Trail	Ponderosa Ranch to Sand Harbor
	Lakeshore Boulevard Trail	From the eastern intersection of State Route 28 to 0.25 miles from its western intersection
	Mays Boulevard Trail	Southwood Boulevard to Lakeshore Boulevard
	Northwood/Southwood Boulevard Trail	All of Southwood; Northwood from the western intersection with State Route 28 to 0.25 miles east of Country Club Drive
	Village Boulevard Trail	Lakeshore Boulevard to College Drive
Class II Bike Lanes	State Route 28 Bike Lanes	Western to eastern intersection with Lakeshore Boulevard
Sidewalks	State Route 28	Both sides; between intersections with Northwood and Southwood Boulevards
	Country Club Drive	West side, State Route 28 to Lakeshore Boulevard
	Incline Way	South side, Village Boulevard to Southwood Boulevard
	Incline Way	South side, Country Club Drive to 0.25 miles west of Country Club Drive
	Oriole Way	South side, Tanager Street to Southwood Boulevard
	Tanager Street	North side, Village Boulevard to Oriole Way
	Village Boulevard	Peepsight Court to just beyond Lake Country Drive

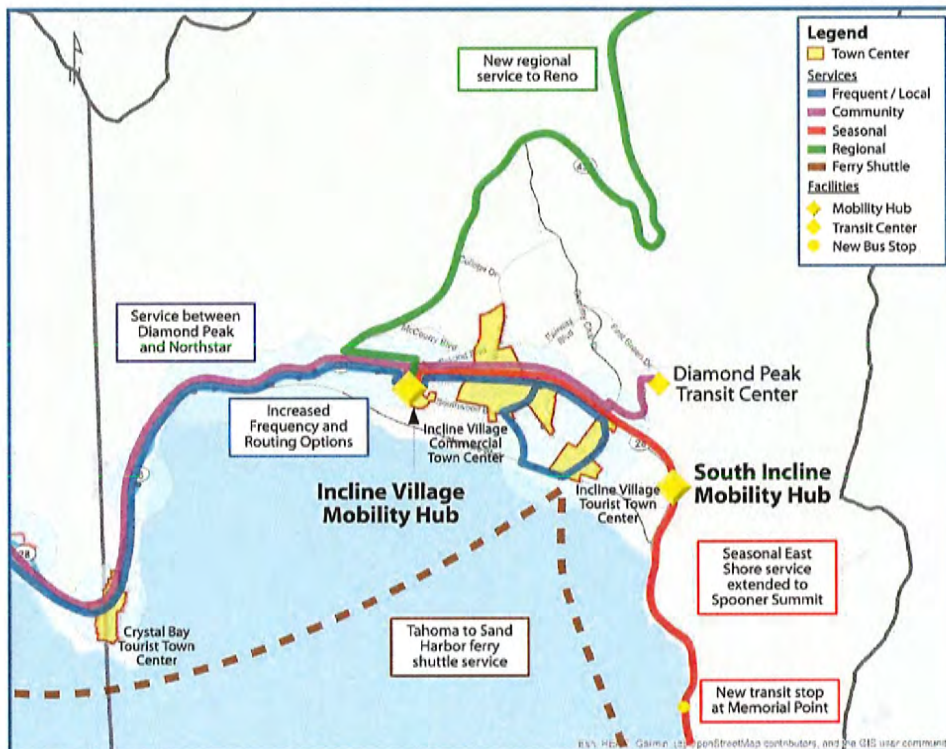
Transit Services

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. Various shuttle services are also available including the North Lake Tahoe Express with connections between the Reno/Tahoe International



MAP 3.2. EXISTING TRANSIT SERVICES



MAP 3.3. ENVISIONED TRANSIT SERVICES

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.

Transit stops within the planning area include the following (Table 3.3):

Table 3.3: Existing Transit Stops

Transit Stop	Served By	Facilities
Crystal Bay Tourist Regulatory Zone		
Crystal Bay Club (eastbound)	TART	Transit shelter, pullout, garbage bins,
Tahoe Biltmore (westbound)	TART	Transit shelter, pullout, garbage bins
Incline Village Commercial Regulatory Zone		
Old Incline Elementary School	TTD	Parking
State Route 28 at Toepa (eastbound)	TART	None
State Route 28 at Christmas Tree Village west of Village Boulevard (westbound)	TART	Transit shelter, garbage bins
State Route 28 at Tahoe Cleaners west of Village Boulevard (eastbound)	TART	None
State Route 28 at Raley's east of Village Boulevard (westbound)	TART	Transit shelter, pullout, garbage bins
State Route 28 at eastern intersection with Southwood Boulevard (eastbound)	TART	None
State Route 28 at eastern intersection with Northwood Boulevard (westbound)	TART	None
Incline Elementary School (overflow only)	TTD	Parking
Incline Village Tourist Regulatory Zone		
Hyatt Regency Lake Tahoe	TART	None
Ponderosa Ranch Regulatory Zone		
Ponderosa Ranch parking lots (westbound)	TTD	Parking, garbage bins

Transit Stop	Served By	Facilities
Mill Creek Regulatory Zone		
State Route 28 north of Lakeshore Boulevard	TTD	None
East Shore Regulatory Zone		
Hidden Beach	TTD	Pullout
Sand Harbor	TTD	None

Parking

Parking is of significant community interest 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 compressive 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 6.1, Recreation Element) identify existing public parking areas.

TRANSPORTATION STRATEGY

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, the Bi-State Compact and Regional Transportation Plan (RTP) promote a reduced reliance on private automobiles, while acknowledging the transportation challenges of a mountain tourism destination, by providing regional level goals and policies. 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 RTP;
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 Truckee / North Tahoe Transportation Management Association 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.

Roadway Network

Future local street and highway improvements under this plan will focus on improving safety for pedestrian, bicyclists, and transit riders. Additional transportation demand should be accommodated with additional active transportation infrastructure and transit service rather than expanding roadway capacity. The area plan's strategy for roadway improvement focuses on access management and improvement of intersection functionality. Improvements will be done in coordination with TRPA's safety strategy and the *Active Transportation Plan*.

Figure 3.1 illustrates the desired cross section for State Route 28 within the Incline Village Commercial regulatory zone.

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 bicycle lanes, sidewalks, and trails as shown in the *Active Transportation Plan*.

Transit Services

The area plan envisions an increase in multi-modal transportation services throughout the community. To facilitate this, the plan supports establishment of two mobility hubs (Incline Village and South Incline) and a transit center (Diamond Peak) to connect major activity hubs and the multi-use path network with a more robust transit system. A fourth mobility hub is proposed near the Mount Rose ski resort, just outside of the planning area.

The area plan envisions expansion of existing transit services and introduction of new services. The ability to implement new services will largely depend upon cooperation between Washoe County, the Truckee-North Tahoe Transportation Management Association (TMA), Washoe County Regional Transportation Commission (WCRTC), and Tahoe Transportation District (TTD). Major new service proposals under this plan include:

- More frequent transit service to Truckee via Tahoe City;
- Additional community-based transit service connecting Diamond Peak, Northstar, Incline Village, Crystal Bay, Kings Beach, and Truckee;
- Expanded East Shore service to a new mobility hub at Spooner Summit.
- A visitor and employee serving shuttle service;
- Seasonal and special event shuttles;
- Dial-a-ride service; and
- Public transit between Reno and North Lake Tahoe.

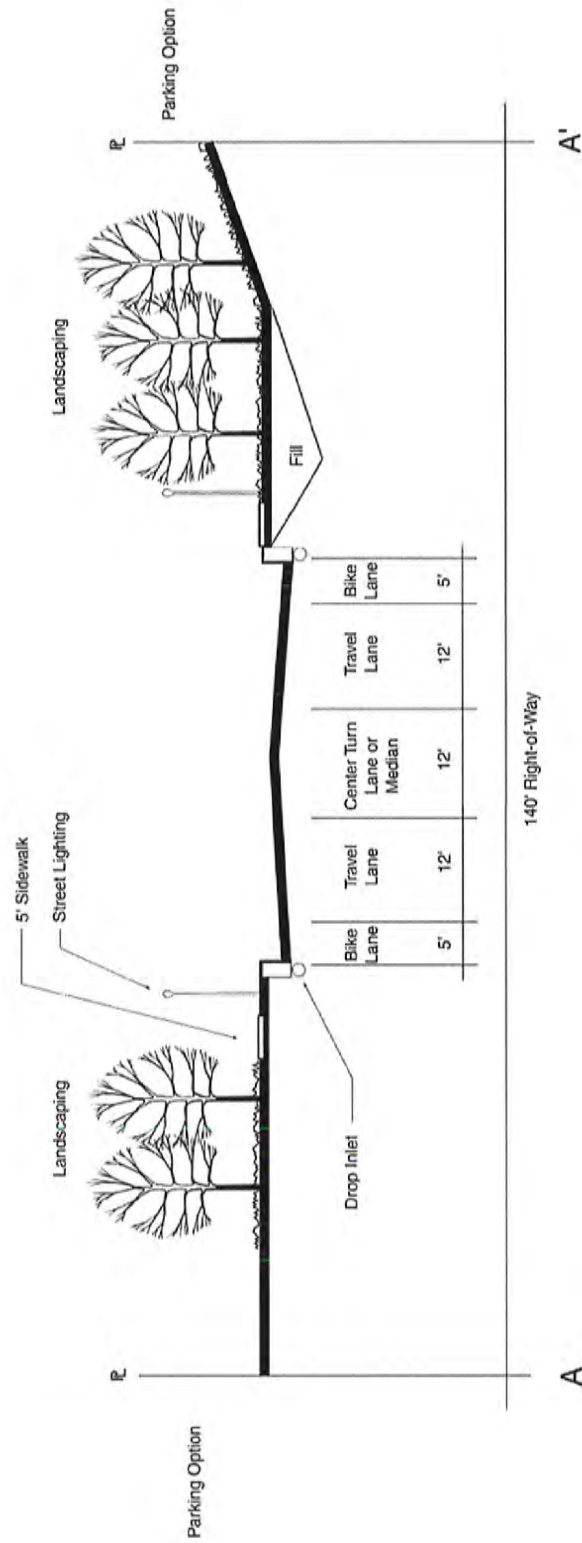


FIGURE 3.1 CROSS SECTION – STATE ROUTE 28

Parking

Parking has proven to be of consistent interest in the Incline/Crystal Bay community for many years. Community concerns around parking include insufficient parking for visitors and tourists; long-term parking of recreational vehicles and boats on public roads, and parking associated with special events. In addition to these periodic demands the area is experiencing increasing pressure on its existing parking infrastructure for existing business and recreation uses.

Parking in Incline Village is presently accommodated along streets and in private lots. As part of the East Shore shuttle service, TTD maintains existing parking facilities near Ponderosa Ranch and at the Old Incline Elementary School. Under the *Transit Master Plan*, these facilities would be upgraded into mobility hubs. Permanent parking facilities for recreational uses on State Route 28 along the east shore and along Mount Rose Highway to replace current informal parking are addressed in their respective corridor plans.

The area plan's strategy for parking focuses on the development of a comprehensive parking management plan. Additional strategies include requirements for special event parking and cooperation with USFS, Nevada State Parks and other recreational facility providers on mitigating traffic and parking-related impacts from new recreational improvements.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, 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 T1: Reduce private automobile use by promoting wise land use patterns and providing adequate services and infrastructure to facilitate alternative transportation.

Policy T1-1 Expansion of Roadway Capacity

New or expanded roads which allow for increased roadway capacity shall not be constructed. An exception is allowed for improvements to existing intersections that do not degrade safety or impact vulnerable users.

Policy T1-2 Alternative Transportation

Prioritize the connectivity of the community using bike paths, pedestrian paths, and multi-use trails. Where feasible and desirable, Washoe County will design trails to accommodate new transportation technologies, including electric bicycles and various non-motorized forms of transportation.

Policy T1-3 Connect Town Centers

Town Centers should be connected to each other and with other commercial nodes with multi-use paths and by transit.

Policy T1-4 Travel Demand Management

Seek opportunities for employer and visitor-based implement travel demand management strategies to reduce vehicle miles travelled (VMT).

IMPLEMENTATION ACTIONS

Action T-1 Employer-Based Vehicle Trip Reduction

Work with TRPA and the Truckee-North Tahoe Transportation Management Association to develop and implement an employer-based vehicle trip reduction program targeting businesses with over 100 employees.

Goal T2: Increase the safety of biking and walking by providing bicycle paths, pedestrian paths, and multi-use trails. Connect tourist, commercial, residential, and recreational land uses with bicycle and pedestrian paths.

Policy T2-1 Implement the Regional Transportation Plan

Washoe County should work with TRPA to implement the Active Transportation Plan (ATP) and the Regional Transportation Plan (RTP) through Washoe County's recreation, transportation, and land use plans and programs.

Policy T2-2 Public Path System

The public path network should be expanded, connecting the Incline Village Commercial and Incline Village Tourist regulatory zones. This network should also connect to the Incline Village Residential and Fairway regulatory zones, Ski Beach, and the golf course.

Policy T2-3 On-Site Pathways

All new and remodeled projects in the Incline Village Commercial and Incline Village Tourist regulatory zones shall provide on-site pedestrian/bicycle facilities which provide on-site circulation and connect to the public path system. Landscaping, street furniture, and lighting should be included with the walkways.

See Design Standards and Guidelines – Chapter 1, *Site Design*, Standard D, *Multi-Modal Circulation Improvements* and Development Code Section 110.220.40 (4)(b), *Development Standards*.

Policy T2-4 Connections to Parking Areas and Between Uses

Walkways should be created which connect parking areas accessed from local streets to the shops, restaurants, and offices along State Route 28. Pedestrian connections between shopping areas and surrounding residential, tourist accommodation, and recreational uses should be provided. Development standards should specify what pedestrian and bicycle facilities should be provided at parking areas.

Policy T2-5 Bicycle Racks and Lockers

As a condition of project approval, bicycle racks or secured lockers shall be installed at uses throughout the plan area. TART is encouraged to install bicycle racks on their buses.

Policy T2-6 Protect and Improve Trail Access

Protect and improve access to existing trails whenever possible.

Goal T3: Reduce conflicts between automobiles, pedestrians, and bicyclists.

Policy T3-1 Access Management

Support implementation of access management regulations consistently throughout the plan area. The number of driveways along State Route 28 should be consolidated and minimized. All access points onto State Route 28 should be clearly defined. New uses at the Ponderosa Ranch regulatory zone shall share existing driveways. Access to State Route 28 businesses and their parking areas are encouraged to be provided from local streets. Entrances to casinos and their parking areas in the Crystal Bay Tourist regulatory zone are encouraged to be relocated to back streets for those parking areas that have rear access.

Policy T3-2 New Curb Cuts on State Route 28

Prioritize local street access before allowing new curb cuts on State Route 28.

IMPLEMENTATION ACTIONS

Action T-2 Access Management Standards

Develop and apply access management regulations consistently throughout the plan area.

Goal T4: Design the transportation network throughout the plan area to provide safe, efficient, and environmentally responsible access to residential areas, commercial services, public lands and recreational opportunities, and efficient connections within the Tahoe Region.

Policy T4-1 Level of Service

Attain and maintain the Level of Service (LOS) at key intersections consistent with the Regional Transportation Plan and the Washoe County Land Use and Transportation Element.

Policy T4-2 Maintenance

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

Policy T4-3 Mobility Hubs and Transit Center

Support the establishment and design of mobility hubs at South Incline, Incline Village, and Mount Rose and the establishment of a transit center at Diamond Peak, as set forth in the *Lake Tahoe Basin Transit Master Plan*.

IMPLEMENTATION ACTIONS

Action T-3 Plowing of Multi-Use Trails

Develop a plan for plowing sidewalks and multi-use trails. Plowing schedules should prioritize routes within Town Centers and high-traffic multi-use trails that connect Town Centers with residential and recreational areas.

Goal T5: Improve and increase transit service and use.

Policy T5-1 Increased Transit

Encourage TART to increase hours of operation and frequency of route circulation, and support public-private partnerships to provide new services.

Policy T5-2 Transit Shelters

Encourage new development and transit agencies to provide transit shelters at all transit stops.

Policy T5-3 Bus Pullouts

Transit stops should be designed in a manner that does not interrupt traffic circulation, such as through the use of bus pullouts.

Policy T5-4 Transportation Management Association

Washoe County, TRPA, IVGID, the Incline Village / Crystal Bay Chamber of Commerce, the Crystal Bay Casino Association, the Hyatt Lake Tahoe, Sierra Nevada College and other major employers are encouraged to participate in the Truckee / North Tahoe Transportation Management Association (TMA). Increased participation with the TMA helps to coordinate public and private transit services.

Policy T5-5 New and Expanded Transit Services

Work in coordination with TRPA, TART, the Truckee/North Tahoe TMA, Washoe County Regional Transportation Commission, and TTD to develop, maintain, and expand transit services.

IMPLEMENTATION ACTIONS

Action T-4 Short-Range Transit Plan

Develop a short-range transit plan focused on the Incline Village and Crystal Bay areas.

Goal T6: Manage congestion and parking in a manner that promotes safety and preserves and maintains community character while improving and managing the efficiency of parking area use. Clearly define parking areas and reduce the visual prominence of parking lots and asphalt along State Route 28.

Policy T6-1 Parking Standards

Washoe County should establish parking regulations that recognize the demands of daily, special event, and seasonal traffic while prioritizing alternative modes of transportation.

See Design Standards and Guidelines – Chapter 4, *Parking, Loading, and Circulation* and Appendix A, *Parking Demand Table*.

Policy T6-2 Consolidated Parking and Driveways

Adjacent parking lots should consolidate and share driveway entrances.

Policy T6-3 Parking Lot Design

Washoe County should establish design standards that make parking facilities pedestrian and bicycle friendly. Pedestrian and bicycle facilities should have sufficient lighting and be provided at parking areas. Driveway entrances into parking lots should be clearly defined. Parking space definition, travel aisles, and pedestrian and bicycle circulation should be considered. Parking facilities should be connected to other parking facilities when possible.

See Design Standards and Guidelines – Chapter 4, *Parking, Loading, and Circulation*

Policy T6-4 Maximum Parking

Within the Crystal Bay Tourist and Incline Village Tourist regulatory zones, parking lots shall include no more than the minimum number of parking spaces required by the Washoe County Tahoe Area Plan Design Standards and Guidelines and/or Chapter 110, Article 410 of the Washoe County Code for its associated uses. Parking lots including more than the minimum number of spaces shall only be allowed if the additional spaces are shared with an existing or future use under a shared parking agreement. Single family dwellings are exempt from this policy.

See Design Standards and Guidelines – Chapter 4, *Parking, Loading, and Circulation* and Appendix A, *Parking Demand Table*.

Policy T6-5 Parking Management

In cooperation with all affected parties, Washoe County and TRPA should develop and implement a parking management program for commercial and tourist uses. Coordination with Placer County will be necessary for the Crystal Bay Tourist regulatory zone. The plan should include such things as shared-use parking and parking hubs that promote a “park once” concept and the use of technology to maximize efficiency.

Policy T6-6 Partnerships

Washoe County should partner with other public agencies and public-private partnerships to explore opportunities to plan, fund and develop mobility hubs, 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.

Policy T6-7 Trailhead Parking and Transit

Parking with pedestrian and bicycle connections should be required at all public trailheads unless technical or safety issues prevent construction. If it is determined that the parking facility cannot be adequately screened or buffered from adjacent residential properties, then parking requirements should be appropriately adjusted. Washoe County should promote transit service and non-motorized alternative transportation to popular trailheads to reduce parking demand, consistent with the Land Use and Transportation Element.

IMPLEMENTATION ACTIONS

Action T-5 Parking Management Plan

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

PROPOSED IMPROVEMENTS

The Washoe County Tahoe Area Plan envisions the improvements listed within this section. Table 7.3: Implementation Schedule includes an anticipated time horizon, implementer, and funding source for each project.

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*.

Project T-2: Left Turn Pockets (Crystal Bay Tourist Neighborhood)

Create left-turn pockets at public road intersections along State Route 28 throughout the Crystal Bay Tourist regulatory zoneneighborhood in cooperation with Nevada Department of Transportation (NDOT). Design of these improvements should consider the needs of pedestrians and cyclists, and conform to TRPA's safety and complete streets policies.

Project T-3: Intersection Improvements

Improve intersections with State Route 28 in alignment with an intersection improvement study. The goal of the study is to maintain acceptable levels of service while improving pedestrian, bicycle, and vehicle safety. The study should be prepared by Washoe County in collaboration with the Nevada Department of Transportation (NDOT).

Project T-4: Wassou Road Delineation

Clearly define and delineate Wassou Road as separate from the Biltmore parking lot.

- Project T-5: Off-Highway Parking along Mount Rose Highway (SR-431)**
In compliance with the *Mount Rose Scenic Byway Corridor Plan*, establish off-highway parking at Incline Meadows and the Incline Flume trailhead.
- Project T-6: Mount Rose Highway (SR-431) Center Turn Lanes**
In compliance with the *Mount Rose Scenic Byway Corridor Plan*, create a center turn lane along Mount Rose Highway at Country Club Drive. Investigate the possibility of additional turn lanes between Country Club Drive and Tahoe Boulevard / State Route 28.
- Project T-7: State Route 28 Turnouts**
Construct nine turnouts along SR 28 between Lakeshore Drive and the Carson City boundary in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-8: East Shore Off-Highway Parking**
Establish off-highway parking near Thunderbird Lodge and Chimney Beach in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-9: East Shore Formalized Highway Parking**
Formalize highway parking in four locations between Ponderosa Ranch and Hidden Beach in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-10: East Shore Viewpoints**
Construct four new viewpoints along State Route 28 between Sand Harbor and Thunderbird Lodge and a fifth viewpoint between Hidden Beach and Sand Harbor in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-11: East Shore Aesthetic Improvements**
In compliance with the *State Route 28 National Scenic Byway Corridor Plan*, complete aesthetic improvements on State Route 28 along the east shore. Improvements should include simplified signage, use of wood and stone accents, improvement to rock cut scars, aesthetic railings, and cultural messaging.
- Project T-12: Community Gateways**
Enhance community gateway features at the entrances to Incline Village along State Route 28 at Lakeshore Drive and east of Crystal Bay in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-13: Intersection Safety Improvements**
Improvements to priority intersections as identified in the *Active Transportation Plan*, including, but not limited to the following:
- A. Mount Rose Highway (SR-431) at 2nd Creek Drive

- B. Mount Rose Highway (SR-431) at Marlette Way
- C. State Route 28 at Amagosa Road

Planned Active Transportation Projects

In compliance with the *Active Transportation Plan*, construct the following improvements:

Class I Multi-Use Pathways

- Project T-14: Crystal Bay to Incline Village Multi-Use Path**
North side of State Route 28 from the Crystal Bay Tourist regulatory zone to Northwood Boulevard (western intersection).
- Project T-15: Alder Avenue Multi-Use Path**
Alder Avenue between Northwood and Village Boulevards.
- Project T-16: Northwood Boulevard Multi-Use Path**
Northwood Boulevard from the current Multi-Use Path terminus to the eastern intersection with State Route 28 / Tahoe Boulevard. Reconstruction of portions of the existing path along Northwood Boulevard may also be necessary.
- Project T-17: Fairway Boulevard Multi-Use Path**
Fairway Boulevard between Country Club Drive and Village Boulevard
- Project T-18: Country Club Drive Multi-Use Path**
Country Club Drive from Village Boulevard to State Route 28 / Tahoe Boulevard
- Project T-19: Incline Way Multi-Use Path**
Incline Way from Southwood Boulevard to the Recreation Center.
- Project T-20: McCourry Boulevard Multi-Use Path**
McCourry Boulevard from State Route 431 to Northwood Boulevard.
- Project T-21: College Drive Multi-Use Path¹**
College Drive between State Route 431 and Village Boulevard.
- Project T-22: Golfers Pass Road Multi-Use Path**
Golfers Pass Road between State Route 431 and Village Boulevard.
- Project T-23: Diamond Peak Multi-Use Path**
North side of Ski Way between Country Club Drive and Diamond Peak.

¹ This route was not included in the *Active Transportation Plan* (2017).

- Project T-24: Mount Rose Highway Multi-Use Path**
East side of State Route 431 from the Incline Flume Trailhead to the northern planning area boundary.
- Project T-25: Sand Harbor to Spooner Summit Multi-Use Path**
Extension of the Tahoe East Shore Multi-Use Path from Sand Harbor to the Carson City boundary, continuing on to Spooner Summit.
- Project T-26: Driver Way Multi-Use Path**
Driver Way between Village Boulevard and Country Club Drive.
- Project T-27: Village Boulevard Multi-Use Path**
Extension of Village Boulevard Multi-Use Path from College Drive to Country Club Drive.
- Project T-28: Tanager Street Multi-Use Path**
Tanager Street between Oriole Way and Southwood Boulevard.
- Project T-29: Village Green Multi-Use Path**
Connecting Village Green with Incline Way.

Class II Bike Lanes

- Project T-30: Village Boulevard Bike Lanes**
Village Boulevard between Northwood Boulevard and Country Club Drive.
- Project T-31: Country Club Drive Bike Lanes**
Country Club Drive between Lakeshore Boulevard and State Route 431.
- Project T-32: Incline Way Bike Lanes**
Incline Way from Southwood Boulevard to Country Club Drive.
- Project T-33: Ski Way Bike Lanes**
Ski Way from Country Club Drive to Diamond Peak.
- Project T-34: Mount Rose Highway Bike Lanes²**
State Route 431 between State Route 28 / Tahoe Boulevard and the northern planning area boundary.

Planned Transit Facilities

In compliance with the *Lake Tahoe Basin Transit Master Plan*, establish the following facilities:

² This route was not included in the *Active Transportation Plan* (2017).

Project T-35: South Incline Mobility Hub

Improve the existing TTD parking facility in the Ponderosa Ranch district into a recreation-focused mobility hub. This hub will serve the East Shore multi-use trail, the Flume Trail, and the seasonal shuttle to Sand Harbor, with future extension to a new mobility hub at Spooner Summit.

Project T-36: Incline Village Mobility Hub

Establish a new mobility hub in a centralized location such as the old Incline Elementary School. The hub will serve local, seasonal, and regional transit services.

Project T-37: Diamond Peak Transit Center

Establish a new transit center at the Diamond Peak Ski Resort in support of a newly proposed community route ("Route E") connecting to the Incline Village mobility hub, Crystal Bay, and the Northstar Ski Resort.

Project T-38: Ferry Shuttle Dock Improvements

Improve the ferry shuttle dock to support increased service frequency and ridership.

Project T-39: Transit Shelters

Install transit shelters at all transit stops along proposed transit routes.

Project T-40: Transit Stop at Memorial Point

In compliance with the *State Route 28 National Scenic Byway Corridor Management Plan*, establish a new transit stop for the Sand Harbor shuttle at Memorial Point.

Planned Transit Services

Project T-41: North Shore Transit Route Expansion

In compliance with the *Lake Tahoe Basin Transit Master Plan*, expand existing transit services and establish new transit services.

- A. Combine existing TART routes to form a new frequent service route ("Route F1") serving major residential areas, Truckee, and Incline Village via Tahoe City.
- B. Extend existing TART service through Kings Beach, Crystal Bay, and Incline Village to terminals at the Diamond Peak and Northstar Ski Resorts, forming a new community route ("Route E").
- C. Extend existing TART service from Truckee to Crystal Bay via Highway 267 to Incline Village, forming a new local route ("Route G").
- D. Extend existing TTD East Shore Shuttle service from Incline Village to Spooner Summit via Sand Harbor, forming a new summer route ("Route S1").

Project T-42: Reno – North Tahoe Transit Service

In compliance with the *Lake Tahoe Basin Transit Master Plan*, establish new regional transit service ("Route R3") from Incline Village to the Reno-Tahoe International Airport via a new mobility hub to be established near the Mount Rose ski resort.

Project T-43: North Shore Ferry Service

Establish new north shore ferry service ("Route W1") from Homewood to Sand Harbor, with several stops in between. The existing pier at the Hyatt Regency in Incline Village would be a potential stop.

Project T-44: Transit Service Hours and Frequency

In compliance with the *Lake Tahoe Basin Transit Master Plan*, expand operation hours and service frequency on existing and proposed transit routes.

Route Number / Service		Routing	Service Frequency		
			Short-Term <i>within 5 years</i>	Medium-Term <i>5-10 years</i>	Long-Term <i>10-20 years</i>
E	Community	Diamond Peak to Northstar Ski Resorts via Incline Village and Kings Beach	60-min.	60-min. / 30-min. peak	30-min.
F1	Frequent	Incline Village to Truckee via Tahoe City (Hwy 89)	60-min.	60-min. / 30-min. peak	30-min. / 15-min. peak
G	Local	Incline Village to Truckee via Kings Beach (Hwy 267)	60-min.	60-min. / 30-min. peak	30-min. / 20-min. peak
R3	Regional	Incline Village to Reno Tahoe International Airport	—	60-min peak	60-min. peak
S1	Summer	Incline Village to Spooner Summit via Sand Harbor	20-min. peak	20-min. peak	20-min. peak
W1	Ferry Shuttle	Homewood to Sand Harbor	90-min. peak	60-min. peak	45-min. peak

Project T-45: Shuttle Service

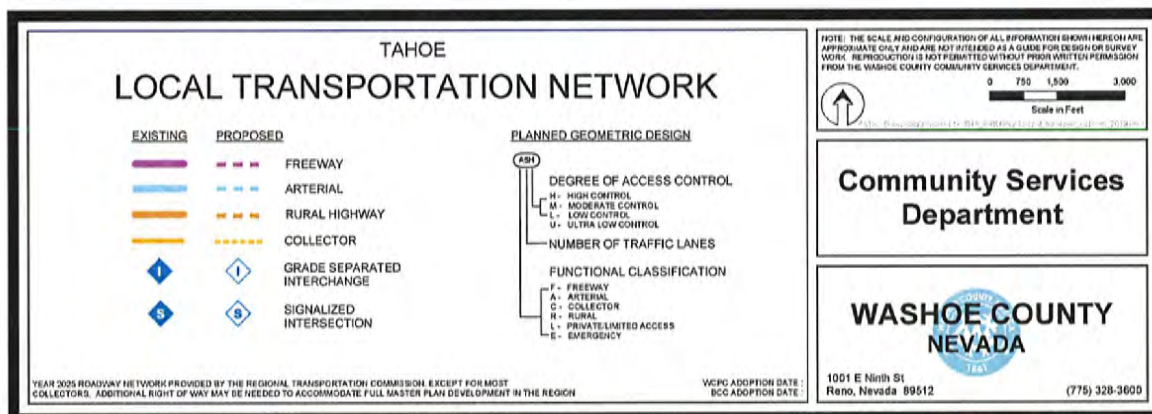
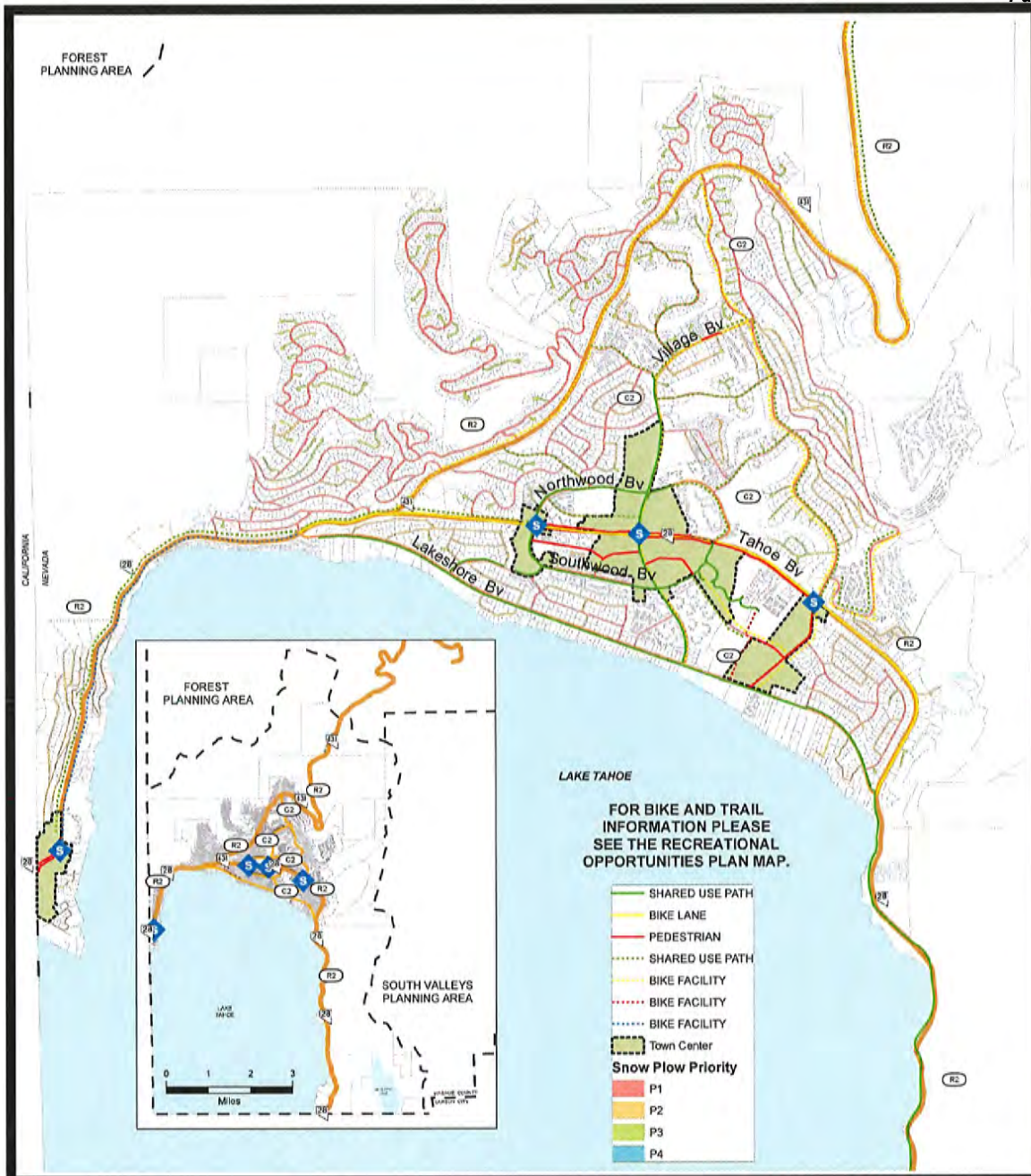
Establish a shuttle targeting visitors and Crystal Bay area employees, connecting the Incline Village, Crystal Bay, and Kings Beach commercial nodes.

Project T-46: Seasonal and Special Event Shuttle

Coordinate public and private shuttle bus services for special events to relieve the impacts of high traffic volume.

Project T-47: Dial-A-Ride

Establish door-to-door dial-a-ride service.



MAP 3.4. LOCAL TRANSPORTATION MAP

CHAPTER 4

Conservation

The Washoe County Tahoe 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 Thresholds.

This element complements Regional Plan policies. 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 and cultural resources (Chapter 67), and noise (Chapter 68).

TRPA established environmental thresholds for environmental topics including air quality, water quality, soil conservation, scenic resources, recreation, wildlife, vegetation, fisheries, 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 4.1).

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

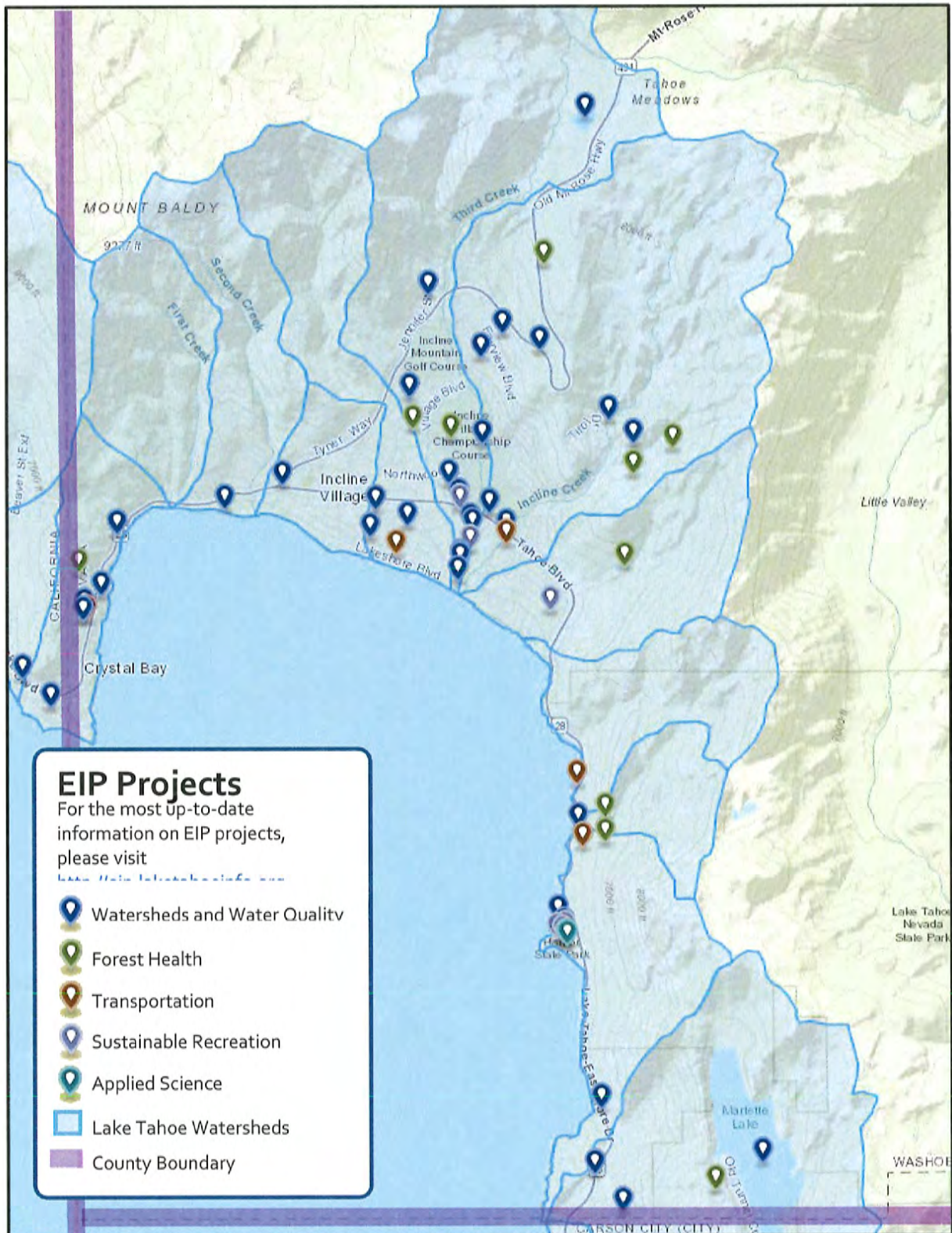
Washoe County's participation in the Total Maximum Daily Load (TMDL) and stormwater load reduction programs is ongoing. The county has developed and implemented improvements in the planning area to reduce pollutant loading from stormwater runoff (see Map 1). The Lake Tahoe TMDL sets targets and a timeline 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 Division of Environmental Protection and TRPA each maintains a comprehensive website with information on the TMDL and stormwater reduction programs.

Table 4.1: 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 Phosphorous	7%	14%	21%	50%
Total Nitrogen	8%	14%	19%	46%

Source: NDEP 2011

While Washoe County did not meet the 2016 target, it did achieve targets in 2017 and is on-track to achieve the 2021 target. 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 including, but not limited to, street sweeping.



MAP 4.1. ENVIRONMENTAL IMPROVEMENT PROGRAM PROJECTS

Table 4.2: Status of BMP Compliance in the Plan Area

Parcel Type	BMP Certificate	No BMP Certificate	Total	Percent in Compliance
Commercial	185	45	230	80%
Condominiums	3,725	649	4,374	85%
Multi-Family Residential	38	84	122	31%
Public Services	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 coverage alters surface hydrology and modifies groundwater recharge. There are three types of coverage defined by TRPA: hard, soft, and potential coverage. Hard coverage is completely impervious to infiltration of water into the soil (e.g. roofs, asphalt pavement, concrete sidewalks). Soft coverage may allow limited infiltration into the soil (e.g., dirt walking trails, compacted dirt parking areas). Potential coverage is allowable coverage unrealized or developed for a particular property.

The amount of coverage allowed on a property is determined by the land capability, or how suitable that property is for development. The Lake Tahoe Regional Plan uses land capability to identify and protect environmentally sensitive lands in the basin, including stream environmental zones (SEZs). Land capability is based on a variety of factors, including slope of a site, risk of erosion, condition of the watershed, vegetation, access, etc.

Single family residential properties developed prior to 1987, as well as non-residential and multi-family residential properties are classified as 1-7 in the Bailey Land Capability Classification System (1974). Properties may have one or more Bailey classifications. Sensitive lands include Classes 1-3. Non-sensitive lands are classified as Classes 4-7. Single family residential properties developed after 1987 were assigned an Individual Parcel Evaluation System (IPES) score ranging from 0 to 1,017. Sensitive lands include scores from 0 to 725. Non-sensitive lands include scores from 726 to 1,017. Properties

zoned single-family residential with an IPES score of 0 may not be developed. Allowed land coverage, or the footprint of development, is determined by the Bailey's classes or IPES score. All properties within the Tahoe Basin must receive a verification of land capability and coverage prior to any future development.

Under this system, the maximum base 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. Within Town Centers, additional coverage may be transferred in for a total of 70 percent coverage on high-capability lands. Refer to Chapter 30 of the TRPA Code of Ordinance for additional detail.

Table 4.3 shows the amounts of land under each type of land capability district within the plan area. Map 4.2 shows the general location of the land capability districts. Map 4.3 shows general coverage characteristics in the planning area.

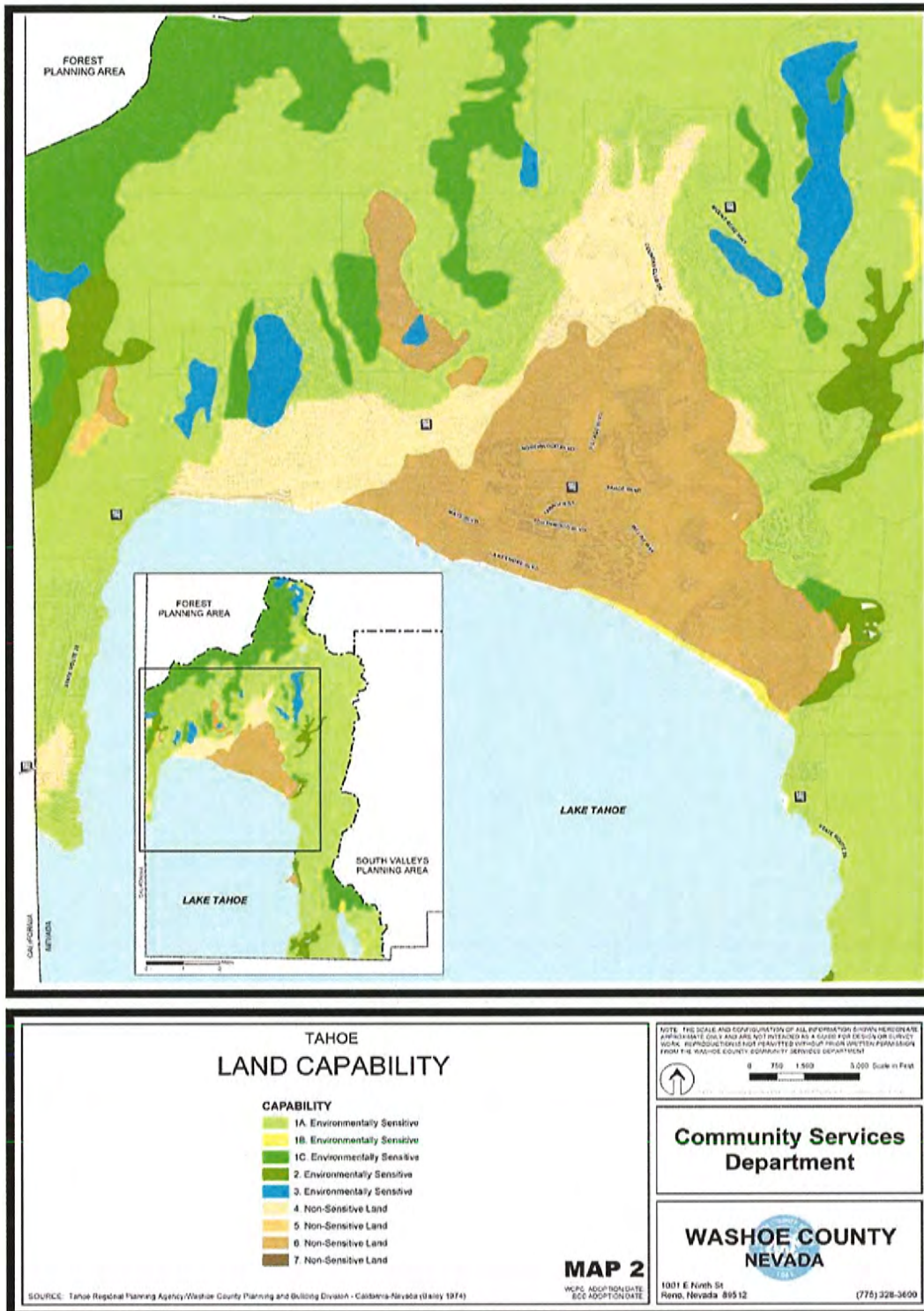
Most of the development within the Washoe County Tahoe Area Plan occurred before the adoption of the Bailey Land Capability system. As a result, many parcels are overdeveloped with excess coverage. Excessive impervious surface within a watershed contributes to sediment and nutrient inputs to Lake Tahoe and its tributaries impairing water quality, altering surface hydrology and groundwater recharge cycles. The results are often negative impacts on soil health, water quality, fisheries, wildlife habitat and vegetation growth.

According to TRPA's 2015 Threshold Evaluation, all land capabilities across the basin are in attainment with the exception of land capabilities 1b (SEZ) and 2. These land capabilities have a higher percentage of impervious coverage relative to the allowable coverage percentage. Within the plan area, land capabilities 1a, 1b (SEZ), 2, 3, and 4 have existing coverage that exceeds allowable coverage (see Table 4.3).

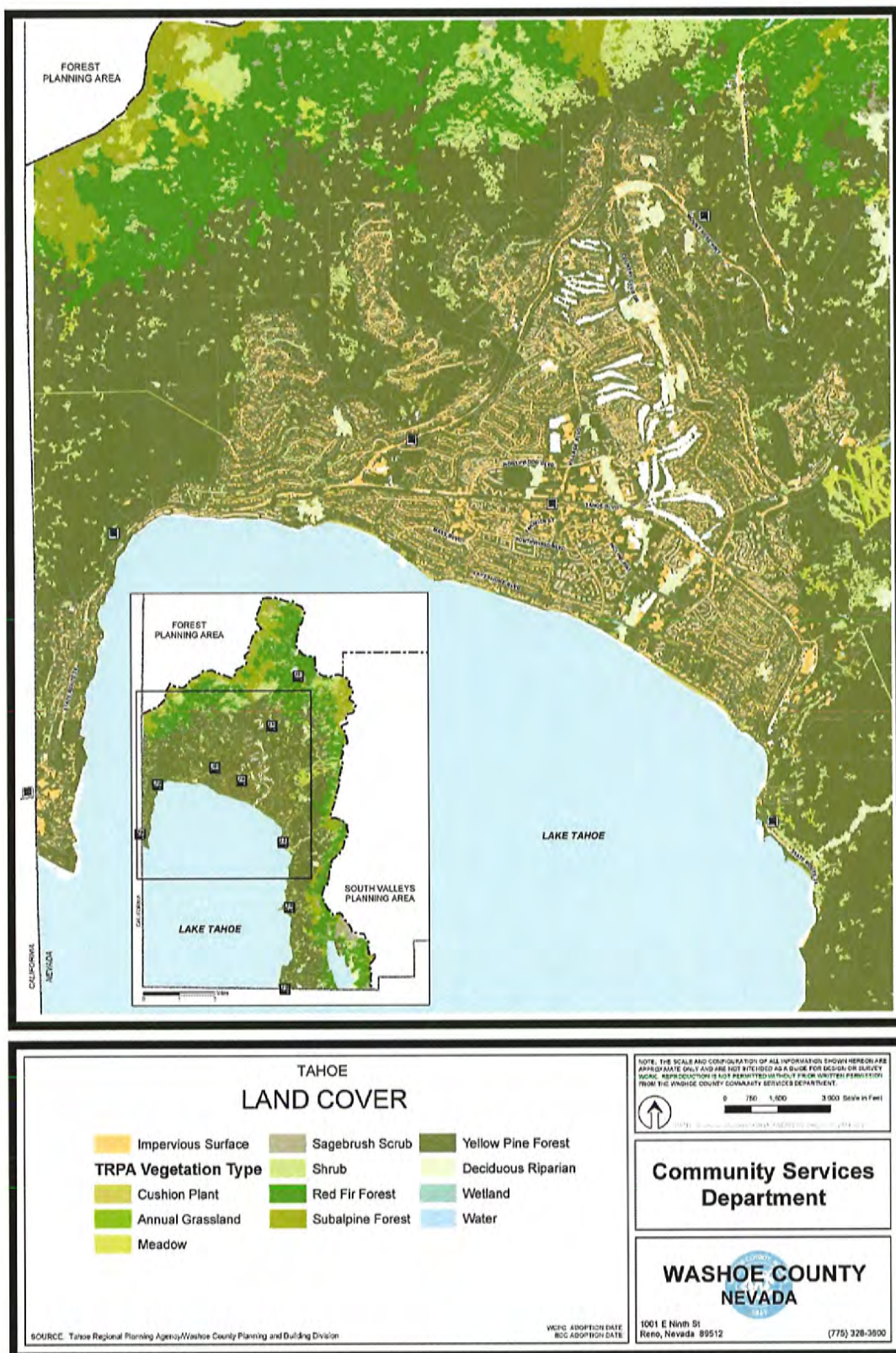
As more redevelopment takes place within the region, the goal is to remove coverage located in environmentally sensitive lands and transfer of development to high capability lands located within Town Centers (as defined by the TRPA Code of Ordinances). The TRPA Code of Ordinances includes incentives to retire coverage on sensitive lands and encourage those transfers. Removal of coverage from sensitive lands in the plans area is primarily facilitated by private property owners and the Nevada Division of State Lands land bank program.

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).



MAP 4.2. LAND CAPABILITY MAP FOR THE PLAN AREA



MAP 4.3. LAND COVERAGE IN THE PLAN AREA

Table 4.3 Land Capability and Coverage

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
Total	19749.19		918.30	1224.78	-306.48

Source: TRPA 2019

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.

Scenic Resources

The planning area includes several TRPA-designated scenic roadway units and shoreline units (see Tables 4.5 and 4.6 and Map Shoreline travel units 22 (Brockway) and 23 (Crystal Bay) are also in non-attainment. 4.8). Scenic units are further categorized into three types:

Table 4.4 Scenic Corridor Types

Scenic Corridor Type	General Characteristics
Urban	Urbanized areas where man-made development is the dominant visual feature.
Transition	Areas of transition between urban and natural areas where the built environment is not the dominant visual feature.
Natural	Areas where natural landscape elements and processes are the dominant visual feature.

To be in attainment, a scenic travel unit must meet or exceed the rating originally assigned in 1982. Additionally, roadway units must achieve a minimum score of 15.5 and shorezone units must achieve a minimum score of 7.5. The area plan also includes several TRPA-identified scenic viewpoints (Map 4.4), which are protected from scenic degradation under Chapter 66 of the TRPA Code of Ordinances.

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. Non-attainment in these areas is largely due to man-made development and signage creating roadway distractions and lack of visual variety. This is largely due to residential development with contrasting colors, large window areas, and inadequate vegetative screening.

Scenic quality of a roadway or shoreline unity can be improved using a variety of techniques. Within the more urbanized areas, redevelopment can provide a means of bringing site design, building design, signage, and landscaping into compliance with current standards. In areas with critical viewsheds, restoration of legacy development may be appropriate. Additional strategies could include a more robust sign enforcement program and undergrounding of utility lines.

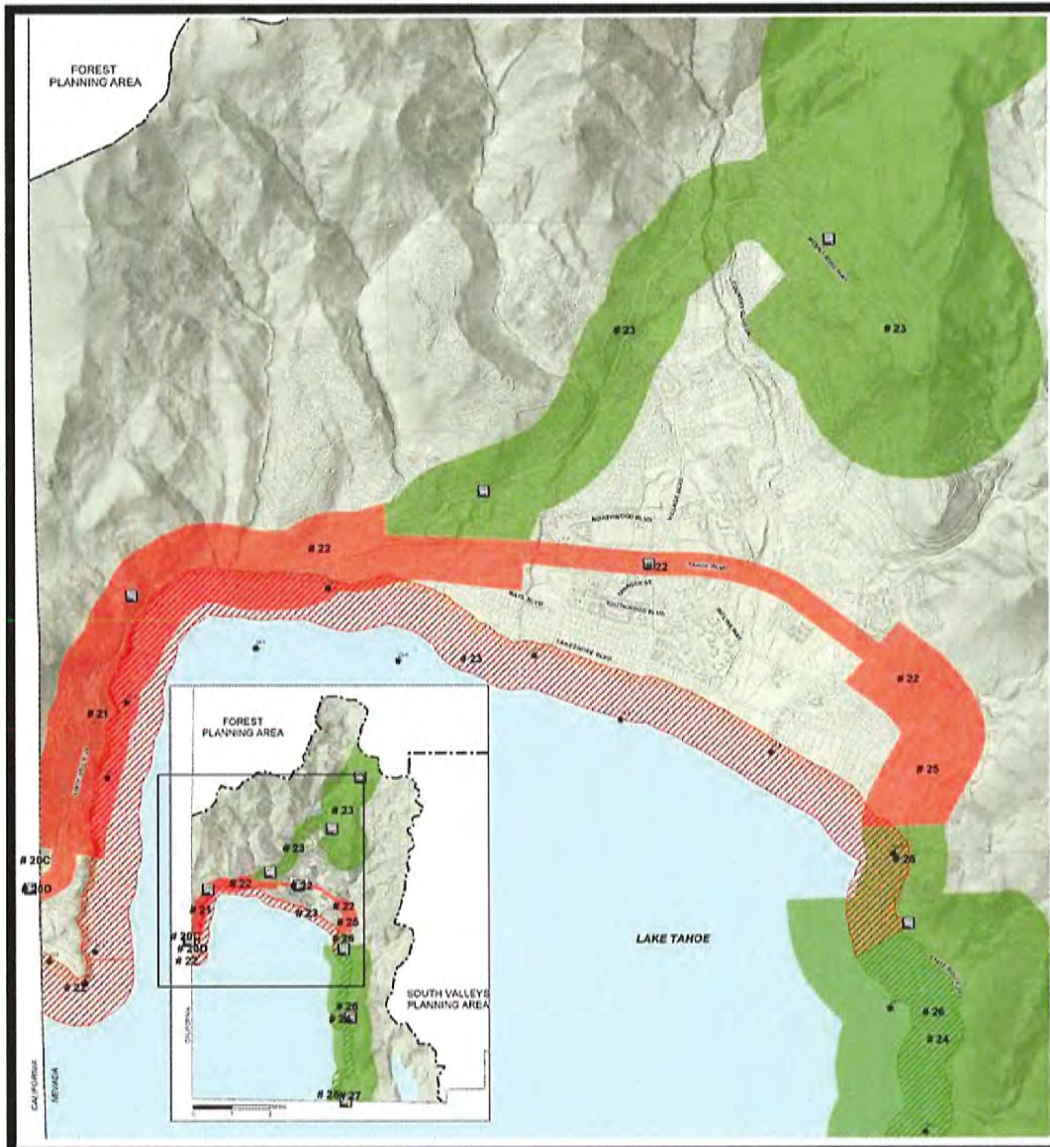
Table 4.5: Status of the TRPA-Designated Scenic Roadway Travel Units within the Plan Area

Travel Unit Name	Unit Number	1982 Score	2015 Score ⁽¹⁾	Status ⁽¹⁾
North Stateline Casino Core	20D	NA	13.5	Non-attainment
Stateline	21	20	18.5	Non-attainment
Crystal Bay	22	12	14	Non-attainment
Mt. Rose Highway	23	25	25.5	Attainment
Washoe Meadows	24	26	26	Attainment
Ponderosa Area	25	12	12.5	Non-attainment
Sand Harbor	26	26	27	Attainment
Prey Meadow	27	27	27	Attainment

Source: TRPA 2016

Notes

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



TAHOE SCENIC TRAVEL UNITS AND RESOURCES

<p>SCENIC ROAD CORRIDORS</p> <p> Attainment Non-Attainment </p>	<p>SCENIC SHORELINE UNIT</p> <p> Attainment Non-Attainment </p>	<p>● Scenic Shoreline Points</p>
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SOURCE: Tahoe Regional Planning Agency/Washoe County Planning and Building Division

MAP 3

WCPC ADOPTION DATE: _____
BCC ADOPTION DATE: _____

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0 750 1,500 3,000 Scale in Feet

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

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Reno, Nevada 89512 (775) 328-3600

MAP 4.4. SCENIC TRAVEL UNITS AND RESOURCES IN THE PLAN AREA

Table 4.6: 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

Source: TRPA 2016

Notes

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

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.

Washoe County recognizes the importance of managing the presence (both permanent and periodic) of wildlife in urban and suburban areas to prevent potential conflicts and to allow residents to continue to enjoy living in close proximity to wildlife. Washoe County’s urban wildlife management strategy is

focused on inter-agency cooperation and public education¹. The county coordinates with waste management agencies, the health district, general improvement districts, homeowners associations, citizen advisory boards, the Washoe County school district, and state and federal wildlife agencies provide the public accurate information about managing urban wildlife in both residential and commercial settings. Washoe County also pursues the adoption of appropriate regulations to protect both the public and wildlife, such as requiring bear proof garbage containers and prohibitions on feeding wildlife².

Fisheries and Aquatic Resources

Lake Tahoe and its tributary streams play a key role in sustaining fish populations, as some fish species use both lake and stream environments as part of their life cycle. Current aquatic resource priorities include management and eradication of aquatic invasive species and the reintroduction of the native Lahontan cutthroat trout.

TRPA designated different types and qualities of fish habitat. "Prime" habitat includes spawning habitat and feed and cover habitat. Spawning habitats are comprised of relatively small diameter gravel substrates used by native minnows for spawning and rearing fry. Feed and cover habitats are composed of larger diameter cobbles, rocks, and boulders used by fish as foraging habitat and to provide refuge from predators. "Marginal" habitats are dominated by sand and silt substrates interspersed with occasional willow thickets that establish during low lake levels.

Within designated areas, additional considerations and requirements apply. Certain projects and activities may be prohibited. Special project conditions, such as habitat restoration or limited construction periods may apply. Additionally, entitlements may be required from state or federal fisheries agencies.

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 4.7.

¹ Washoe County Health District, 2015

² Washoe County Health District, 2011 and IVGID, 2016

Table 4.7: TRPA Air Quality Indicator Attainment Status and Trends

Threshold Indicator Reporting Category	Threshold Standards	2015 Attainment Status	Trend
Carbon Monoxide	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 ⁽²⁾
	Highest 8-hour Average Concentration of Ozone	Somewhat worse than target	Moderate improvement ⁽²⁾
	3 Year Average of the 4th Highest 8-hour Concentration of Ozone	At or somewhat better than target	Moderate improvement ⁽²⁾
	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
	Subregional Visibility 90th Percentile ("Worst Visibility Days")	Insufficient data to determine status	Insufficient data to determine trend

Threshold Indicator Reporting Category	Threshold Standards	2015 Attainment Status	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

Source: TRPA 2016

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

Notes

- (1) “Implemented” refers to implementation of a management standard rather than monitoring the achievement of a numerical standard.
- (2) Though the 2015 threshold evaluation indicates moderate improvement, review of ozone data from the Air Quality Management District’s Incline Village air quality monitoring station indicates that trends for 1-hour concentration and 8-hour average concentration are worsening since 2015.

As shown in Table 4.8, 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 4.8: NAAQS Attainment Status

Pollutant	Averaging Time	National Ambient Air Quality Standards (Primary) ⁽¹⁾⁽²⁾	Attainment Status ⁽³⁾
Ozone	8-hour	0.070 ppm ⁽⁴⁾ (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

Source: EPA 2016, 2019

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) The following designations are established in 40 CFR 81.329

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.

(4) Although the most recent design value for Incline Village is 0.065 ppm, the design value for the Reno/Sparks area is 0.071 ppm.

Historic and Cultural Resources

Historic and cultural resources may be recognized for local, regional, or national significance. The TRPA Code of Ordinances includes specific criteria for eligibility of a historic or cultural resource. This closely aligns with criteria of the National Register of Historic Places. Prior to any project potentially impacting a structure, site, or object over 50 years of age, TRPA must make a determination on eligibility. There are generally two levels of recognition under the TRPA Code of Ordinances, properties recognized as eligible as a historic resource and designated historic resources. Designated historic resources are typically those with a high level of regional significance. (e.g. Thunderbird Lodge/Whittel Estate) Both designated and determined eligible historic and cultural resources are subject to Chapter 2 and Chapter 67 of the TRPA Code of Ordinances.

There are seven resources listed on the TRPA designated historic resource list. Additionally, there are seven properties determined eligible or recognized as a historic resource by TRPA. There are three properties listed in the National Register of Historic Places and none listed on the Nevada Register of Historic Places within the Tahoe planning area (Table 4.9).

Natural Hazards

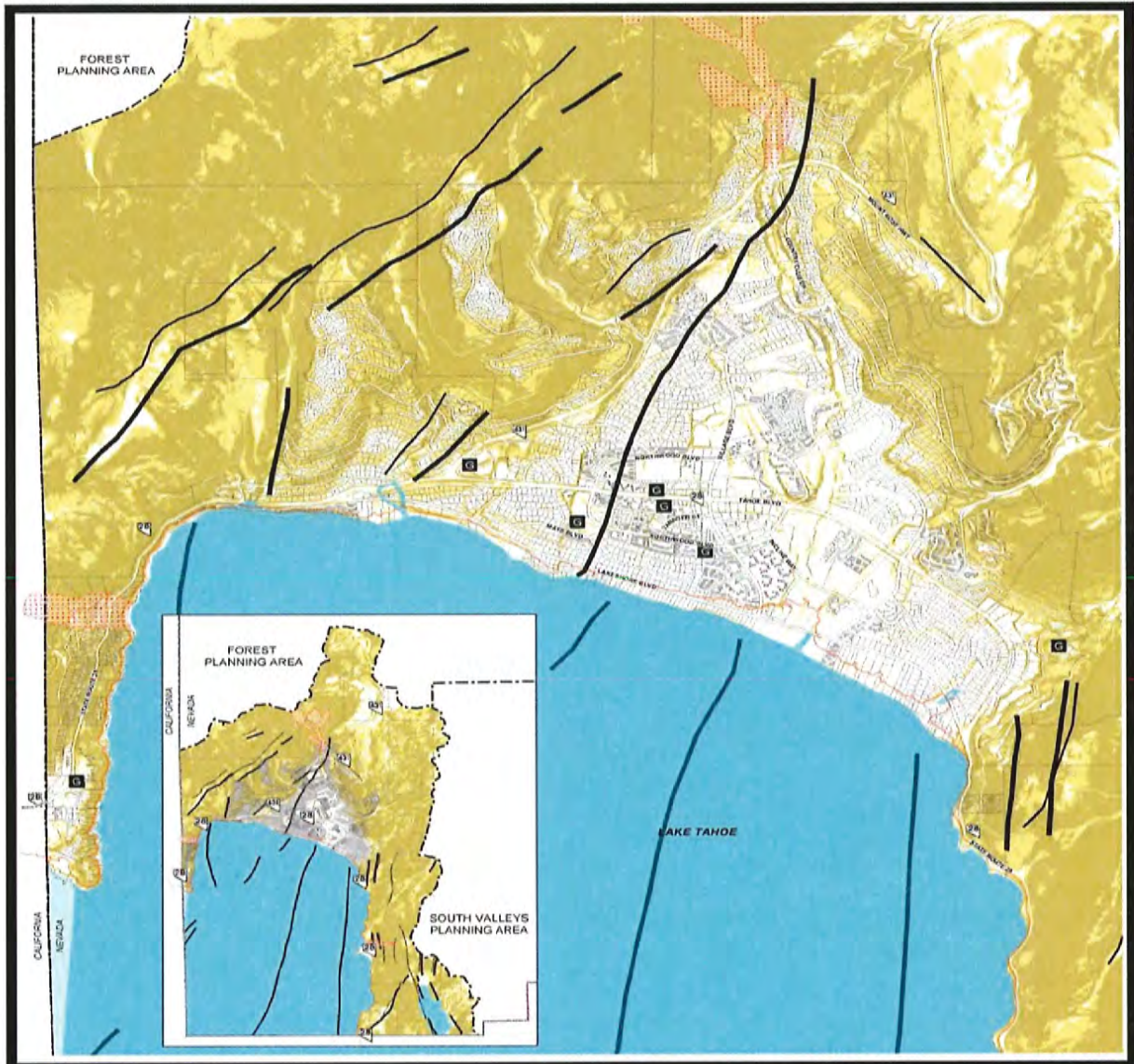
A variety of natural hazards have the potential to occur throughout the region. The potential for flood, landslide, earthquake, avalanche, wildfire, and tsunami presents serious threats that must be protected against and or mitigated. Washoe County, through the adoption and implementation of building 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.

Noise

Transportation corridors are the primary source of noise in the plan area. Other noise sources include motorize aircraft, watercraft, construction vehicles and equipment, and machinery associated with refuse collection and snow removal. The area plan carries through the Community Noise Equivalent Level (CNEL) standards from each of the former Plan Area Statements and Community Plans. These standards are consistent with TRPA's noise threshold, which is established based on the characteristics of the area. Table 4.9 outlines cumulative noise event standards in the planning area:

Table 4.9: Recognized Historic and Cultural Resources

Structure	Regulatory Zone	Address	TRPA		National Register
			Designated	Eligible or Recognized as Historic	
Thunderbird Lodge	East Shore	5000 State Route 28	●		●
Cal-Vada Lodge Hotel	Crystal Bay Tourist	Stateline Road at State Route 28		●	●
Withers Log House	Crystal Bay	344 Wassou Road		●	●
Neighborhood of Stateline Point	Stateline Point	n/a	●		
Mouth of First Creek	Crystal Bay Condominiums	n/a	●		
Mouth of Incline Creek	Incline Village Tourist	n/a	●		
SNW & L Sawmill and Railroad	Mill Creek, Incline Village Tourist, East Shore	n/a	●		
Virginia & Gold Hill Water Co. North & South Flume	Mount Rose, Incline Ski, Tunnel Creek, East Shore, Marlette Lake	n/a	●		
Tunnel Creek Station	Tunnel Creek	n/a	●		
Hobarts Summer Home	East Shore	n/a	●		
Bull Wheel & Tramway	Tunnel Creek, Ponderosa Ranch	n/a		●	
Tahoe Biltmore	Crystal Bay Tourist	5 State Route 28		●	
Residence at APN 123-152-05	Crystal Bay	354 Wassou Road		●	
Residence at APN 123-101-04	Crystal Bay	540 Gonowabie Road		●	
Residence at APN 130-241-20	Mill Creek	1155 Vivian Lane		●	



TAHOE POTENTIAL NATURAL HAZARDS

<p>SEISMIC HAZARDS</p> <ul style="list-style-type: none"> — QUATERNARY FAULTS — OTHER KNOWN FAULTS <p>INUNDATION ZONES</p> <ul style="list-style-type: none"> — ELEVATION < 6,260' <p><small>SOURCE: Nevada Geological Survey; USGS, Department of Geological Studies - Reno, NV and Geological Survey of Canada</small></p> <p><small>Washoe County Community Services Department reserves the right to update this map as new information becomes available. The map is provided as a guide only and is not intended as a substitute for professional engineering or architectural services. Washoe County and the County Engineer are not responsible for any claims, damages or liabilities arising from the use of this map.</small></p> <p><small>SOURCE: Planning and Building Division</small></p>	<p>HYDROLOGIC HAZARDS</p> <ul style="list-style-type: none"> ■ FEMA 100YR FLOOD ZONE ■ AVALANCHE ZONES <p>SLOPE</p> <ul style="list-style-type: none"> ■ 0 - 15% ■ >15% - 30% ■ >30% 	<p><small>NOTE: THE SCALE AND CONFIGURATION OF ALL INFORMATION SHOWN HEREON ARE APPROXIMATE ONLY AND ARE NOT INTENDED AS A GUIDE FOR DESIGN OR SURVEY WORK. REPRODUCTIONS NOT HEARDED IN THIS FROM OBTAIN PERMISSION FROM THE WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT</small></p> <p style="text-align: center;"> 0 750 1,500 3,000 Scale in Feet </p> <p style="text-align: center;">Community Services Department</p> <p style="text-align: center;">WASHOE COUNTY NEVADA</p> <p style="text-align: center;"><small>1001 E Ninth St Reno, Nevada 89512 (775) 328-3600</small></p>
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MAP 4.5: POTENTIAL NATURAL HAZARDS

Table 4.10: Cumulative Noise Event Standards

Characteristic	CNEL Standard	Regulatory Zones
Industrial Areas	65 dBA	<ul style="list-style-type: none"> • Ponderosa Ranch (outside of SA #1)
Hotel/Motel Areas	60 dBA	<ul style="list-style-type: none"> • Crystal Bay Tourist • Incline Village Commercial • Ponderosa Ranch (SA #1)
Commercial Areas		
High-Density Residential Areas	55 dBA	<ul style="list-style-type: none"> • Crystal Bay Condominiums • Incline Village 2, 3, and 4 • Incline Village Residential • Fairway • Lakeview • Mt. Shadows • Wood Creek
Low-Density Residential Areas	50 dBA	<ul style="list-style-type: none"> • Chateau • Crystal Bay • Incline Village 1 and 5 • Mill Creek • Stateline Point • Tyrolian Village
Urban Outdoor Recreation Areas	55 dBA	<ul style="list-style-type: none"> • Incline Village Tourist • Incline Ski • Martis Peak
Rural Outdoor Recreation Areas	50 dBA	<ul style="list-style-type: none"> • Incline Meadows • East Shore • Marlette Lake
Wilderness and Roadless Areas	45 dBA	<ul style="list-style-type: none"> • Tunnel Creek • Mount Rose
Critical Wildlife Areas		

CONSERVATION STRATEGY

Table 4.11 outlines the area plan’s conservation strategy for each resource topic:

Table 4.11: Conservation Strategies

Resource	Conservation Strategy
Water Quality	<ul style="list-style-type: none"> Continue to participate in the Environmental Improvement Program (EIP) and the Lake Clarity Credit program. Require coverage reduction on sites with more than 70 percent existing coverage. (Development Code Sec. 110.220.40(3)) Prioritize BMP installation on private properties.
Scenic Resources	<ul style="list-style-type: none"> Encourage environmentally beneficial redevelopment Create an aesthetically pleasing entry to Incline Village near Ponderosa Ranch. Place overhead utilities underground. Improve shoreline screening of the Crystal Bay Condominiums.
Fisheries and Aquatic Resources	<ul style="list-style-type: none"> Continue to participate in the EIP. Support other agencies’ restoration efforts. Support basinwide programs, such as the aquatic invasive species prevention program.
Vegetation and Wildlife	<ul style="list-style-type: none"> Promote defensible space policies. Support other agencies’ restoration and fuels reduction efforts. Continue interagency cooperation and public education efforts to reduce conflicts with urban wildlife.
Cultural Resources	<ul style="list-style-type: none"> Encourage the preservation of historic structures and consider adaptive reuse opportunities.
Noise	<ul style="list-style-type: none"> Continue to enforce noise standards that align with TRPA’s thresholds. (Development Code Sec. 110.220.420)
Natural Hazards	<ul style="list-style-type: none"> Disclose potential risks to landowners. Mitigate natural hazard risks through building codes and development standards.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, 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 C1: Attain and maintain environmental thresholds.

IMPLEMENTATION ACTIONS

Action C-1 Environmental Improvement Program

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

Goal C2: Achieve Lake Tahoe Total Maximum Daily Load (TMDL) targets related to stormwater load reduction within the planning area.

Policy C2-1 Best Management Practices

Explore implementing additional incentive programs to encourage all property owners to install and maintain best management practices (BMPs) on their property. Coordinate with TRPA to support the 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 C2-2 Coverage Reduction

Pursue opportunities for coverage reduction in all public and private redevelopment projects, with a priority towards low-capability lands. The Incline Village regulatory zone is a high priority for land coverage retirement and restoration.

See Development Code Section 110.220.40 (3), *Coverage Reduction*

Policy C2-3 Lake Clarity Credit Program

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 C2-4 Road Operations

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 C2-5 Restoration of Disturbed Lands

Restoration of disturbed lands and mitigation of drainage and slope stabilization issues should be pursued. The Tunnel Creek regulatory zone is a high priority for restoring disturbed lands.

Policy C2-6 Shorezone and Stream Environment Zones

Restoration of the shorezone, stream environment zones, and fisheries should be encouraged. Prioritize restoration projects that have multiple benefits (e.g. water quality, fisheries, vegetation, etc.).

IMPLEMENTATION ACTIONS

Action C-2 BMP Certification

Coordinate with TRPA to prioritize BMP certification of private properties.

Action C-3 Stormwater Districts

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

Action C-4 Chateau Land Capability Study

Work with TRPA to conduct an in-depth land capability study for the Chateau regulatory zone.

Goal C3: Provide for the preservation of cultural and historic resources in public and private development projects.

Policy C3-1 Historic Site Preservation

Encourage the preservation of the character of identified historic places.

Policy C3-2 Adaptive Reuse of Historic Structures

Buildings or structures determined to be of historic significance are encouraged to be in keeping with the US Secretary of Interior Standards for the Treatment of Historic Properties.

Policy C3-3 Cooperation

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

Policy C3-4 Interpretive Displays

Pursue funding opportunities for the identification, preservation, 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.

Goal C4: Actively protect and restore the natural, scenic, and cultural resources of the planning area in a manner consistent with the Regional Plan.

Policy C4-1 Incentivize Environmental Improvements

Provide incentives for new and existing land uses to complete environmental threshold-related and other community improvements recommended in the area plan.

Policy C4-2 Capital Improvement Programming

Encourage public agencies to include proposed improvement projects identified throughout this area plan in their capital improvement programs.

Policy C4-3 Partnerships and Facilitation

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

IMPLEMENTATION ACTIONS

Action C-5 Urban Forestry Strategy

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

Goal C5: Improve and protect the scenic quality and tranquility of the planning area. Protect and enhance scenic views and vistas from public areas. Ensure noise levels remain within the established thresholds.

Policy C5-1 Design Standards

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

See Design Standards and Guidelines

Policy C5-2 Scenic Quality Improvement

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

Policy C5-3 Restrict Landscape Modification

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 C5-4 Scenic Quality of Entrypoints

Development standards shall maintain the high scenic quality of the primary entry points to the community including the North Stateline entry point, the State route 431 and State route 28 intersection entry point, and the Tahoe Boulevard and Tunnel Creel Road intersection entry point. Public and private development activity that may impact the scenic quality of these entry points shall conserve the overall scenic quality of the entry point by complying with the Tahoe Area Design Standards (Development Code Article 110.221 Tahoe Area Design Standards) and the State Route 28 Corridor Management Plan.

Policy C5-5 Highway 28 East Shore Corridor

Outside of residential, mixed-use, and tourist regulatory zones, Highway 28 should be managed as a scenic corridor. Continue to manage the highway consistent with the State Route 28 Corridor Management Plan.

Policy C5-6 Noise

Work with TRPA, Caltrans, Tahoe Area Regional Transit (TART), USFS, and other partner agencies to minimize transportation-related noise impacts on residential and sensitive uses. Additionally, continue to limit hours for construction and demolition work to reduce construction-related noises.

IMPLEMENTATION ACTIONS

Action C-6 Overhead and Above-Ground Utilities

Evaluate the feasibility of establishing a special assessment district or other appropriate financing mechanism to implement undergrounding of utilities.

Action C-7 Crystal Bay Condominiums Screening

Work with the homeowners' associations for the condominium developments along the shoreline in the Crystal Bay Condominiums regulatory zone to determine an appropriate method of improving views from roadways and the lake. The objective of this effort is to blend the existing condominium structures into the shoreline as well as possible through color selection and landscaping.

Action C-8 Community Information Signage

Designate a centralized location where signage about community events and other public information can be focused.

Action C-9 Sign Regulation Enforcement

Evaluate options for enhancing enforcement of sign regulations

Goal C6: Achieve air quality improvement and emission reductions in the plan area.

Policy C6-1 Greenhouse Gas Reduction

Waive fees for development rights held by Washoe County for projects that achieve an established greenhouse gas reduction standard. Explore the establishment of additional incentivized regulations to further reduce the planning area's contribution of greenhouse gas to the region, including height incentives and fee waivers.

See Development Code Section 110.220.415, *Greenhouse Gas Reduction*

Policy C6-2 Idle-Free Zones

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

Policy C6-3 Public Buildings

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

See Development Code Section 110.220.415, *Greenhouse Gas Reduction*

Goal C7: Identify and mitigate natural hazards in the plan area through appropriate site design and review standards.

Policy C7-1 Disclosure

Washoe County should inform applicants for development projects in the planning area if the proposed project is potentially at risk of experiencing wildfire, flood, avalanche, landslide, tsunami/seiche, or seismic hazards. 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.

See Development Code Section 110.220.125, *Natural Hazards*

Policy C7-2 Risk Mitigation

Potential risks associated with wildfire, flood, avalanche, landslide, tsunami/seiche, or seismic hazards should be mitigated with building codes, development standards, the provision of pertinent information, or other appropriate means.

See Development Code Section 110.220.125, *Natural Hazards*

PROPOSED IMPROVEMENTS

The Washoe County Tahoe Area Plan envisions the improvements listed within this section. Table 7.3: Implementation Schedule includes an anticipated time horizon, implementer, and funding source for each project. The projects listed below are part of the Environmental Improvement Program (EIP) administered by TRPA.

Watersheds, Water Quality, and Habitat Projects

- Project C-1: Lower Wood Creek Water Quality Improvement Project, Phase 1**
Install stormwater treatment BMPs, shoulder stabilization, and culvert improvements. *EIP # 01.01.01.0111*

- Project C-2: Upper Third Creek and Rosewood Creek Water Quality Improvement Project**
Install stormwater treatment BMPs and shoulder stabilization within the existing Washoe County right-of-way and undeveloped public parcels, providing treatment for urban stormwater runoff to meet the Lake Tahoe TMDL. *EIP # 01.01.01.0112*

- Project C-3: Lower Wood Creek Water Quality Improvement Project, Phase 2**
Install additional stormwater infrastructure, treatment BMPs, and shoulder stabilization. *EIP #01.01.0121*
- Project C-4: Marlette Creek SR28 Crossing Realignment and Water Quality Improvement Project**
Restore a portion of Marlette Creek to improve stream function, water quality, and fish habitat and provide erosion control and stormwater treatment at directly connected outfalls from SR 28. Specifically: (1) Capture and treat State Route 28 stormwater runoff prior to entering Marlette Creek by installing treatment at each stormwater outfall.(2) Stabilize the bed of the South Fork of Marlette Creek using natural materials. (3) Provide fish passage at the SR 28 culvert. (4) Stabilize SR 28 shoulders, road embankments, and dirt parking areas that are directly connected (5) alleviate ponding on SR 28. *EIP# 01.01.02.0033*
- Project C-5: Incline Lake Property Planning and Implementation**
Implement removal of the Incline Lake Dam and restore the area of the lake. Develop a broader management plan for the Incline Lake property. *EIP# 01.02.03.0013*
- Project C-6: Third Creek / Incline Creek Restoration, Phase 6**
Address the fish barrier on Incline Creek at the golf course. The drop leaving the culvert was over 3 feet and restricted upper watershed migration and eroded the banks. The culvert is also past its useful life and in disrepair. This fish barrier improvement will allow spring and fall aquatic migration. Migration from the mouth of Lake Tahoe through the previously completed restoration sites increased access to upper watershed habitat by several miles. *EIP# 01.02.03.0010*
- Project C-7: Rosewood Creek Continuation Project**
Restore an area between two previously completed restorations on Rosewood Creek by constructing in-channel grade controls using biostabilization and add stormwater treatment where it is needed. *EIP#01.02.03.0021*
- Project C-8: Marlette Creek Restoration**
Restore and stabilize the most impacted areas of Marlette Creek which are in the vicinity of the SR28 crossing. The south fork of Marlette Creek is steep and incised with extensive bank erosion with fish passage barriers. *EIP# 01.02.03.0022*

Forest Management Projects

Project C-9: Nevada Regional Fuels Reduction Project

Reduce hazardous fuels on lands within the Wildland Urban Interface Defense Zone of Incline Village. Treat an estimated 286 acres using hand thinning, and another 150 with understory prescribed fire. *EIP# 02.01.01.0134*

Project C-10: Bonpland Hazardous Fuels Reduction

Create an 85-acre fuel break on the north side of Bonpland Creek, the first major drainage south of Tunnel Creek. The proposed treatment will augment fuel reduction completed in Tunnel Creek to the north of Sand Harbor. *EIP# 02.01.01.0158*

Project C-11: Marlette Summit Hazardous Fuels Reduction

Reduce fuels in a 100-acre area within Lake Tahoe Nevada State Park located outside of the Marlette basin watershed boundary, south and west of Marlette Lake. Treatment area will modify fire behavior for wildland fire progressing from the south and west to the east, upslope towards the Marlette basin. *EIP# 02.01.01.0159*

Air Quality and Transportation Projects

Project C-12: Parking Lot Information and Guidance System

Test display of real-time parking availability information via roadside dynamic message signs, internet applications, and mobile devices for pre-trip planning and wayfinding. Establish a pilot program for paid parking on the East Shore to generate revenues for financing of the Nevada Stateline to Stateline Bikeway. *EIP# 03.01.01.0016*

Project C-13: East Shore Transit Facility Upgrades

Enhance the East Shore Transit project by including a number of capital enhancements. Enhancements include improved bus stop locations, bike & storage facilities, park and ride lots, a transit/visitor center, new buses, and an operations facility. *EIP# 03.01.02.0058*

Project C-14: Inter-Regional Transit Service

Establish new inter-regional transit service. This route will operate to connect RNO, RTC's 4th Street Station, Truckee Station, and Tahoe City's Transit Center with bi-directional service every two hours for 14 hours per day with an anticipated operating schedule of 256 days/year. This project will also include adding inter-regional service to Sacramento Regional Transit's University/65th Street Bus and Light Rail Station with South Lake Tahoe's Stateline Transit Center via El Dorado Hills with limited service to Sierra at Tahoe. The route will operate four days a week (Fri-Sat-Sun-Mon). Friday will have two trips leaving Sacramento. Saturday will have one trip leaving Sacramento. 2 trips leaving SLT Sundays, 1 on Mondays. *EIP# 03.01.02.0059, 0060*

Recreation and Scenic Resource Projects

Project C-15: Incline Park Facility Renovations

Improve the existing softball/baseball Field #3, located near the Incline Middle School, including replacement of existing dugouts, backstop repairs, new electronic scoreboard, new batting cage, new sand-based rootzone infield and drainage improvements. *EIP# 04.01.03.0170*

Project C-16: Lake Tahoe Nevada State Park Interpretive Facilities Upgrades

Redesign and upgrade existing passive interpretive facilities within Lake Tahoe Nevada State Park, including Sand Harbor, Hidden Beach, Memorial Point and Cave Rock. *EIP# 04.01.04.0012*

Program Support Projects

Project C-17: Beowawie Road Slope Repair

Repair an existing retaining wall along Beowawie Road in Crystal Bay, Nevada. This wall was installed as part of the Crystal Bay Erosion Control Project (1988) and is failing due to extreme runoff during and following the 2017 winter. The failing slope is located within 600 feet of Lake Tahoe, and a complete slope failure would have a negative effect on water quality. *EIP# 06.01.03.0039*

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CHAPTER 5

Recreation

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 and are supplemented 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 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 shorezone 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 basinwide. 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 Division of State Lands (NDSL), 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 US Forest Service 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 and small 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. Some of these events are associated with specific locations, while others are more dispersed through the community. While these events generally represent a good example of the desired balance between a tourist and a residential community, these 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.

Parks, Beaches, and 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 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 (Table 5.1):

Table 5.1: Recreational Facilities

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

Facility	Operator
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
Sierra Park at Boulder Bay	IVGID, private
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

Existing and proposed recreational facilities are shown in Map 5.2.

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 the United States Forest Service (USFS), Nevada Division of State Lands (NDSL), 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. With new developments in technology, regional solutions such as a travel application could also be developed.

RECREATION STRATEGY

Overall Strategy

The area plan's overall strategy for recreation is to continue supporting Lake Tahoe's function as a destination for outdoor recreation. The plan also seeks to promote new recreational opportunities while avoiding impacts to environmental thresholds and preserving of important habitats.

Outdoor recreational uses should be developed based on demand and be consistent with environmental constraints and community character. Existing facilities in sensitive areas should be retrofitted to mitigate environmental impacts or relocated to higher capability lands.

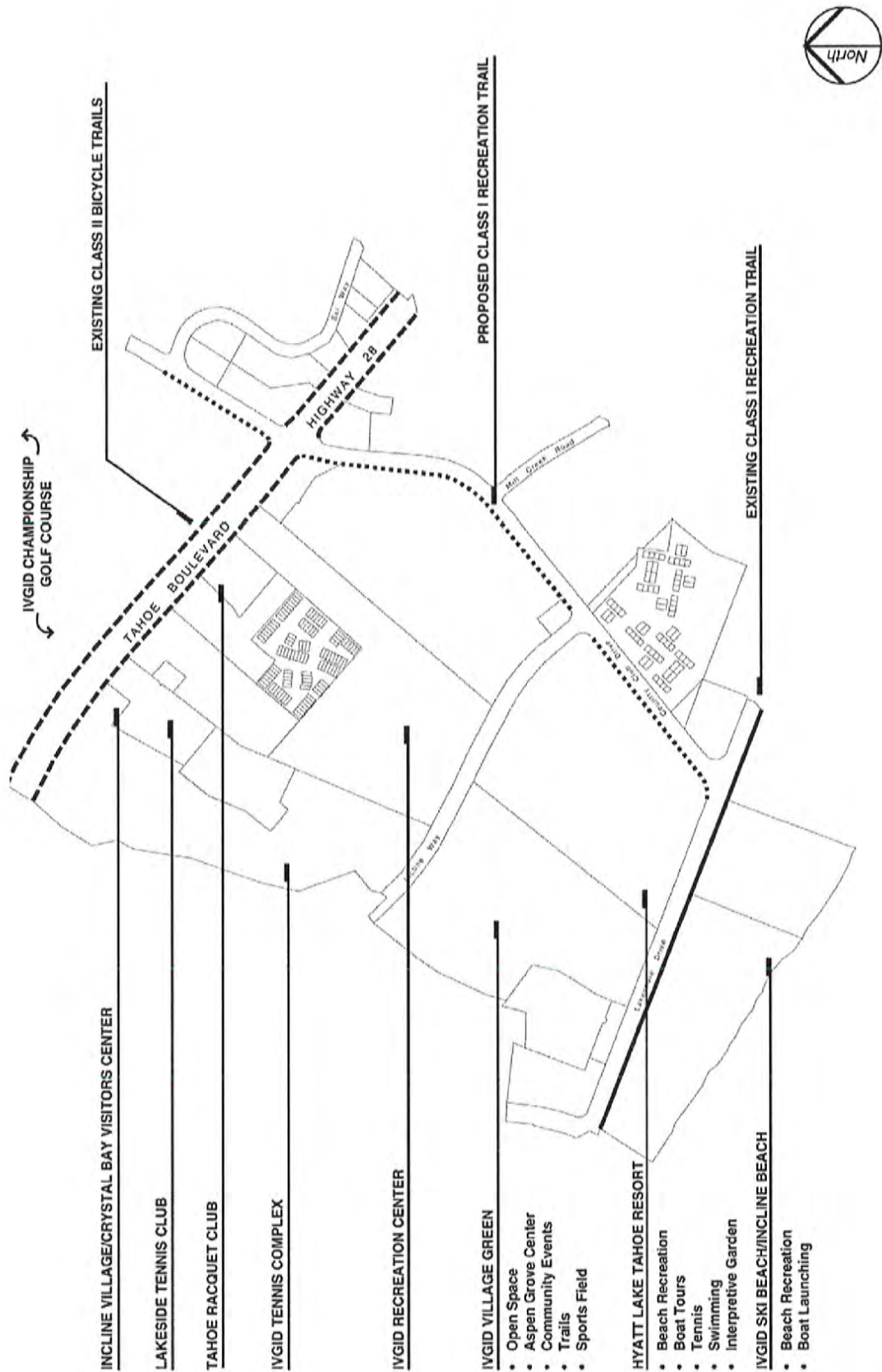
Transportation and recreation are inextricably linked. Sustainable recreation is dependent upon completion of needed active transportation infrastructure. Additionally, transit services should be developed to link Town Centers with high-demand recreational facilities.

Crystal Bay Tourist Regulatory Zone

The vision for the Crystal Bay Tourist regulatory zone is described in Chapter 2. The area plan envisions adding additional recreational opportunities to the plan area. This will help support Crystal Bay's reputation as a destination family resort. A financing mechanism will need to be established to complete needed improvements, including a mini-park and lake access trail.

Incline Village Tourist Regulatory Zone

The vision for the Incline Village Tourist regulatory zone is described in Chapter 2. This regulatory zone includes the Hyatt Regency resort hotel and several IVGID recreational facilities, as illustrated in Map 5.1. The area plan envisions continuing to strengthen the area's recreational opportunities and connect the regulatory zone to the Incline Village Commercial regulatory zone with active transportation infrastructure.



MAP 5.1 INCLINE VILLAGE TOURIST RECREATIONAL OPPORTUNITIES

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 R1: Continue to expand and diversify recreational opportunities in the planning area.

Policy R1-1 Local Parks and Recreational Facilities

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

Policy R1-2 Lake Access

Enhance and improve access opportunities to Lake Tahoe and its shoreline by visitors and residents.

Policy R1-3 Recreational Facilities in Residential Regulatory Zones

Encourage accessory recreational uses for areas with multi-family development, such as the Incline Village Residential regulatory zone.

Policy R1-4 Multi-Use Facilities

Design new trails, paths, lanes and other similar facilities in compliance with the *Active Transportation Plan* to accommodate multiple uses. Design urban trails to accommodate pedestrians, bicycles, and other non-motorized vehicles and non-polluting transportation (e.g. electric bicycles). Design rural trails to accommodate equestrian, pedestrian and bicycle traffic. Designs may be modified for a more limited use as needed to address safety, technical, environmental, or economic hardships.

Policy R1-5 Sustainable Recreation Plan

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

Policy R1-6 Trail System

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. 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 (Map 5.2), the Tahoe Local Transportation Network Map (Map 3.2), and the TRPA Active Transportation Plan (ATP).

Policy R1-7 Diamond Peak Master Plan Update

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, are consistent with environmental conservation goals, and minimize user conflicts. Expansion of the ski area should include upgrading of base facilities to enhance the scenic quality of the resort, improve operating efficiency, include transit connections, and protect water quality.

Policy R1-8 Recreational Uses on Public Lands

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, while recognizing the need for new recreational facilities in fulfillment of the recreation threshold.

Goal R2: Enhance recreational opportunities in the Crystal Bay Tourist Regulatory Zone.

Policy R2-1 On-Site Recreation

Encourage the development of on-site recreational opportunities which enhance the destination resort experience. Such opportunities may include court games and exercise fitness courses.

Policy R2-2 Public Access Trail

A public access trail from the Crystal Bay Tourist regulatory zone to Lake Tahoe should be constructed. The trail should originate in the casino core area and pass through the lake vista mini-park site. In lieu of development of the lake access trail, a shuttle may be provided to provide access to public beaches.

Goal R3: Manage community events according to best practices regarding safety, traffic, pollution, and compatibility.

Policy R3-1 Special Event Areas

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 Parking, Access, and Safety

All temporary events that require a discretionary permit shall 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.

PROPOSED IMPROVEMENTS

The Washoe County Tahoe Area Plan envisions the improvements listed within this section. Table 7.3: Implementation Schedule includes an anticipated time horizon, implementer, and funding source for each project.

Project R-1: Improve Community Recreational Facilities

In compliance with the *IVGID Facilities Master Plan*, develop new recreational facilities and improve existing recreational facilities. Such improvements should include the following facilities:

- A. Bocce courts;
- B. A dog park;
- C. Recreation center expansion;
- D. Additional sports fields;
- E. Skate park improvements;
- F. Cross-country ski trails;
- G. A seasonal ice rink and snow play areas;
- H. Improvements to Sierra Park at Boulder Bay; and
- I. Development of a "Great Park" at the Village Green.

Project R-2: Improve Beach Facilities

In compliance with the *IVGID Beaches Recreation Enhancement Opportunities Plan*, develop improvements to beach facilities. Such improvements should include the following:

- A. Improvement of beach entries and pedestrian access;
- B. Replacement of restroom and concession buildings;

- C. Improvements to group areas, beach access, and pedestrian connectivity;
- D. Improvements to the Burnt Cedar poolhouse
- E. Improvements to the Burnt Cedar Beach picnic/BBO area
- F. Creation of a non-motorized watercraft storage and launching area on the west side of Burnt Cedar Beach.

Project R-3: Neighborhood Parks

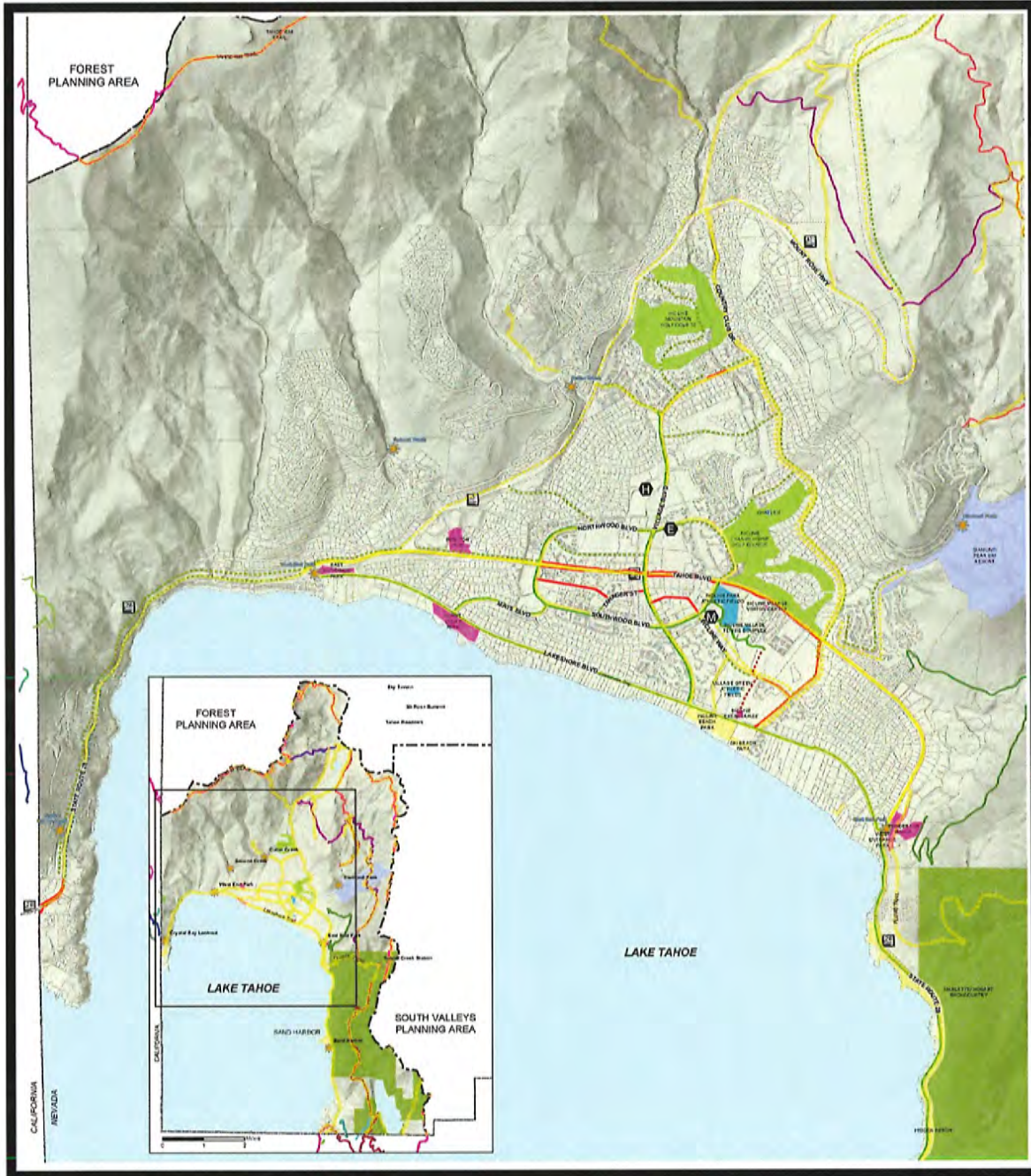
Establish one or more new neighborhood parks. Potential locations include the Crystal Bay area, Dorcey Drive area, and/or on Loma Court.

Project R-4: Public Access Trail (Crystal Bay Tourist Regulatory Zone)

Acquire land or easements and construct a public access trail from the Crystal Bay Tourist regulatory zone to Lake Tahoe. The trail should originate in the casino core area and connect with Sierra Park at Boulder Bay. In lieu of development of the lake access trail, a shuttle may be provided to allow access to public beaches.

REFERENCES

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



TAHOE RECREATIONAL OPPORTUNITIES PLAN

<p>USFS TRAIL NAME</p> <ul style="list-style-type: none"> — INCLINE FLUME TRAIL — KINGS BEACH — MARLETTE AREA — STATELINE LOOKOUT TRAIL — STATELINE VISTA — TAHOE RIM TRAIL — TYROLIAN DOWNHILL TRAIL HEAD — WC PARKS TRAILS SCHOOL (E-Elementary, M-Middle, H-High) 	<p>EXISTING BIKE/PED PATHS/LANES</p> <ul style="list-style-type: none"> — SHARED USE PATH — BIKE LANE — PEDESTRIAN <p>PROPOSED BIKE/PED PATHS/LANES</p> <ul style="list-style-type: none"> - - - - SHARED USE PATH - - - - BIKE FACILITY - - - - BIKE FACILITY - - - - BIKE FACILITY 	<p>RECREATIONAL FACILITY</p> <ul style="list-style-type: none"> ■ BACKCOUNTRY AREA ■ COMMUNITY REC CENTER ■ COMMUNITY SPORTS AND REC ■ DAY USE AREA ■ DAY USE BEACH ■ GOLF ■ HIKING TRAIL ■ SKI RESORT
---	--	--

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

WCPC ADOPTION DATE: 10/1/2019
SCC ADOPTION DATE: 1/1/2020

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Community Services Department

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MAP 5.2 RECREATIONAL OPPORTUNITIES PLAN

CHAPTER 6

Public Services and Facilities

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 Tahoe Transportation District, and the North Lake Tahoe Fire Protection District (NLTFPD) 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 (Map 6.1). 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 redevelopment 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

Stormwater 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, particularly the Town Centers and their associated roadway networks (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 and stabilizing sediment 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 and natural gas service are provided by NV 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 Sheriff 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 6.1: 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 SERVICES AND FACILITIES STRATEGY

Significant growth is not anticipated under this area plan. As a result, the plan envisions maintaining existing service levels. No major facility expansions or relocations are envisioned.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, 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 businesses in the planning area have adequate access to the public services necessary to support a vibrant and safe community.

Policy PSF1-1 Water and Wastewater Services

IVGID 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 Library Services

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 Broadband Internet Services

Establish and expand 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 Law Enforcement Services

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 Fire Protection Services

Continue to cooperate with the North Lake Tahoe fire Protection District in the provision of Fire Protection Services.

Goal PSF2: Consolidate and co-locate utilities and services, where feasible.

Policy PSF2-1 Coordination

Coordinate the provision of public and private services to enhance public health, safety and welfare, reduce costs of service, and avoid duplication of services.

Policy PSF2-2 Public Service Use Expansions

Expansions of public service use shall demonstrate their compatibility with surrounding land uses, especially those uses with potential adverse impacts to health.

IMPLEMENTATION ACTIONS

Action PSF-1 Dig Once Policy

Consider establishment of a “dig once” policy that promotes interagency coordination, joint-trenching, undergrounding of overhead utilities, and installation of fiber optic conduits whenever major infrastructure projects are proposed and constructed.

Goal PSF3: Ensure that public facilities and services are designed to be energy-efficient and resilient to natural hazards and the effects of climate change.

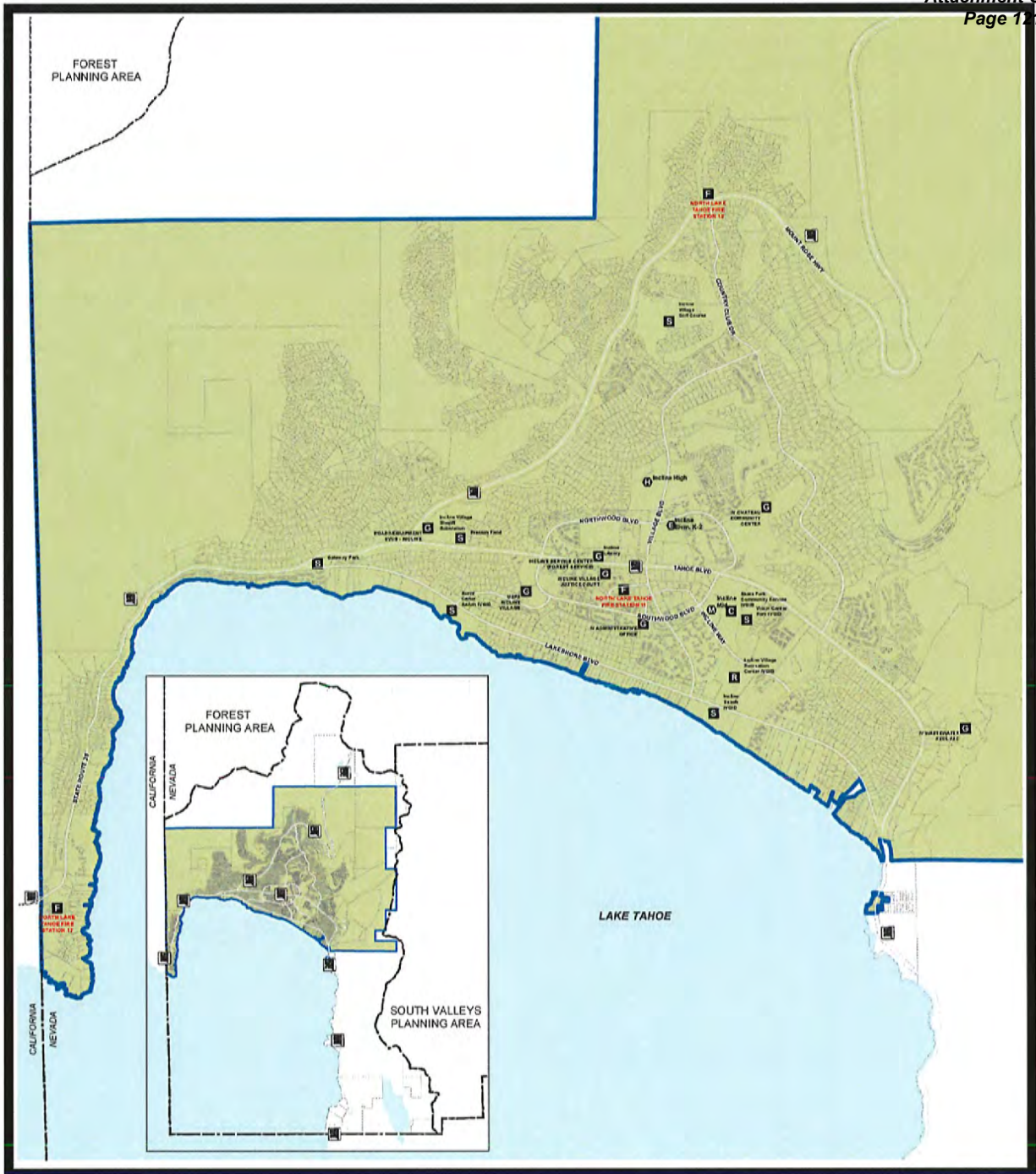
Policy PSF3-1 Greenhouse Gas Reduction

Require public buildings to adhere to a recognized energy efficiency or greenhouse gas reduction standard.

See Development Code – Section 110.220.415, *Greenhouse Gas Reduction*

Policy PSF3-2 Infrastructure Location

Consider the long-term hazard potential and consequences of service interruption when siting new public facilities and infrastructure.



TAHOE

PUBLIC SERVICES & FACILITIES PLAN

PUBLIC FACILITIES (Existing)

- F** FIRE STATION
- E** SCHOOL (E-Elementary, M-Middle, H-High)
- G** GOVERNMENT BUILDING (Libraries, Administration Buildings, etc.)
- C** PARK (C-Community, R-Regional, N-Neighborhood, S-Special Use)

Please refer to TAHOE REGIONAL PLANNING AGENCY.

INCLINE VILLAGE GID

* Incline Village GID provides community water, community wastewater and recreational services within its service area.

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SOURCE: Planning and Building Division WPC ADOPTION DATE: BCC ADOPTION DATE:

MAP 6.1 PUBLIC SERVICES AND FACILITIES PLAN

CHAPTER 7

Implementation

This chapter describes the implementation strategy for the Washoe County Tahoe Area Plan. The goals and policies in the Area Plan are implemented in several ways:

- **Policies.** Goals and policies are identified throughout this plan. Policies articulate Washoe County's official position and can be used to guide future decision-making. Policy language, for example, can be applied to decisions regarding budgeting, discretionary permits, and prioritization of projects and actions.
- **Implementation Actions.** This plan identifies implementation actions, which are future actions that will be undertaken by Washoe County or one of its partner agencies during the life of the Area Plan.
- **Development Code.** Article 220 of the Washoe County Development Code contains implementing standards for the Area Plan. These standards include requirements for new development and well operational standards for existing development. A copy of Article 220 is included in Appendix A.
- **Design Standards and Guidelines.** Article 220.1 of the Washoe County Development Code contains the Tahoe Area Plan Design Standards and Guidelines. Standards are mandatory, while guidelines are directive. These standards and guidelines apply only within the four designated mixed-use and tourist regulatory zones. New development projects are reviewed for consistency with the standards and guidelines. A copy of the Design Standards and Guidelines is included in Appendix B.
- **Proposed Improvements.** The Area Plan envisions specific capital improvement projects, including transportation, recreation, and environmental improvements. The improvements listed in this plan will inform capital improvement programming for Washoe County and the Incline Village General Improvement District. Additionally, the improvements in this plan may be incorporated into TRPA's Environmental Improvement Program (EIP).

- **Monitoring and Adjustment.** TRPA will continue to monitor progress towards threshold attainment using the performance measures established under the 2012 Regional Plan. The results of this evaluation should be considered as part of any proposed amendment to the Area Plan.

GENERAL IMPLEMENTATION GOALS AND ACTIONS

The following general implementation actions apply in addition to those listed in the Land Use, Transportation, Conservation, and Public Services and Facilities chapters:

Goal IM1: Pursue diverse funding and financing opportunities to complete needed improvements.

IMPLEMENTATION ACTIONS

Action IM-1 Funding and Financing

Explore diverse funding and financing opportunities to plan, design, and construct the improvements identified in this plan. Funding and financing strategies should also be pursued for long-term maintenance of both existing and proposed facilities. Priority should be given to the following improvements:

- (1) Active transportation projects, such as bicycle, pedestrian, and multi-use paths, that provide access to recreation and commercial areas.
- (2) Environmental Improvement Program (EIP) projects and other infrastructure and programs intended to attain environmental thresholds.
- (3) Recreational facilities.
- (4) Identification, conservation, and interpretation of natural, cultural, and historic resources.

Goal IM 2: Establish and sustain effective cooperation among all levels of government, jurisdictions, and stakeholders to provide a comprehensive, integrated transportation and recreation system within the plan area.

IMPLEMENTATION ACTIONS

Action IM-2 Seek Partnerships

Seek partnerships, both public and private, to fund, construct and maintain the following:

- (1) Facilities that directly and indirectly support the existing and planned recreational opportunities in the planning area.
- (2) 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 recreational opportunities.
- (3) Capital improvement projects that achieve multiple benefits (e.g. transit – air quality and mobility, both water quality and scenic improvement).

Action IM-3 Public Land Management

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

Action IM-4 Transportation Planning

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), the Truckee-North Tahoe Transportation Management Association (TMA) and the Nevada Department of Transportation (NDOT).

Action IM-5 Other Projects with Environmental Benefits

Support and facilitate projects and programs led by other agencies that benefit environmental thresholds.

Action IM-6 Best Practices for Recreational Uses

Work with stakeholders to identify strategies to ensure that recreational uses are permitted and operated according to best practices for minimizing traffic, reducing pollution and nuisances, and improving safety and general community compatibility.

All actions and their schedule for implication are listed in Table 7.2.

WASHOE COUNTY DEVELOPMENT CODE

The Washoe County Development Code is housed in Chapter 110 of the Washoe County Code, with a copy attached in Appendix A. Article 220 of Chapter 110 contains development standards specific to the Washoe County Tahoe Area Plan. Many of these standards were developed to implement the vision, goals, and policies articulated in the Area Plan.

The following chart identifies where pertinent topics are addressed in the Washoe County Development Code and TRPA Code:

Table 7.1: Implementing Measures in the Washoe County Development Code

Topic	Washoe County Code		TRPA Code
	Town Centers	Outside of Town Centers	
Accessory Dwellings	110.220.85	110.220.85	Subsection 21.3.2
Accessory Structures	110.220.80	110.220.80	Section 21.3
Appeals	110.220.435	110.220.435	Section 13.9
Building Height	110.220.35	110.220.50	Chapter 37*
Density	110.220.30, 110.220.135 through 110.220.150	110.220.30, 110.220.155 through 110.220.395	Chapter 31*
Design	110.220.40 and Article 110.220.1	110.220.40	Chapter 36*
Greenhouse Gas Reduction	110.220.415	110.220.415	---
Historic Resources	[TRPA Code]	[TRPA Code]	Chapter 67
Landscaping	Article 110.220.1	Article 110.412	Section 36.7*
Lot Size	110.220.55	110.220.55	---
Natural Hazards	110.220.125	110.220.125	---
Noise	110.220.420, 110.220.421	110.220.420, 110.220.421	Chapter 68
Parking	Article 110.220.1	Article 110.410	Chapter 34*
Permissible Uses & Special Policies	110.220.135 through 110.220.150	110.220.155 through 110.220.395	Chapter 21, Chapter 81
Scenic Resources	[TRPA Code]	[TRPA Code]	Chapter 66
Setbacks	110.220.55	110.220.55	Subsection 36.5.4
Shorezone	[TRPA Code]	[TRPA Code]	Chapters 80-85
Signage	Article 110.220.1	[TRPA Code]	Chapter 38*
Temporary Uses	110.220.110	110.220.110	Chapter 22
Variances	110.220.440	110.220.440	---
Wireless Communications Facilities	110.220.100, Article 110.324	110.220.100, Article 110.324	---

* - This TRPA Code Chapter/Section does not apply to development within Town Centers.

Article 110.220 of the Washoe County Development Code is included in Appendix A.

TAHOE AREA PLAN DESIGN STANDARDS AND GUIDELINES

The Tahoe Area Plan Design Standards and Guidelines apply to the four mixed-use and tourist regulatory zones. The Design Standards and Guidelines are housed in Article 110.220.1 of the Washoe County Development Code, with a copy attached in Appendix B. The Design Standards and Guidelines are arranged in chapters as follows:

- Chapter 1: Site Design
- Chapter 2: Building Design
- Chapter 3: Setbacks of Structures
- Chapter 4: Parking, Loading, and Circulation
- Chapter 5: Snow Storage
- Chapter 6: Landscaping
- Chapter 7: Exterior Lighting
- Chapter 8: Signs
- Chapter 9: Water Conservation
- Chapter 10: Scenic Highway Corridors
- Chapter 11: Shorezone
- Chapter 12: Crystal Bay Tourist Regulatory Zone

PROPOSED IMPROVEMENTS

Proposed improvements are included in the Transportation, Conservation, and Recreation chapters. Table 7.3 provides an implementation schedule and potential funding sources for these improvements.

IMPLEMENTATION SCHEDULE

Table 7.2: Schedule for Implementation Actions

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Land Use Actions								
Action LU-1 Additional Town Center Incentives	WC	TRPA	●			●		GF
Action LU-2 Merged Development Pool	WC	TRPA	Upon Adoption					N/A
Action LU-3 Design Standards and Guidelines Revision	WC	TRPA		●		●		GF, Grants
Action LU-4 Update Land Use Concept Plans	WC	TRPA		●		●		GF
Action LU-5 Public Outreach	WC	TRPA	●			●		GF
Action LU-6 Workforce Housing Incentives	WC	TRPA	●			●		GF
Action LU-7 Design Standards and Guidelines Revision	WC	TRPA	●					GF
Action LU-8 Designate Special Events Areas	WC	TRPA		●		●		GF, Fees
Action LU-9- Planning and Development Approach	WC	TRPA		Ongoing			●	GF, Fees
Action LU-10 Amendment Procedures	WC	TRPA		As Needed		●		GF, Fees
Action LU-11 Regional Plan Amendments	WC	TRPA		As Needed		●		GF

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Action LU-12 Ponderosa Ranch Planning Process	WC	TRPA, property owners		●				GF, private funds
Action LU-13 Permissible Uses at Ponderosa Ranch	WC	TRPA,	●					GF
Transportation Actions								
Action T-1 Employer Based Vehicle Trip Reduction	WC	TMA, TRPA	●					GF, Grants
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	●					GF, Grants
Conservation Actions								
Action C-1 Environmental Improvement Program	WC	TRPA, IVGID, USFS, NSP	●	●	●			GF, EIP, Grants
Action C-2 BMP Certification	WC	TRPA	●					
Action C-3 Stormwater Districts	WC	IVGID		●				GF
Action C-4 Chateau Land Capability Study	WC	TRPA		●				GF, EIP
Action C-5 Urban Forestry Strategy	WC			●				GF
Action C-6 Overhead and Above-Ground Utilities	WC				●			GF, RDA, SA, EIP

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Action C-7 Crystal Bay Condominiums Screening	WC	Homeowners associations			●	●		Private funds, EIP
Action C-8 Community Information Signage	WC	TRPA	●			●		GF
Action C-9 Sign Regulation Enforcement	WC	TRPA	●				●	GF
Public Services and Facilities Actions								
Action PSF-1 Dig Once Policy	WC	TRPA, IVGID, Utility Providers	●			●		GF
General Implementation and Administration Actions								
Action IM-1 Funding and Financing	WC			Ongoing		●	●	Multiple
Action IM-1 Seek Partnerships	WC	TRPA, USFS, IVGID, NSP, NDOT		Ongoing			●	GF
Action IM-2 Public Land Management	WC	USFS, NSP, IVGID		Ongoing			●	GF
Action IM-3 Transportation Planning	WC	TRPA, TTD, TMA, WCRTC, NDOT		Ongoing			●	GF
Action IM-4 Other Projects with Environmental Benefits	WC	USFS, NSP, IVGID, TRPA, NTCD		Ongoing			●	GF
Action IM-5 Best Practices for Recreational Uses	WC	USFS, NSP, IVGID			●	●		GF, Grants

<u>Implementing Organizations</u>		<u>Funding Sources</u>	
CBCA	Crystal Bay Casino Association	Conditions	Conditions of approval for new development
IVGID	Incline Village General Improvement District	EIP	Environmental Improvement Program
NLTFPD	North Lake Tahoe Fire Protection District	GF	General Fund
NDOT	Nevada Department of Transportation	Grants	Grant funding
NSP	Nevada State Parks	Private funds	Private contributions
NTCD	Nevada Tahoe Conservation District	RDA	Redevelopment Agency
NTRT	Nevada Tahoe Resource Team	RF	Roads Funds
TART	Tahoe Truckee Area Regional Transit	SA	Special Assessment
TMA	Truckee-North Tahoe Transportation Management Association		
TRPA	Tahoe Regional Planning Agency		
TTD	Tahoe Transportation District		
USFS	US Forest Service		
WC	Washoe County		
WCRTC	Washoe County Regional Transportation Commission		

Table 7.3: Schedule for Capital Improvements

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Transportation Projects								
Project T-1 State Route 28 Complete Street Improvements	NDOT	WC, TRPA		●				RF, Grants
Project T-2 Left-Turn Pockets (Crystal Bay Tourist)	NDOT	WC, TRPA		●		●		RF, Grants
Project T-3 Intersection Improvements	WC	NDOT, TRPA		●		●		RF, Grants
Project T-4 Wassou Road	WC	Property owners		●		●		RF, Private funding
Project T-5 Off-Highway Parking along Mount Rose Highway	NDOT	WC, TRPA, USFS				●		RF, Grants, EIP
Project T-6 Mount Rose Highway Center Turn Lanes	NDOT	WC, TRPA				●		RF, Grants
Project T-7 State Route 28 Turnouts	NDOT	WC, TRPA, TTD		●				RF, Grants, Fees
Project T-8 East Shore Off-Highway Parking	NDOT	WC, TRPA, TTD	●					RF, Grants, Fees
Project T-9 East Shore Formalized Highway Parking	NDOT	WC, TRPA, TTD	●					RF, Grants, Fees
Project T-10 East Shore Viewpoints	NDOT	WC, TRPA, TTD		●				RF, Grants, Fees
Project T-11 East Shore Aesthetic Improvement	NDOT	WC, TRPA, TTD		●				RF, Grants, Fees, EIP
Project T-12 Community Gateways	WC	NDOT, IVGID		●				RF, GF, Grants, EIP

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project T-13 Intersection Safety Improvements	NDOT	TRPA, WC	●					RF, Grants
Project T-14 Crystal Bay to Incline Village Multi-Use Path	TTD	NDOT, WC, TRPA	●			●	●	RF, Grants, EIP
Project T-15 Alder Avenue Multi-Use Path	WC	TRPA		●			●	RF, Grants, EIP
Project T-16 Northwood Boulevard Multi-Use Path	WC		●			●	●	RF, Grants, EIP
Project T-17 Fairway Boulevard Multi-Use Path	WC			●		●	●	RF, Grants, EIP
Project T-18 Country Club Drive Multi-Use Path	WC		●			●	●	RF, Grants, EIP
Project T-19 Incline Way Multi-Use Path	WC		●			●	●	RF, Grants, EIP
Project T-20 McCourry Boulevard Multi-Use Path	WC			●			●	RF, Grants, EIP
Project T-21 College Drive Multi-Use Path	WC				●		●	RF, Grants, EIP
Project T-22 Golfers Pass Road Multi-Use Path	WC			●			●	RF, Grants, EIP
Project T-23 Diamond Peak Multi-Use Path	WC	IVGID		●			●	RF, Grants, EIP
Project T-24 Mount Rose Highway Multi-Use Path	NDOT	WC, USFS			●		●	RF, Grants, EIP
Project T-25 Sand Harbor to Spooner Summit Multi-Use Path	TTD	NDOT, WC, TRPA,	●				●	RF, Grants, EIP
Project T-26 Driver Way Multi-Use Path	WC			●			●	RF, Grants, EIP

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project T-27 Village Boulevard Multi-Use Path	WC			●		●	●	RF, Grants, EIP
Project T-28 Tanager Street Multi-Use Path	WC		●			●	●	RF, Grants, EIP
Project T-29 Village Green Multi-Use Path	IVGID	WC	●			●	●	RF, Grants, EIP
Project T-30 Village Boulevard Bike Lanes	WC		●			●		RF, Grants, EIP
Project T-31 Country Club Drive Bike Lanes	WC		●			●		RF, Grants, EIP
Project T-32 Incline Way Bike Lanes	WC		●			●		RF, Grants, EIP
Project T-33 Ski Way Bike Lanes	WC				●	●		RF, Grants, EIP
Project T-34 Mount Rose Highway Bike Lanes	NDOT	WC		●		●		RF, Grants, EIP
Project T-35 South Incline Mobility Hub	WCRTC	TMA, TTD, TART, WC	●			●	●	RF, Grants, EIP, Fees
Project T-36 Incline Village Mobility Hub	WCRTC	TMA, TTD, TART, WC	●			●	●	RF, Grants, EIP
Project T-37 Diamond Peak Transit Center	WCRTC	TMA, IVGID, TART, WC	●			●	●	RF, Grants, EIP, Conditions
Project T-38 Ferry Shuttle Dock Improvements	TMA	WCRTC			●	●		RF, Grants, EIP
Project T-39 Transit Shelters	WC	TART	●			●		GF
Project T-40 Transit Stop at Memorial Point	TTD	NDOT, WC, TRPA		●		●		GF, Grants, EIP, Fees

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project T-41 North Shore Transit Route Expansion	WCRTC	TMA, TTD, TART, TRPA, WC	●	●	●	●	●	GF, Grants, EIP
Project T-42 Reno-North Tahoe Transit Service	WCRTC	WC, TART, TMA, TTD		●		●	●	Grants, EIP
Project T-43 North Shore Ferry Service	TMA	WCRTC, WC, TRPA	●			●	●	Grants, EIP, Fees
Project T-44 Transit Service Hours and Frequency	TART, TTD, TMA	WC, TRPA	●	●	●	●	●	Grants, EIP
Project T-45 Shuttle Service	TMA	WC, WCRTC, TART, TTD		●		●	●	Grants, EIP, private funds
Project T-46 Seasonal and Special Event Shuttle	TMA	WC, TART, TTD	●			●	●	Grants, EIP, private funds
Project T-47 Dial-A-Ride	WC	TMA, TART, TTD	●			●	●	GF
Conservation Projects								
Project C-1 Lower Wood Creek Water Quality Improvement Project, Phase 1	WC		●				●	EIP, GF, Grants
Project C-2 Upper Third Creek and Rosewood Creeks Water Quality Improvement Project	WC			●			●	EIP, GF, Grants
Project C-3 Lower Wood Creek Water Quality Improvement Project, Phase 2	WC		●				●	EIP, GF, Grants

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project C-4 Marlette Creek SR28 Crossing Realignment and Water Quality Improvement Project	NTCD		●			●		EIP, GF, Grants
Project C-5 Incline Lake Property Planning and Implementation	USFS			●		●		EIP, GF, Grants
Project C-6 Third Creek/Incline Creek Restoration	IVGID		●			●		EIP, GF, Grants
Project C-7 Rosewood Creek Continuation Project	NTCD		●			●		EIP, GF, Grants
Project C-8 Marlette Creek Restoration	USFS			●		●		EIP, GF, Grants
Project C-9 Nevada Regional Fuels Reduction Project	NLTFPD		●			●		EIP, GF, Grants
Project C-10 Bon Pland Hazardous Fuels Reduction	NTRT			●		●		EIP, GF, Grants
Project C-11 Marlette Summit Hazardous Fuels Reduction	NTRT			●		●		EIP, GF, Grants
Project C-12 Parking Lot Information and Guidance System	TTD		●			●	●	EIP, GF, Grants
Project C-13 East Shore Transit Facility Upgrades	TTD		●			●		EIP, GF, Grants
Project C-14 Inter-Regional Transit Service	TTD				●	●	●	EIP, GF, Grants
Project C-15 Incline Park Facility Renovations	IVGID		●			●		EIP, GF, Grants

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project C-16 Lake Tahoe Nevada State Park Interpretive Facilities Upgrades	NSP		●			●		EIP, GF, Grants
Project C-17 Beowawie Road Slope Repair	WC		●			●		EIP, GF, Grants
Recreation Projects								
Project R-1 Improve Community Recreational Facilities	IVGID	WC	●	●	●	●	●	GF, Grants
Project R-2 Improve Beach Facilities	IVGID	TRPA, WC	●	●	●	●	●	GF
Project R-3d Neighborhood Parks	WC	IVGID, TRPA		●		●	●	GF
Project R-4 Public Access Multi-Use Path (Crystal Bay Tourist)	WC	CBCA			●	●	●	SA, private funds

<u>Implementing Organizations</u>		<u>Funding Sources</u>	
CBCA	Crystal Bay Casino Association	Conditions	Conditions of approval for new development
IVGID	Incline Village General Improvement District	EIP	Environmental Improvement Program
NLTFPD	North Lake Tahoe Fire Protection District	GF	General Fund
NDOT	Nevada Department of Transportation	Grants	Grant funding
NSP	Nevada State Parks	Private funds	Private contributions
NTCD	Nevada Tahoe Conservation District	RDA	Redevelopment Agency
NTRT	Nevada Tahoe Resource Team	RF	Roads Funds
TART	Tahoe Truckee Area Regional Transit	SA	Special Assessment
TMA	Truckee-North Tahoe Transportation Management Association		
TRPA	Tahoe Regional Planning Agency		
TTD	Tahoe Transportation District		
USFS	US Forest Service		
WC	Washoe County		
WCRTC	Washoe County Regional Transportation Commission		

REFERENCES

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RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

RECOMMENDING ADOPTION OF REGULATORY ZONE AMENDMENT CASE NUMBER WRZA19-0007 AND THE AMENDED TAHOE AREA PLAN REGULATORY ZONE MAP

Resolution Number 20-07

Whereas Regulatory Zone Amendment Case Number WRZA19-0007, came before the Washoe County Planning Commission for a duly noticed public hearing on February 4, 2020; and

Whereas the Washoe County Planning Commission heard public comment and input from staff regarding the proposed Regulatory Zone Amendment; and

Whereas the Washoe County Planning Commission has given reasoned consideration to the information it has received regarding the proposed Regulatory Zone Amendment; and

Whereas the Washoe County Planning Commission has made the findings necessary to support adoption of this proposed Regulatory Zone Amendment as set forth in NRS Chapter 278 and Washoe County Code Chapter 110, Article 821, Amendment of Regulatory Zone; and

Whereas, pursuant to Washoe County Code Section 110.821.15(d), in making this recommendation, the Washoe County Planning Commission finds that this proposed Regulatory Zone Amendment:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan;
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare;
3. Response to Change Conditions; more desirable use. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land;
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment;
5. No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan,

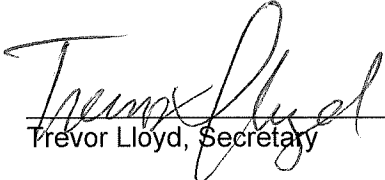
6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services; and
7. Effect on a Military Installation When a Military Installation is Required to be Noticed. The proposed amendment will not affect the location, purpose and mission of a military installation.

Now, therefore, be it resolved that the Washoe County Planning Commission does hereby recommend adoption of Regulatory Zone Amendment Case Number WRZA19-0007 and the amended Tahoe Area Plan Regulatory Zone Map included as Exhibit A to this resolution to the Washoe County Board of County Commissioners.

ADOPTED on February 4, 2020

WASHOE COUNTY PLANNING COMMISSION

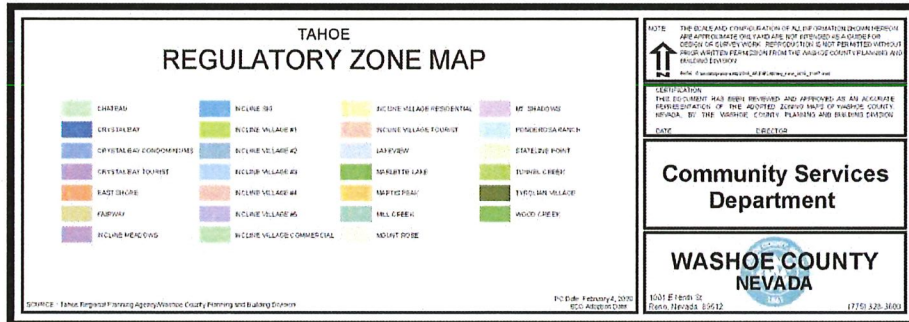
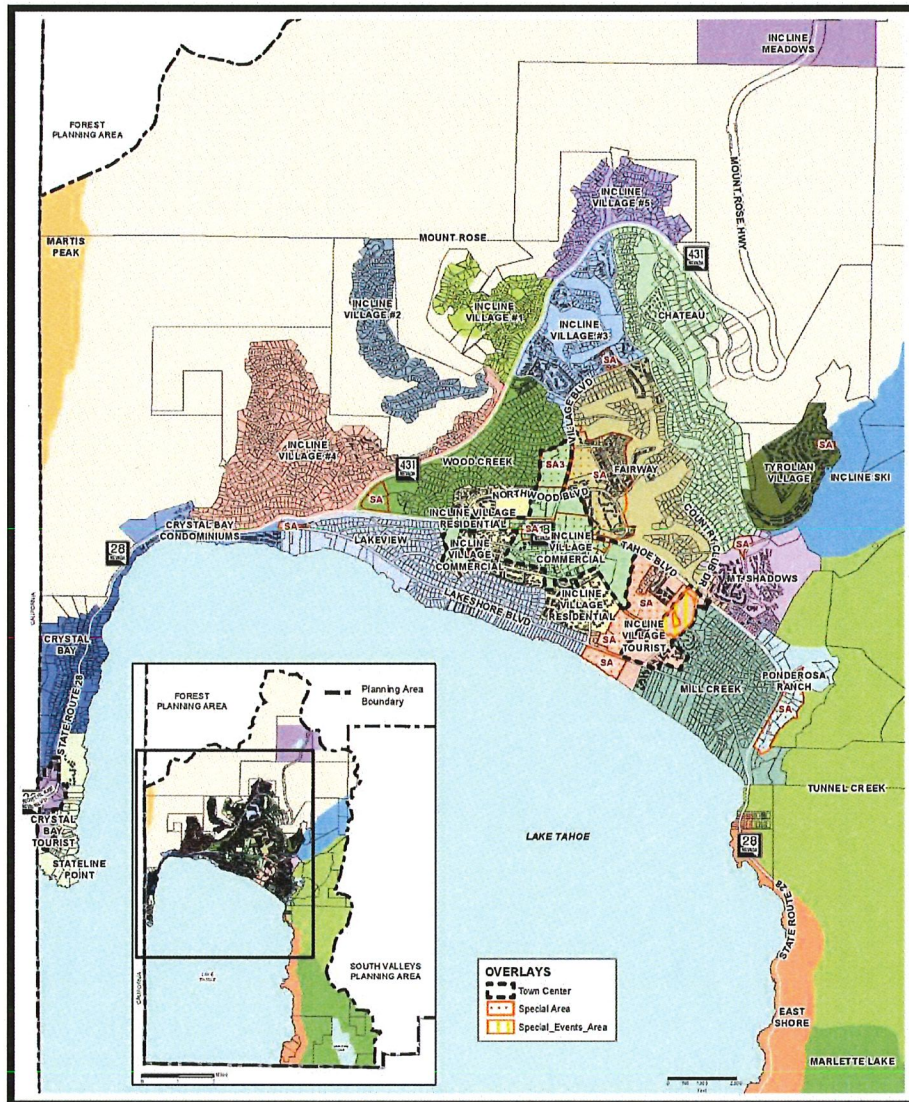
ATTEST:


Trevor Lloyd, Secretary


Larry Chesney, Chair

Attachment: Exhibit A – Tahoe Area Plan Regulatory Zone Map

Exhibit A, WRZA19-0007



NOTE: THE BULK AND FORMER LOCATION OF ALL PERMITTED ZONING PERMITS ARE APPROXIMATE ONLY. ZONING NOT APPROVED AS A GUIDE FOR DESIGN OR CONSTRUCTION. REPRODUCTION IS NOT PERMITTED WITHOUT WRITTEN PERMISSION FROM THE WASHOE COUNTY PLANNING AND BUILDING DIVISION.

IDENTIFICATION: THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE ABOVE DESCRIBED MAPS OF WASHOE COUNTY, NEVADA, BY THE WASHOE COUNTY PLANNING AND BUILDING DIVISION.

DATE: 02/02/2019

Community Services Department

WASHOE COUNTY NEVADA



Planning Commission Staff Report

Meeting Date: February 4, 2020

Agenda Item: 9C

MASTER PLAN AMENDMENT CASE NUMBER: WMPA19-0007
REGULATORY ZONE AMENDMENT CASE NUMBER: WRZA19-0007
DEVELOPMENT CODE AMENDMENT CASE NUMBER: WDCA19-0007

BRIEF SUMMARY OF REQUEST: Amendments to the Tahoe Area Plan text and maps, the Washoe County Regulatory Zone Map, and the Washoe County Development Code; all in regard to the Tahoe Planning Area in order to come into conformance with the Tahoe Regional Planning Agency's Regional Plan.

STAFF PLANNER: Planner's Name: Eric Young
Phone Number: 775.328.3613
E-mail: eyoung@WashoeCounty.us

Master Plan Amendment Case Number WMPA19-0007, Regulatory Zone Amendment Case Number WRZA19-0007, and Development Code Amendment Case Number WDCA19-0007 (Tahoe Area Plan Updates)

Possible action at the Planning Commission to adopt amendments to the following:

- 1) The Washoe County Code (WCC) at Chapter 110, Development Code, Article 220, Tahoe Area, commonly referred to as the Tahoe Area Modifiers;
- 2) The Washoe County Code (WCC) at Chapter 110, Development Code, adding Article 220.1 Tahoe Area Design Standards;
- 3) The Washoe County Master Plan, Volume 2, Tahoe Area Plan, including changes to the goals, policies and maps; and
- 4) The Tahoe Area Regulatory Zone map.

These amendments are meant to ensure the conformance of Washoe County's plans with the 2012 Regional Plan adopted by the Tahoe Regional Planning Agency (TRPA), including but not limited to the following:

- A. Adopting the TRPA's permissible uses set forth in TRPA Regional Plan Chapter 21 *Permissible Uses* in lieu of Washoe County's allowed uses set forth in article 302 of the Washoe County Development Code;
- B. Adopting Design Standards that are in conformance with the requirements set forth in TRPA Regional Plan Chapters 13 *Area Plans* and 36 *Design Standards*;
- C. Adopting development standards that are consistent with the developments standards set forth in the TRPA Regional Plan;
- D. Adopting TRPA's Master Plan land use categories in lieu of Washoe County's Master Plan land use categories set forth in Article 106 of the Washoe County Development Code;
- E. Adopting neighborhood plans utilizing the boundaries and allowed uses of TRPA's plan area statements and community plans in lieu of Washoe County's regulatory zones set forth in Article 106 of the Washoe County Development Code;
- F. Adopting Goals and Policies for the following TRPA required subjects: Land Use, Transportation, Conservation, Public Services and Facilities, Recreation, and Implementation;
- G. Adopting TRPA's implementing plans by reference when necessary, including but not limited to portions of the TRPA Code of Ordinances and the Shore Zone plan; and,
- H. Adopting other matters necessarily connected therewith and pertaining thereto.

• Applicant:	Washoe County
• Location:	Tahoe Planning Area, i.e. all of Washoe County's jurisdiction inside the Tahoe Basin
• Assessor's Parcel Numbers:	All parcels within the Tahoe Area Plan
• Area Plan:	Tahoe
• Citizen Advisory Board:	Incline Village/Crystal Bay CAB
• Development Code:	Authorized in Article 818, <i>Amendment of Development Code</i> , Article 820, <i>Amendment of Master Plan</i> , and Article 821, <i>Amendment of Regulatory Zone</i>
• Commission District:	1 – Commissioner Berkbigler

STAFF RECOMMENDATION FOR MASTER PLAN AMENDMENT

ADOPT

ADOPT WITH MODIFICATIONS

DENY

POSSIBLE MOTION FOR MASTER PLAN AMENDMENT

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission adopt Master Plan Amendment Case Number WMPA19-0007, per the resolution included as Exhibit B, having made the following five findings in accordance with Washoe County Code Section 110.820.15(d). I further move to certify the resolution and the proposed Master Plan Amendment in WMPA19-0007 as set forth in this staff report for submission to the Washoe County Board of Commissioners and authorize the chair to sign the resolution on behalf of the Planning Commission.

(Motion with Findings on Page 12)

STAFF RECOMMENDATION FOR REGULATORY ZONE AMENDMENT

RECOMMEND ADOPTION

RECOMMEND DENIAL

POSSIBLE MOTION FOR REGULATORY ZONE AMENDMENT

I move that after giving reasoned consideration to the information contained in the staff report and received during the public hearing, the Washoe County Planning Commission adopt the resolution included as Exhibit C, recommending adoption of Regulatory Zone Amendment Case Number WRZA19-0007 having made all of the following findings in accordance with Washoe County Development Code Section 110.821.15(d). I further move to certify the resolution and the proposed Regulatory Zone Amendment in WRZA19-0007 as set forth in this staff report for submission to the Washoe County Board of Commissioners and authorize the chair to sign the resolution on behalf of the Planning Commission.

(Motion with Findings on Page 12)

STAFF RECOMMENDATION FOR REGULATORY ZONE AMENDMENT

RECOMMEND ADOPTION

RECOMMEND DENIAL

POSSIBLE MOTION FOR DEVELOPMENT CODE AMENDMENT

I move that after giving reasoned consideration to the information contained in the staff report and received during the public hearing, the Washoe County Planning Commission adopt the resolution included as Exhibit D, recommending adoption of Development Code Amendment Case Number WDCA19-0007 having made all of the following findings in accordance with Washoe County Development Code Section 110.821.15(d). I further move to certify the resolution and the proposed Development Code Amendment in WDCA19-0007 as set forth in this staff report for submission to the Washoe County Board of Commissioners and authorize the chair to sign the resolution on behalf of the Planning Commission.

(Motion with Findings on Page 13)

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Public Notice

Notice for Master Plan Amendment WMPA19-0007 has been provided in accordance with the provisions of NRS 278.210; and notice for Regulatory Zone Amendment WRZA19-0007 has been provided in accordance with the provisions of NRS 278.260. Notice is required to be provided in a newspaper of general circulation within Washoe County at least 10 days before the public hearing date. NRS requires a minimum of 30 separate property owners be noticed within a minimum 750 foot radius of the subject parcel to which the proposed amendment pertains. *The area-wide nature of these amendments resulted in the noticing of all property owners of record within the Tahoe Planning Area.*

Per Washoe County Code Sections 110.820.20(b) and 110.821.20, owners of all real property to be noticed are owners identified on the latest County Assessor's ownership maps and records. Such notice is complied with when notice is sent to the last known addresses of such real property owners as identified in the latest County Assessor's records. Any person who attends the public hearing is considered to be legally noticed unless those persons can provide evidence that they were not notified according to the provisions of Articles 820 and 821.

Pursuant to WCC Section 820.20 a neighborhood meeting was conducted on December 9, 2019.

Notice for Development Code Amendment WDCA19-0007 has been provided pursuant to WCC Section 110.818.20. Notice of this public hearing was published in the newspaper at least 10 days prior to this meeting, and the Chairs and membership of all Citizen Advisory Boards were likewise notified of the public hearing.

Background

The Tahoe Regional Planning Agency (TRPA) is the regional governing body tasked with regulating growth in the Tahoe Basin. Much like Washoe County's Master Plan outside the Tahoe Basin must conform to the Truckee Meadows Regional Plan, the County's plans and codes for the Tahoe Basin must conform to TRPA's Regional Plan for the basin. The TRPA was originally created in 1969 through what is known as the Bi-State Compact. The TRPA was given the authority to enact environmental quality ordinances through an update to the compact in 1980. In 1984 the first Regional Plan was adopted for the basin as a whole. However implementation was delayed through legal action until 1987 when the TRPA Governing Board adopted a revised first Tahoe Regional Plan. In 2012 the Governing Board adopted a comprehensive update, and since then a series of focused updates has been adopted.

Since the adoption of the 2012 update, each jurisdiction that has a boundary inside the basin has been working to update their plans and codes to come into conformance with the new Regional Plan. Washoe County staff has been working with TRPA staff since this time to understand the requirements of TRPA's plan and their expectations regarding the plans and codes we will be submitting to them for conformance review.

Washoe County staff has been working to develop a plan based on that model that will meet these expectations. Some of the changes involve adopting TRPA's concept for zoning, their list of allowed uses, and their master plan categories. Since the adoption of the original Tahoe Regional Plan, Washoe County, along with the other jurisdictions, struggled to devise a way to continue using our own set of allowed uses, our own regulatory zones and regulatory zone map. While staff has developed creative ways to overlap the two different approaches to land use planning, in the end, the result was always difficult to administer, manage, and explain.

After much negotiation and discussion with TRPA staff, Washoe County staff determined that amending Washoe County's plans to fully adopt the TRPA approach to land use planning was the only viable approach to updating the area plan. In November of 2018, staff discussed this

shift in direction with the Planning Commission and requested an initiation of the amendment process. The Planning Commission accepted staffs' recommendation and voted unanimously to initiate the amendment process. Staff then began developing drafts for review and consideration by the public and other stakeholders. The Development Code establishes that initiations expire after 125 days. The development of the documents extended beyond 125 days and therefore the Planning Commission re-initiated the amendments on October 21, 2019.

Overview of Proposed Amendments

The three proposed amendments are complete updates to the existing codes and plans. As such the proposed amendments are intended to replace the existing plans and codes in their entirety. The following analysis identifies how the proposed codes and plans differ from the ones they are intended to replace.

Master Plan Amendment WMPA19-0007

- The proposed plan adopts TRPAs land use categories in lieu of Washoe County's Master Plan land use categories as described in WCC Section 110.106. This change is part of a larger effort to adopt one planning scheme for the planning area. This will remove the confusion involved with each parcel having two land use categories.
- The TRPA Regional Plan establishes new planning tools to facilitate environmental redevelopment. The proposed amendments fully adopt all of the tools and incentives made available to the county. This includes establishing three "town centers" where multiple uses are focused and incentivized. Some of the incentives include the potential for increased density, coverage and height. The Washoe County Master Plan establishes the framework for these tools and incentives that are then fully implemented in the proposed development code.
- The TRPA regional plan emphasizes the promotion of multi-modal and alternative transportation methods. In response, the proposed Tahoe Area Plan establishes a series of goals, policies and maps that identify a network of pedestrian, bike, and multi-modal facilities throughout the planning area.
- A foundation of the Regional Plan is the establishment of environmental thresholds relative to development activity. These thresholds are established as a means of limiting the overall environmental impact of human activity throughout the Lake Tahoe basin. The seven elements of the plan – Land Use, Transportation, Conservation, Recreation, Public Services and Facilities, and Implementation – are each tied more directly to the environmental thresholds of the updated Regional Plan.

Regulatory Zone Amendment WRZA19-0007

- The proposed amendment to the Regulatory Zone Map is one of the more significant changes proposed by these amendments. This change is also part of the larger effort to establish a single planning approach in the area. The proposed map does not utilize any of the familiar regulatory zones established by WCC section 110.106. Rather, the new map utilizes the boundaries of the TRPA delineated "Plan Area Statements (PAS)." Each former PAS is represented as an independent regulatory zone. The allowed uses and other standards for each regulatory zone are also those originally established by TRPA. These uses and standards are articulated in the proposed development code.
- The existing overlay of Washoe County's regulatory zones significantly inhibits the implementation of TRPAs mixed use districts. Removing this overlay and adopting only TRPAs zoning approach will reduce confusion, be less complex to administer, and most importantly allow the mixed use districts to be implemented as intended.

Development Code Amendment WDCA19-0007

- The proposed development code amendments are intended to implement the proposed Tahoe Area Plan. As such, the proposed code articulates each regulatory zone (former PAS), the town centers and the associated re-development incentives, and some new concepts to Washoe County including sections on potential natural hazards, urban wildlife, urban forestry, and greenhouse gas reduction.
- The final leg of the effort to establish a single planning scheme is realized in the proposed development code amendments. Each regulatory zone is described with a table of uses, a map, and any special polices for that zone.
- The implementation of the three town centers enabled in the proposed area plan is realized in the proposed development code amendments. The town center incentives enabled by the TRPA regional plan are articulated, including an extra floor of height up to four floors, increased coverage up to 70%, and increased density up to 25 units per acre. Each town center is identified on a separate map.
- The most significant change to land use will occur as a result of removing the Washoe County regulatory zones and implementing the TRPA allowed uses. The development code amendments propose very few changes to the existing TRPA list of uses. The one exception of note is in the Ponderosa Ranch area. The current uses remain focused on the use of the area as an amusement park. The proposed plan removes these uses in favor of more traditional commercial services focused on the emerging use of the area as a portal to the area's numerous recreation opportunities.
- The newly proposed Article 220.1 *Tahoe Area Design Standards* is a significant addition to the county's planning efforts in the basin. These standards were originally developed to implement TRPAs mixed-use concept. However, due to an unknown reason, Washoe County did not include these standards when the original area plan was adopted. Adopting these standards now will add a critically missing component of the mixed-use planning concept that underlies TRPAs environmental redevelopment goals. And importantly, this section is necessary for conformance with the regional plan.

Neighborhood Meeting and CAB Input

Staff attended the Incline Village Crystal Bay Community Advisory Board (CAB) meeting scheduled for October 7, 2019. The meeting was cancelled as a result of no quorum. However, the required Neighborhood Meeting was held on December 9, 2019 and was well attended. The concerns expressed by the community at this meeting are discussed below.

- Community members expressed significant concerns regarding the operation of short term rentals throughout the community. The community expressed a desire to see short term rentals identified in the Tahoe Area Plan amendments as a commercial use and regulated with appropriate zoning and building codes. Staff discussed the county's efforts to establish a countywide ordinance regarding short term rentals.
- The draft reviewed by the community referred to each regulatory zone as a "neighborhood." The original "Plan Area Statements" each have names rather than just a number or code for identification. The community expressed concern that these names often conflict with the names of the originally platted subdivisions found there. Community members identify more strongly with their original subdivisions than with their zoning districts. The conflicting names were causing confusion; particularly around whether or not the county would begin enforcing the covenants, codes, and restrictions recorded with the original maps. In response to this concern, staff adjusted the plan by

removing the term “neighborhood” and simply referring to each area as a regulatory zone. Staff also included a short reminder for property owners that their property may have restrictions in addition to WCC that may have been recorded with the original map.

- Parking has been a consistent issue throughout the update process. Community members often express that the underlying parking problem is a result of over tourism. The concern is that the multiple efforts to promote recreation and economic development are proving successful, but the parking infrastructure needed to support the increased activity is not being developed coincident with the demand. The proposed plan addresses these concerns in several ways. The plan requires all discretionary permits for community events to provide a parking plan. There are also policies related to employee rideshare programs and other trip reduction strategies. And the plan recognizes the need to reach a better understanding of parking in the area by directing the county to conduct a parking study and implementing recommendations that arise from the information provided.
- Two of the town center incentives caused some concern with community members. Increased height and density were flagged as potentially creating incompatible development. These incentives are seen as important components of TRPAs environmental redevelopment goals. As such, staff is not proposing to require any discretionary approval to obtain these two incentives. The implementation of the proposed design standards is intended to mitigate the potential compatibility issues these incentives may raise.
- The community’s concerns regarding infrastructure keeping up with an increased demand for recreation are echoed in their concerns about the community character articulated in the introduction chapter of the master plan. Finding a balance between maintaining a base of full time residents and increasing demands for recreation based tourism has always been the challenge in the Tahoe Planning Area. The community’s concerns are that the balance is currently tipping too far toward tourism and the ability to maintain a significant permanent population may be passing.
- Natural hazards and the ability to evacuate if necessary was another concern raised at the neighborhood meeting. The primary concerns surround the small number of routes in to and out of the basin. Evacuation planning and communication were also raised as concerns.

Agency Comments

The proposed amendment was submitted to numerous agencies for review and comment. The full list is available in Exhibit E. The following five agencies provided comments in response to their evaluation of the proposed amendments. A summary of each commenting agency’s comments and their contact information is provided below.

- Nevada Division of State Lands voiced concerns about how Washoe County’s GIS data and the State’s GIS data are coordinated in the planning area. They also asked for clarification of language regarding maintenance of vacant public parcels.

Contact: Sherri Barker, 775.684.2735, sbarker@lands.nv.gov

- Carson City, Nevada expressed a desire to continue cooperation on the development of the Tahoe East Shore Trail along SR 28.

Contact: Lee Plemel, 775.283.7075, lplemel@Carson.org

- The League to Save Lake Tahoe provided several comments regarding the TRPAs list of required area plan contents. They requested additional maps and policies as well as additional monitoring policies. They also requested clarification regarding TRPAs environmental thresholds as expressed in the proposed plans. They provided numerous comments providing suggestions for clarity. They provided positive comments regarding the county's greenhouse gas reduction proposals, but provided ideas to strengthen their implementation.

Contact: Gavin Feiger, 530.541.5388, gavin@keptahoeblue.org

- Washoe County Parks and Open Space provided comments focused on providing more clarity, including suggesting more definitions and the re-wording of certain terms and phrases. The comments also requested clarifying how modern transportation technologies will be compatible with bike and pedestrian facilities.

Contact: Sophia Kirschenman, 775.328.3623, skirschenman@washoecounty.us

- Washoe County Air Quality Division offered comments on the importance of including accurate ozone data in the plan and using ozone data to inform transportation planning. They also commented on the importance of encouraging alternatives to motorized transportation and reducing vehicle miles travelled and trip generation in general.

Contact: Daniel K. Inouye, 775.784.7214, dinouye@washoecounty.us

Staff Comments on Required Findings for Master Plan Amendment

For a Master Plan Amendment to be adopted, Washoe County Code Section 110.820.15(d) requires the Planning Commission make at least three of the following five findings of fact. No military installations were required to be noticed as a result of this application; therefore the finding related to a military installation is not required. The following findings and staff comments on each finding are presented for the Planning Commission's consideration:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.

Staff Comment: The proposed amendments represent a wholesale update of the existing plans. The proposed plans do not conflict with the policies and action programs of the overall Master Plan as detailed in this staff report.

2. Compatible Land Uses. The proposed amendment will not result in land uses which are incompatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.

Staff Comment: The proposed amendments do not result in any new distribution of land uses. The goals and policies contained in the proposed amendments are specifically designed to ensure compatible land uses and to have a positive impact on the public health safety and welfare.

3. Response to Change Conditions. The proposed amendment identifies and responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

Staff Comment: The Tahoe Area Plan has not been updated or substantially amended since its original adoption in 1998. The TRPA regional plan was updated in 2013. The amount of time that has passed since the original adoption and the need to conform to

a new regional plan point to significant changed circumstances that require the update of the existing plans.

4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed amendment.

Staff Comment: As a comprehensive update of the entire Tahoe Area Plan, the proposed amendments include sections devoted to the provision of adequate transportation, recreation, utility, and other facilities to support the community envisioned by the plan.

5. Desired Pattern of Growth. The proposed amendment promotes the desired pattern for the orderly physical growth of the County and guides the development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

Staff Comment: The proposed amendments do not alter the established pattern of growth in the Tahoe Planning Area. The proposed goals and policies are intended to better implement the pattern of growth that was established as the planning area originally developed. The protection of natural resources and the efficient use of public resources represent significant portions of the proposed plan.

Staff Comments on Required Findings for Regulatory Zone Amendment

Section 110.821.15(d) of Article 821, *Amendment of Regulatory Zone*, within the Washoe County Development Code, requires that all of the following findings be made to the satisfaction of the Washoe County Planning Commission before recommending adoption to the Board of County Commissioners. No military installations were required to be noticed as a result of this application; therefore the finding related to a military installation is not required. Staff has completed an analysis of the Regulatory Zone Amendment and has determined that the proposal is in compliance with the required findings as follows.

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan and the Regulatory Zone Map.

Staff Comment: The proposed amendment does not conflict with the policies and action programs of the Master Plan as detailed in this staff report.

2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.

Staff Comment: The proposed amendments do not result in any new distribution of land uses. The goals and policies contained in the proposed amendments are specifically designed to ensure compatible land uses and to have a positive impact on the public health safety and welfare.

3. Response to Change Conditions; more desirable use. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

Staff Comment: The Tahoe Area Regulatory Zone Map has not been updated or substantially amended since its original adoption in 1998. The TRPA regional plan was

updated in 2013. The amount of time that has passed since the original adoption and the need to conform to a new regional plan point to significant changed circumstances that require the update of the existing plans.

4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment.

Staff Comment: The proposed regulatory zone amendments are accompanied by a comprehensive update of the entire Tahoe Area Plan, the proposed amendments include sections devoted to the provision of adequate transportation, recreation, utility, and other facilities to support the community envisioned by the plan.

5. No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.

Staff Comment: The proposed regulatory zone amendment is necessary to implement the proposed master plan changes and will be consistent with those amendments.

6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

Staff Comment: The proposed regulatory zone amendments do not alter the established pattern of growth in the Tahoe Planning Area. The proposal is accompanied by proposed goals and policies intended to better implement the pattern of growth that was established as the planning area originally developed. The protection of natural resources and the efficient use of public resources represent significant portions of the proposed plan.

Staff Comments on Required Findings for Development Code Amendment

WCC Section 110.818.15(e) requires the Planning Commission make at least one of the following findings of fact for approval of the amendment. Staff provides the following evaluation for each of the findings and recommends that the PC make all four findings in support of the proposed amendment.

1. Consistency with Master Plan. The proposed Development Code amendment is in substantial compliance with the policies and action programs of the Washoe County Master Plan.

Staff comment: The proposed Development Code Amendments are accompanied by an updated master plan. The two documents are designed to be consistent and supportive. The Master Plan establishes policies governing uses on properties in the planning area, which are then regulated through the Development Code. This amendment is necessary to implement the newly proposed updated master plan.

2. Promotes the Purpose of the Development Code. The proposed Development Code amendment will not adversely impact the public health, safety or welfare, and will promote the original purposes for the Development Code as expressed in Article 918, Adoption of Development Code.

Staff comment: The proposed Development Code amendment is consistent with Article 918. The proposed standards are intended to directly support the health safety and welfare of the community.

3. Response to Changed Conditions. The proposed Development Code amendment responds to changed conditions or further studies that have occurred since the Development Code was adopted by the Board of County Commissioners and the requested amendment allow for a more desirable utilization of land within the regulatory zones.

Staff comment: The proposed amendment is necessary to implement the newly proposed master plan update. This update is required by TRPA for conformance with their regional plan. The new masterplan and the new regional plan represent significant changed conditions to which this amendment responds.

4. No Adverse Effects. The proposed Development Code amendment will not adversely affect the implementation of the policies and action programs of the Conservation Element or the Population Element of the Washoe County Master Plan.

Staff comment: The Conservation Element and the Population Element are not impacted by this proposed amendment.

Recommendation

Staff recommends the Planning Commission adopt and/or recommend for adoption, as appropriate, the three resolutions attached to this staff report which collectively represent amendments to the following:

- 1) The Washoe County Code (WCC) at Chapter 110, Development Code, Article 220, Tahoe Area, commonly referred to as the Tahoe Area Modifiers;
- 2) The Washoe County Code (WCC) at Chapter 110, Development Code, adding Article 220.1 Tahoe Area Design Standards;
- 3) The Washoe County Master Plan, Volume 2, Tahoe Area Plan, including changes to the Master Plan map; and
- 4) The Tahoe area Regulatory Zone map.

These amendments are meant to ensure the conformance of Washoe County's plans with the 2012 Regional Plan adopted by the Tahoe Regional Planning Agency (TRPA), including but not limited to the following:

- A. Adopting the TRPA's permissible uses set forth in TRPA chapter 21 in lieu of Washoe County's allowed uses set forth in article 302 of the Washoe County Development Code;
- B. Adopting TRPA's Master Plan land use categories in lieu of Washoe County's Master Plan land use categories set forth in article 106 of the Washoe County Development Code;
- C. Adopting neighborhood plans utilizing the boundaries and allowed uses of TRPA's plan area statements in lieu of Washoe County's regulatory zones set forth in article 106 of the Washoe County Development Code;
- D. Adopting TRPA's implementing plans by reference when necessary, including but not limited to portions of the TRPA Code of Ordinances and the Shore Zone plan; and,
- E. Adopting other matters necessarily connected therewith and pertaining thereto.

Possible Motion for Master Plan Amendment

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission adopt Master Plan Amendment Case Number WMPA19-0007, per the resolution included as Exhibit B, having made the following five findings in accordance with Washoe County Code Section 110.820.15(d). I further move to certify the resolution and the proposed Master Plan Amendment in WMPA19-0007 as set forth in this staff report for submission to the Washoe County Board of Commissioners and authorize the chair to sign the resolution on behalf of the Planning Commission.

1. Consistency with Master Plan. *The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.*
2. Compatible Land Uses. *The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.*
3. Response to Changed Conditions. *The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.*
4. Availability of Facilities. *There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.*
5. Desired Pattern of Growth. *The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.*

Possible Motion for Regulatory Zone Amendment

I move that after giving reasoned consideration to the information contained in the staff report and received during the public hearing, the Washoe County Planning Commission adopt the resolution included as Exhibit C, recommending adoption of Regulatory Zone Amendment Case Number WRZA19-0007 having made all of the following findings in accordance with Washoe County Development Code Section 110.821.15(d). I further move to certify the resolution and the proposed Regulatory Zone Amendment in WRZA19-0007 as set forth in this staff report for submission to the Washoe County Board of Commissioners and authorize the chair to sign the resolution on behalf of the Planning Commission.

1. Consistency with Master Plan. *The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.*
2. Compatible Land Uses. *The proposed amendment will not result in land uses which are incompatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.*
3. Response to Change Conditions; more desirable use. *The proposed amendment identifies and responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.*

4. Availability of Facilities. *There are or are planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed amendment.*
5. No Adverse Effects. *The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.*
6. Desired Pattern of Growth. *The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.*

Possible Motion for Development Code Amendment

I move that after giving reasoned consideration to the information contained in the staff report and received during the public hearing, the Washoe County Planning Commission adopt the resolution included as Exhibit D, recommending adoption of Development Code Amendment Case Number WDCA19-0007 having made all of the following findings in accordance with Washoe County Development Code Section 110.821.15(d). I further move to certify the resolution and the proposed Development Code Amendment in WDCA19-0007 as set forth in this staff report for submission to the Washoe County Board of Commissioners and authorize the chair to sign the resolution on behalf of the Planning Commission.

1. Consistency with Master Plan. *The proposed Development Code amendment is in substantial compliance with the policies and action programs of the Washoe County Master Plan.*
2. Promotes the Purpose of the Development Code. *The proposed Development Code amendment will not adversely impact the public health, safety or welfare, and will promote the original purposes for the Development Code as expressed in Article 918, Adoption of Development Code.*
3. Response to Changed Conditions. *The proposed Development Code amendment responds to changed conditions or further studies that have occurred since the Development Code was adopted by the Board of County Commissioners and the requested amendment allow for a more desirable utilization of land within the regulatory zones.*
4. No Adverse Effects. *The proposed Development Code amendment will not adversely affect the implementation of the policies and action programs of the Conservation Element or the Population Element of the Washoe County Master Plan.*

Appeal Process

Planning Commission action will be effective 10 calendar days after the written decision is filed with the Secretary to the Planning Commission and mailed to the original applicant, unless the action is appealed to the Washoe County Board of Commissioners, in which case the outcome of the appeal shall be determined by that Board. Any appeal must be filed in writing with the Planning and Building Division within 10 calendar days from the date the written decision is filed with the Secretary to the Planning Commission and mailed to the original applicant.

xc: Dave Solaro, Assistant County Manager
Nate Edwards, Deputy District Attorney
Mojra Hauenstein, Planning and Building Director

Exhibit A: Explanations of Master Plan, Regulatory Zone and Development Code Amendment Processes

Initiating Amendments

The Washoe County Development Code is Chapter 110 of the Washoe County Code (WCC). The Development Code provides the procedures by which amendments to the Development Code, the Master Plan, and the Regulatory Zone Map can be made. The Development Code requires that the beginning step for all three of these amendments is either an application from a member of the public or an initiation by resolution of the Planning Commission (PC) or the Board of Commissioners (Board).

After initiation, the PC considers the proposed amendments in a public hearing. The PC may recommend approval, approval with modifications or deny the proposed amendment. The PC records its recommendation to approve or deny by resolution.

The Board hears all amendments recommended for approval, and amendments denied by the PC upon appeal. Development code amendments require two hearings at the Board. The Board will hold a first reading and introduction of the ordinance (proposed amendment), followed by a second reading and possible ordinance adoption in a public hearing at a second meeting at least two weeks after the first reading. Master plan amendments and regulatory zone map amendments only require one public hearing before the Board.

Explanation and Processing of a Master Plan Amendment

The purpose of a Master Plan Amendment application is to provide a method of review for requests to amend the Master Plan. The Master Plan guides growth and development in the unincorporated areas of Washoe County, and consists of three volumes. By establishing goals and implementing those goals through policies and action programs, the Master Plan addresses issues and concerns both countywide and within each community. Master Plan amendments ensure that the Master Plan remains timely, dynamic, and responsive to community values. The Washoe County Master Plan can be accessed on the Washoe County website at www.washoecounty.us/csd/planning_and_development (select Master Plan & Maps), or it may be obtained at the front desk of the Washoe County Planning and Building Division.

Volume One of the Master Plan outlines six countywide priorities through the year 2025. These priorities are known as Elements and each is summarized below. The Land Use and Transportation Element, in particular, plays a vital role in the analysis of a Master Plan Amendment.

- **Population Element.** Projections of population, housing characteristics, trends in employment, and income and land use information for the County.
- **Conservation Element.** Information, policies and action programs, and maps necessary for protection and utilization of cultural and scenic, land, water, air and other resources.
- **Land Use and Transportation Element.** Information, policies and action programs, and maps defining the County's vision for development and related transportation facilities needed for the forecasted growth, and protection and utilization of resources.
- **Public Services and Facilities Element.** Information, policies and action programs, and maps for provision of necessary services and facilities (i.e. water, sewer, general government and public safety facilities, libraries, parks, etc.) to serve the land use and transportation system envisioned by the County.

Exhibit A: Explanations of Master Plan, Regulatory Zone and Development Code Amendment Processes

- Housing Element. Information, policies and action programs, and maps necessary to provide guidance to the County in addressing present and future housing needs.
- Open Space and Natural Resource Management Plan Element. Information, policies and action programs, and maps providing the necessary framework for the management of natural resources and open spaces.

Volume Two of the Master Plan consists of 13 Area Plans, which provide detailed policies and action programs for local communities in unincorporated Washoe County relating to conservation, land use and transportation, public services and facilities information, and maps.

Volume Three of the Master Plan houses Specific Plans, Joint Plans and Community Plans that have been adopted by the Washoe County Board of Commissioners. These plans provide specific guiding principles for various districts throughout unincorporated Washoe County.

Requests to amend the Master Plan may affect text and/or maps within one of the six Elements, one of the 13 Area Plans, or one of the Specific Plans, Joint Plans or Community Plans. Master Plan Amendments require a change to the Master Plan and are processed in accordance with Washoe County Chapter 110 (Development Code), Article 820, *Amendment of Master Plan*.

When making a recommendation to the Washoe County Board of Commissioners to adopt a Master Plan amendment, the Planning Commission must make at least three of the five findings as set forth in Washoe County Code (WCC) Section 110.820.15(d). If a military installation is required to be noticed, then an additional finding of fact pursuant to WCC Section 110.820.15(d)(6) is required. If there are findings relating to Master Plan amendments contained in the Area Plan in which the subject property is located, then the Planning Commission must also make all of those findings. A recommendation to adopt the Master Plan amendment requires an affirmative vote of at least two-thirds of the Planning Commission's total membership.

Explanation and Processing of a Regulatory Zone Amendment

The following explains a Regulatory Zone Amendment, including its purpose and the review and evaluation process involved for an application with such a request. The analysis of the subject proposal can be found beginning on page 9 of this report.

The purpose of a Regulatory Zone Amendment (RZA) is to provide a method for amending the Regulatory Zone Maps of Washoe County. These maps depict the Regulatory Zones (i.e. zoning) adopted for each property within the unincorporated area of Washoe County. The Regulatory Zones establish the uses and development standards applied to each property.

Regulatory zones are designed to implement and be consistent with the Master Plan by ensuring that the stability and character of the community will be preserved for those who live and work in the unincorporated areas of the County. A regulatory zone cannot be changed if it conflicts with the objectives or policies of the Master Plan, including area plans that further define policies for specific communities. The Master Plan is the blueprint for development within the unincorporated County. Pursuant to NRS 278, any action of the County relating to zoning must conform to the Washoe County Master Plan.

Evaluation of the proposed Regulatory Zone Amendment involves review for compliance with countywide policies found in Volume One of the Washoe County Master Plan and applicable

Exhibit A: Explanations of Master Plan, Regulatory Zone and Development Code Amendment Processes

area plan policies found in Volume Two of the Washoe County Master Plan. If the subject parcel(s) is within a Specific Plan, Joint Plan or Community Plan found in Volume Three of the Master Plan, then supplemental review shall be required to ensure compliance with the applicable plan. Additionally, the analysis includes review of the proposed amendment against the findings found in Article 821 of the Washoe County Development Code and any findings as set forth in the appropriate Area Plan. Rezoning of a parcel from one Regulatory Zone to another requires action by both the Planning Commission and the Board of County Commissioners (BCC).

The Planning Commission may recommend adoption of a Regulatory Zone Amendment to the BCC, or it may deny it. Upon an affirmative recommendation by the Planning Commission, the BCC is required to hold a public hearing which must be noticed pursuant to Section 110.821.20 of the Washoe County Development Code. Final action is taken by the BCC who may adopt, adopt with modifications, or deny the proposed amendment.

Explanation and Processing of a Development Code Amendment

The Washoe County Development Code is Chapter 110 of the Washoe County Code (WCC). The Development Code broadly regulates allowable and permitted land uses, subdivision of land, planning permit requirements and procedures, signage, infrastructure availability, land use development standards, and other related matters. Because the Development Code covers so many varying aspects of land use and development standards, it is expected that from time to time it may be necessary to change or amend one or more portions of the Development Code to keep it up to date with the most current and desirable trends in planning and development.

The Development Code amendment process provides a method of review and analysis for such proposed changes. Development Code amendments may be initiated by the Washoe County Board of County Commissioners (Board), the Washoe County Planning Commission (PC), or an owner of real property. Development Code amendments are initiated by resolution of the Board or the PC. Real property owners may submit an application to initiate a Development Code amendment.

After initiation, the PC considers the proposed amendment in a public hearing. The PC may recommend approval, approval with modifications or deny the proposed amendment. The PC records its recommendation or denial by resolution.

The Board hears all amendments recommended for approval, and amendments denied by the PC upon appeal. The Board will hold a first reading and introduction of the ordinance (proposed amendment), followed by a second reading and possible ordinance adoption in a public hearing at a second meeting at least two weeks after the first reading.



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

ADOPTING AMENDMENTS TO THE WASHOE COUNTY MASTER PLAN, VOLUME 2, TAHOE AREA PLAN, INCLUDING CHANGES TO THE GOALS, POLICIES AND MAPS (WMPA19-0007), AND RECOMMENDING ITS ADOPTION TO THE BOARD OF COUNTY COMMISSIONERS

Resolution Number 20-06

Whereas, Master Plan Amendment Case Number WMPA19-0007 came before the Washoe County Planning Commission for a duly noticed public hearing on February 4, 2020; and

Whereas, the Washoe County Planning Commission heard public comment and input from both staff and the public regarding the proposed master plan amendments; and

Whereas, the Washoe County Planning Commission gave reasoned consideration to the information it received regarding the proposed master plan amendments; and

Whereas, the Washoe County Planning Commission has made the following findings necessary to support adoption of the proposed Master Plan Amendment Case Number WMPA19-0007, as set forth in NRS chapter 278 and Washoe County Code Chapter 110 (Development Code), Article 820:

Washoe County Code Section 110.820.15 (d) Master Plan Amendment Findings

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Change Conditions. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.
5. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.
6. Effect on a Military Installation. The proposed amendment will not affect the location, purpose and mission of any military installation.

Now, therefore, be it resolved that pursuant to NRS 278.210(3):

- (1) Subject to approval by the Washoe County Board of County Commissioners and a finding of conformance with the Tahoe Regional Plan, the Washoe County Planning Commission does hereby adopt Master Plan Amendment Case Number WMPA19-0007, comprised of the document as included at Exhibit A to this resolution, descriptive matter and other matter intended to constitute the amendments as submitted at the public hearing noted above; and,
- (2) To the extent allowed by law, this approval is subject to the conditions adopted by the Planning Commission at the public hearing noted above.

A certified copy of this resolution shall be submitted to the Board of County Commissioners and any appropriate reviewing agencies in accordance with NRS 278.220.

ADOPTED on February 4, 2020

WASHOE COUNTY PLANNING COMMISSION

ATTEST:

Trevor Lloyd, Planning Manager, Secretary

Larry Chesney, Chair

Attachment: Exhibit A – Tahoe Area Plan

Exhibit A, WMPA19-0007



WASHOE COUNTY



TAHOE AREA PLAN



PLANNING COMMISSION DRAFT // JANUARY 2020

ACKNOWLEDGEMENTS

Washoe County and the Tahoe Regional Planning Agency would like to thank the following individuals for their contributions to this Area Plan.

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Michael Conger, Senior Planner
Mason Bindl, GIS Data Analyst
Emily Ulrich, GIS Technician

CONSULTANTS

Adam Lewandowski, Senior Project Manager, Ascent Environmental

CHAPTER 1

Introduction

PURPOSE

The purpose of the Washoe County 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 the 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 service and facility 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 the Lake Tahoe Regional Plan and TRPA's standards for area plans as set forth in Chapter 13: *Area Plans* of the TRPA Code of Ordinances.

LOCATION

The Tahoe planning area is located in the southwest portion of Washoe County, as shown in Map 1.1. 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.

RELATIONSHIP TO TRPA PLANS

The Washoe County Tahoe Area Plan is a component of both the Washoe County Master Plan and the Lake Tahoe Regional Plan. The plan serves to further refine the general goals, policies, and standards from these two comprehensive plans for application to the Incline Village and Crystal Bay communities. It provides the regulatory framework for future development in the portion of Washoe County that is within the Tahoe Basin.

This area plan replaces the former community plans and plan area statements. TRPA originally developed Plan Area Statements in 1987. TRPA and Washoe County jointly adopted community plans for the four commercial, public service, and tourist areas within the plan area in 1996. These plans were only rarely amended. While the community plans served the Tahoe planning area well, the challenges the plan area faces have since transformed into challenges of planning for redevelopment versus planning for new development. The Regional Plan adopted by TRPA in 2012 recognizes these planning challenges and the need to re-focus on redevelopment.

VISION

The Lake Tahoe Regional Plan promotes a form of re-development described 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., stormwater) 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.

COMMUNITY VISION STATEMENT

Through cooperation with the Washoe County Board of County Commissioners and the Tahoe Regional Planning Agency, the communities of the Tahoe planning area will maintain and apply objective standards and criteria that serve to manage growth and development in a manner that:

- Respects the heritage of the area by encouraging architectural and site design standards that are responsive to this heritage;
- Respects private property rights;
- Provides a range of housing opportunities;
- Provides ample open space and recreational opportunities;
- Promotes the educational and scientific opportunities inherent in the area's natural history;
- Addresses the conservation of natural, scenic and cultural resources; and
- Promotes the goals of the TRPA, Washoe County, and the Community.
- Maintain existing development pattern, including the preservation of residential and conversation areas.

The primary vision of this plan is to maintain, preserve, and facilitate the planning area's desired character as described below.

COMMUNITY CHARACTER

The desired community character as expressed by the community found throughout this plan is not significantly different from those originally planned for and supported when the previous community plans were developed in 1996. 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 remains strong. 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.

Washoe County worked with the Incline Village and Crystal Bay community for fourteen years to develop this plan. An accounting of some of the more important of the many community meetings and workshops is attached to this plan as Appendix C. In the years since the prior community plans were adopted, the citizens of Incline Village/Crystal Bay have taken part in a steady stream of planning and visioning projects.

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.

At the time of plan adoption, the community is concerned that it is becoming increasingly difficult to maintain a permanent population base in the face of increasing demand for recreation. The success of the tourist industry in promoting Lake Tahoe as a destination brings many benefits to the area. However, the community wishes to ensure that both the infrastructure and the regulatory framework necessary to support this increased tourism is concurrent with the increasing demand. In order to support the goal of maintaining a balanced community, 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 the Regional Plan'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 redevelopment 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 community's needs are largely based in the removal of redevelopment 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.

CHAPTER 2

Land Use

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 Chapter 1, 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 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 has few other options for development. The residential areas are nearly built-out, and subdivisions resulting in increased development potential 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 is to focus on implementation. This 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.

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 Map (Map 2.8) and Regulatory Zoning Map (Map 2.9), 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 community plans 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.

Land Ownership

Within the planning area, roughly 91 percent of land is owned by a public entity. Major landowners include the US Forest Service, Nevada State Parks, and Nevada State Lands. Table 2.1, below, summarizes land ownership within the plan area.

Table 2.1: Land Ownership

Ownership Type	Parcels	Acreage	
		Total	%
Public	1,265	31,490	90.9%
Federal	723	19,778	57.1%
State	353	10,110	29.2%
Local	189	1,602	
Private	8,153	3,157	9.1%

Total	9,418	34,647	100%
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Vacant Lots

While, the planning area includes over 1,400 vacant lots, the vast majority of these lots are owned by public agencies and will be preserved from development. Based on Washoe County records, roughly 254 privately owned parcels are classified as vacant. Table 2.2 summarizes ownership and acreage of vacant parcels.

Table 2.2: Vacant Parcel Ownership

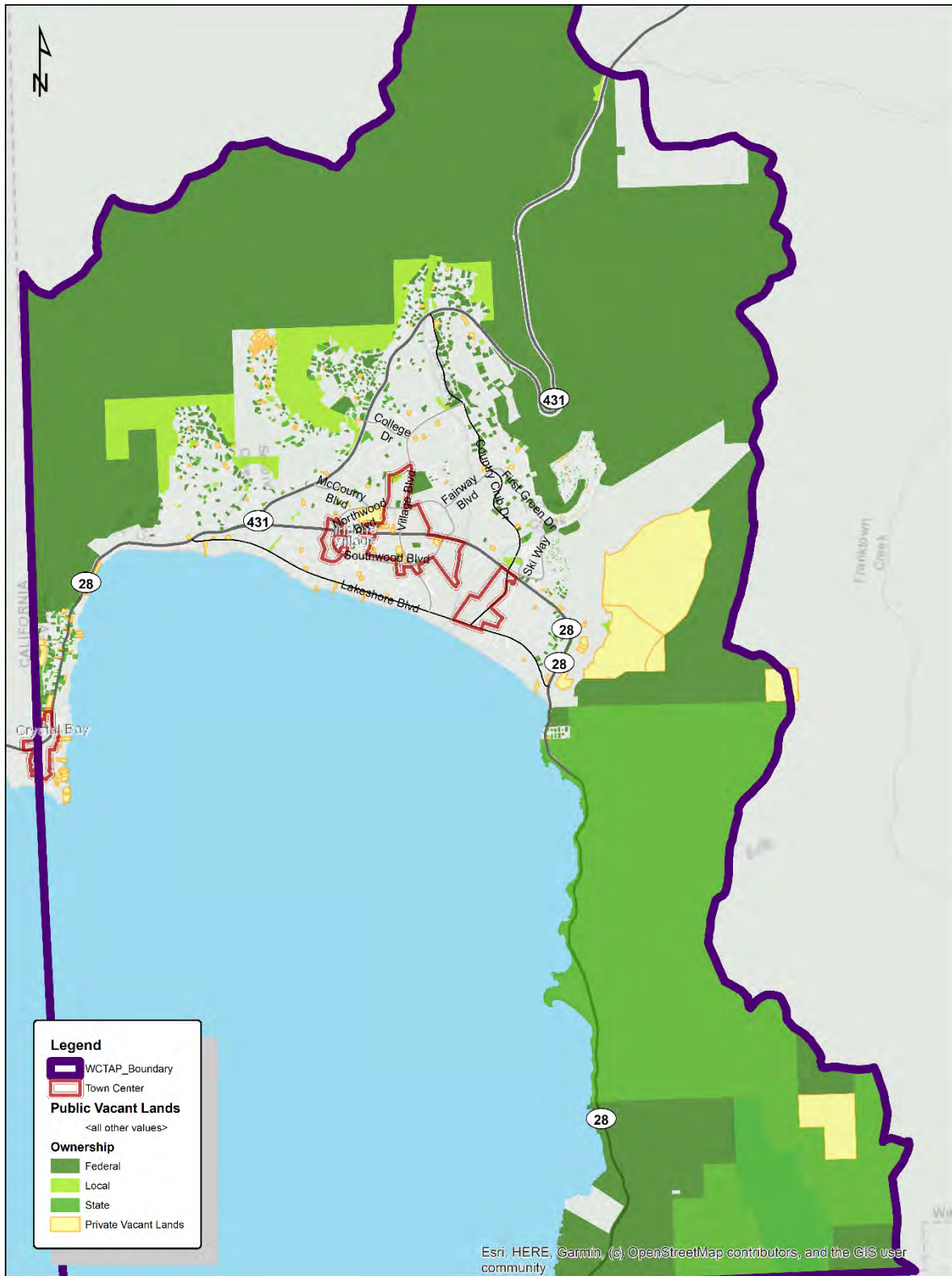
Ownership Type	Parcels	Acreage	
		Total	%
Public	1,164	29,855	97%
Federal	721	19,722	64%
State	349	10,105	33%
Local	94	28	<1%
Private	254	786	3%
Under Development	3	5	<1%
Single Family	169	122	<1%
Commercial	25	38	<1%
Unbuildable/ Unknown / Other	56	621	2%
Total	1,418	30,640	100%

Several vacant developable parcels are located in the Incline Village Commercial and Ponderosa Ranch regulatory zones and could be developed according to the permissible uses in those areas. Within Conservation and Recreation regulatory zones, records indicate that only six private parcels exist. The majority of private developable parcels is located in residential regulatory zones and is anticipated to be developed with residential uses. Table 2.3 provides a summary of developable parcels in residential zones.

Table 2.3: Vacant Parcels in Residential Regulatory Zones

Regulatory Zones	Parcels	Average Size (sq. ft.)	Average IPES
Chateau	8	35,534	737
Crystal Bay	26	33,801	698
Crystal Bay Condominiums	1	---	---

Regulatory Zones	Parcels	Average Size (sq. ft.)	Average IPES
Fairway	8	19,582	813
Incline Village 1	4	14,904	758
Incline Village 2	43	15,148	658
Incline Village 3	1	---	---



MAP 2.1. VACANT PARCELS BY OWNERSHIP

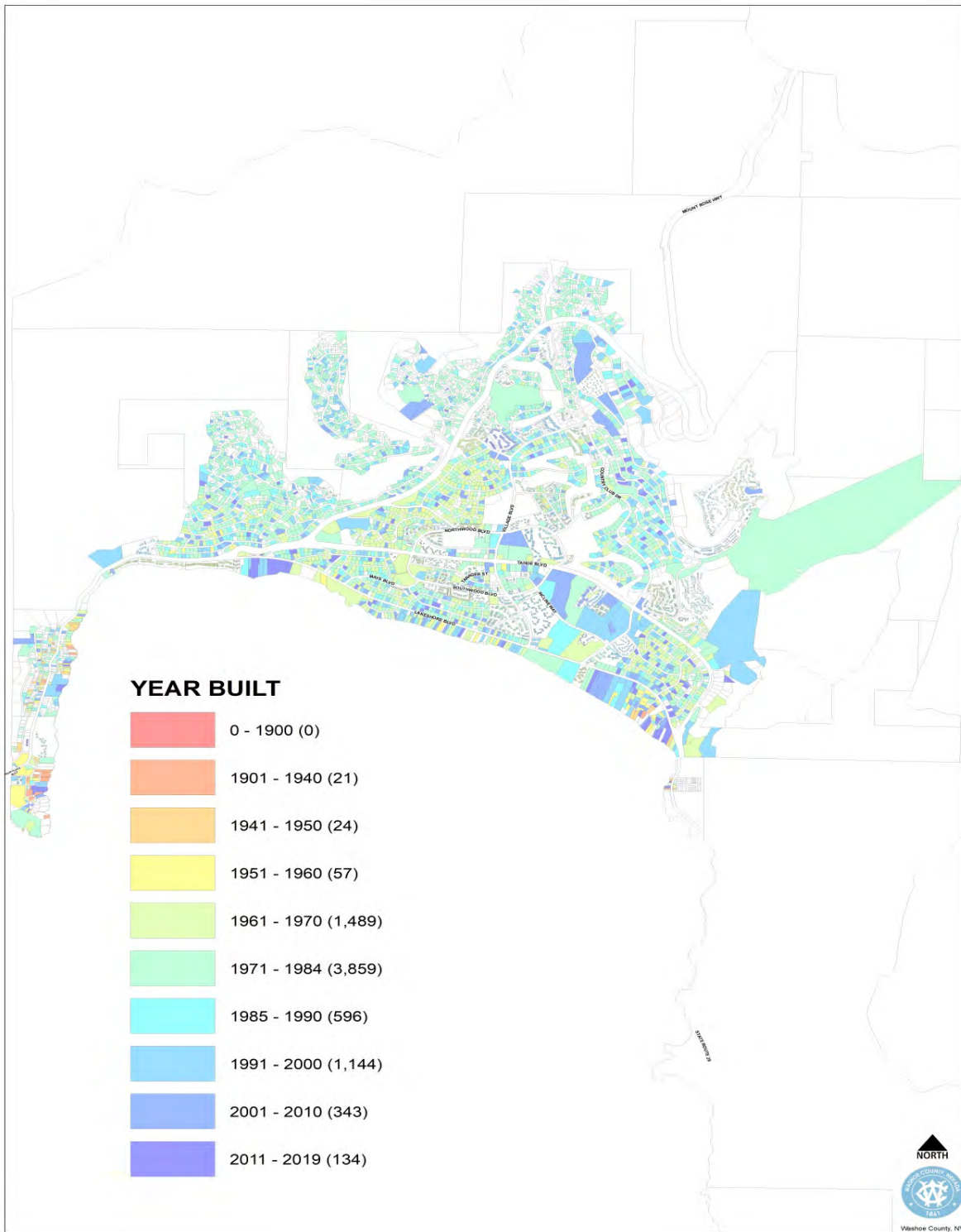
Regulatory Zones	Parcels	Average Size (sq. ft.)	Average IPES
Incline Village 4	12	15,031	646
Incline Village 5	5	18,043	703
Incline Village Residential	5	133,165	649
Lakeview	10	22,957	876
Mill Creek	5	82,455	841
Mt. Shadows	2	5,706	618
Tyrolian Village	11	1,916	670
Overall	141	25,993	730

Age of Structures

As indicated, a primary strategy in the area plan will be redevelopment of parcels that were already developed. Roughly three-fourths of structures in the Tahoe planning area are more than 25 years old. The majority of parcels were developed between 1971 and 1984. Map 2.2 and Table 2.4 provide data on the age of primary structures throughout the plan area.

Table 2.4: Structural Age

Ownership / Type	Parcels	Percentage
1901-1940	21	2.7%
1941-1951	24	3.1%
1951-1960	57	7.4%
1961-1970	1,489	19.4%
1971-1984	3,859	50.3%
1985-1990	596	7.8%
1991-2000	1,144	14.9%
2001-2010	343	4.5%
2011-2019	134	1.7%
Total	7,667	100.0%



MAP 2.2. AGE OF PRINCIPAL STRUCTURES BY DECADE

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 residential zones, as well as in large tracts under U.S. Forest Service or Nevada Division of State Lands management, and Incline Village General Improvement District (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. Public agencies that own land in the planning area adopt management plans that address how the varied portfolios of property are managed and maintained. Washoe County encourages these management plans to address issues related to safety and cleanliness such as defensible space, weed control and debris removal.

GENERAL LAND USE

The land use pattern in the planning area is implemented through the identification of twenty-seven individual sub-districts that act as independent regulatory zones. These individual regulatory zones are based on the TRPAs former Plan Area Statements and Community Plans, and as such each is provided with a unique name rather than a code or number. Four of these regulatory zones (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, permissible uses, the 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. Landowners in the area should be aware that some of the originally platted subdivisions in the planning area have names similar to the names of the zoning districts. Some of these plats have various restrictions recorded with the original map. Washoe County does not enforce or otherwise act to implement these restrictions.

The Tahoe Area Plan uses the following tools to regulate land use:

- **Regional Land Use Categories** – Regional land use categories are general classifications of land use upon which more specific policies and standards, such as zoning, are based. Washoe County's Master Plan land use categories for the Tahoe planning area correspond with the land use categories established in the Lake Tahoe Regional Plan.

- **Additional Growth** – Additional growth is regulated through TRPA’s growth management system. This system requires that development rights be obtained in order to develop residential, commercial, tourist accommodation, and recreational uses.
- **Regulatory Zones** – Regulatory zones (i.e. “zoning” or “zoning districts”) establishes a set of land use standards for each specific area. These standards, which are contained in Article 220 of the Development Code (Appendix A), regulate such things as building height, residential density, permissible uses, structural design, landscaping, signage, parking, and noise.
 - **Design Standards and Guidelines** – Within the four mixed-use and tourist zones (Crystal Bay, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch), additional standards and guidelines apply in order to encourage high-quality design and multi-modal integration. The Design Guidelines are contained in Article 220.1 of the Development Code (Appendix B).
 - **Special Areas** – Within some regulatory zones, certain areas may have site-specific characteristics that differ from the rest of the zone. In these cases, Special Areas may be established. Special Areas may have different permissible uses, densities, and noise standards from the rest of the regulatory zone.
- **Town Centers** – Town Centers are areas designated in the Lake Tahoe Regional Plan for redevelopment into compact, mixed-use, transit-oriented nodes. Town Center boundaries serve as an “overlay zone.” Underlying regulatory zones still apply, but the Town Center overlay also allows for additional height, density, and land coverage.

REGIONAL LAND USE CATEGORIES

Table 2.5 illustrates how the regulatory zones are organized around the general land use categories outlined in the Regional Plan.

Table 2.5: Regional Plan Land Use Categories

Land Use Category	Description	Regulatory Zones
Wilderness	Areas designated by the US Congress as part of the National Wilderness Preservation System.	
Backcountry	Roadless areas designated by the US Forest Service as part of the Resource Management Plans	<ul style="list-style-type: none"> • Marlette Lake • Martis Peak • Mount Rose • Tunnel Creek
Conservation	Non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management.	

Land Use Category	Description	Regulatory Zones
Recreation	Non-urban areas with good potential for outdoor recreation, park use, or concentrated recreation.	<ul style="list-style-type: none"> • East Shore • Incline Meadows • Incline Ski
Residential	Urban areas having the potential to provide housing for residents of the region.	<ul style="list-style-type: none"> • Chateau • Crystal Bay • Crystal Bay Condominiums • Fairway • Incline Village 1 through 5 • Incline Village Residential • Lakeview • Mill Creek • Mt. Shadows • Stateline Point • Tyrolian Village • Wood Creek
Mixed-Use	Urban areas that have been designated to provide a mix of commercial, public service, light industrial, office, and residential uses.	<ul style="list-style-type: none"> • Incline Village Commercial • Ponderosa Ranch
Tourist	Urban areas that have the potential to provide intensive tourist accommodations and services or intensive recreation, including areas suitable for gaming.	<ul style="list-style-type: none"> • Crystal Bay Tourist • Incline Village Tourist

ADDITIONAL GROWTH

Additional growth and development within the Tahoe planning area is governed by TRPA's growth management system. The system provides for a limited amount of additional development rights and the ability to transfer existing development rights. As an incentive, bonus development rights may be awarded by TRPA for proposals that remove development from sensitive lands and relocate it in Town Centers. The growth management system includes the following development rights:

- Commercial Floor Area (CFA), which is required for each square foot of new structural commercial development.
- Tourist Accommodation Unit (TAU), which is required for each hotel, motel, bed and breakfast, or timeshare unit.

- Residential Units of Use (RUU), which is required for each residential unit. An RUU may be created by combining a Potential RUU with a residential allocation. A Residential Bonus Unit (RBU) may be used in lieu of an RUU.
- People at One Time (PAOT), which is required for certain summer, winter, and overnight recreational uses.

Residential allocations are distributed to Washoe County by TRPA based on a two-year cycle. Commercial, tourist accommodation, and residential bonus units had historically been allocated by TRPA to individual Community Plan areas. An additional pool was established for areas outside of the former Community Plans. The area plan will carry over unused additional development rights allocations from prior pools and combine them into a single countywide pool. The distribution of developments rights supported by this area plan is depicted in Table 2.6.

Table 2.6: Additional Development Rights Available

Development Right	Total Available Additional Rights	Source Pool	Balance Available
Commercial Floor Area (CFA)	10,000	Ponderosa Ranch	8,000
		Outside of Community Plans	2,000
Residential Bonus Units (RBU)	120	Incline Village Commercial	14
		Incline Village Tourist	19
		Nevada North Stateline	37
		Ponderosa Ranch	50
Bonus Tourist Accommodation Units (Bonus TAU)	33	Nevada North Stateline	33

Source: TRPA 2019

Under TRPA’s Transfer of Development Rights (TDR) program, existing development rights may be banked and transferred. In addition to the available additional development rights summarized in Table 2.6, banked rights that have not yet been transferred may be available for purchase by developers on the open market. As of 2019, TRPA records over 40,000 square feet of banked commercial floor area in the planning area. The following development rights may also be converted to/from one another: Commercial Floor Area (CFA), Tourist Accommodation Units (TAU), and Single-Family and Multi-Family Residential Units of Use (RUU).

Recreational allocations (PAOT) have historically been allocated to each of the former Plan Area Statements and Community Plans. All PAOTs allocated through this process have been used.

REGULATORY ZONES

There are twenty-seven individual regulatory zone plans in the planning area. These plans identify the allowable uses and special development standards applicable to the regulatory zone. The vision for each of these areas was originally established by the plan area statements adopted in 1987 and the community plans adopted 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 regulatory zones by master plan land use category and provide the general vision or planning statement for the regulatory zones.

Mixed-Use and Tourist Regulatory Zones

There are four regulatory zones in the plan area that are either mixed use or tourist in character: Crystal Bay, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch. These areas are designated for mixed use development with more intense commercial uses and potentially other use classifications such as public service and light industrial. With the exception of Ponderosa Ranch and a large portion of the Incline Village Tourist regulatory zone, these areas largely correspond with the designated Town Centers. The mixed-use and tourist regulatory zones are subject to the Tahoe Area Design Standards provided in Appendix B of this document and 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 regulatory zone.

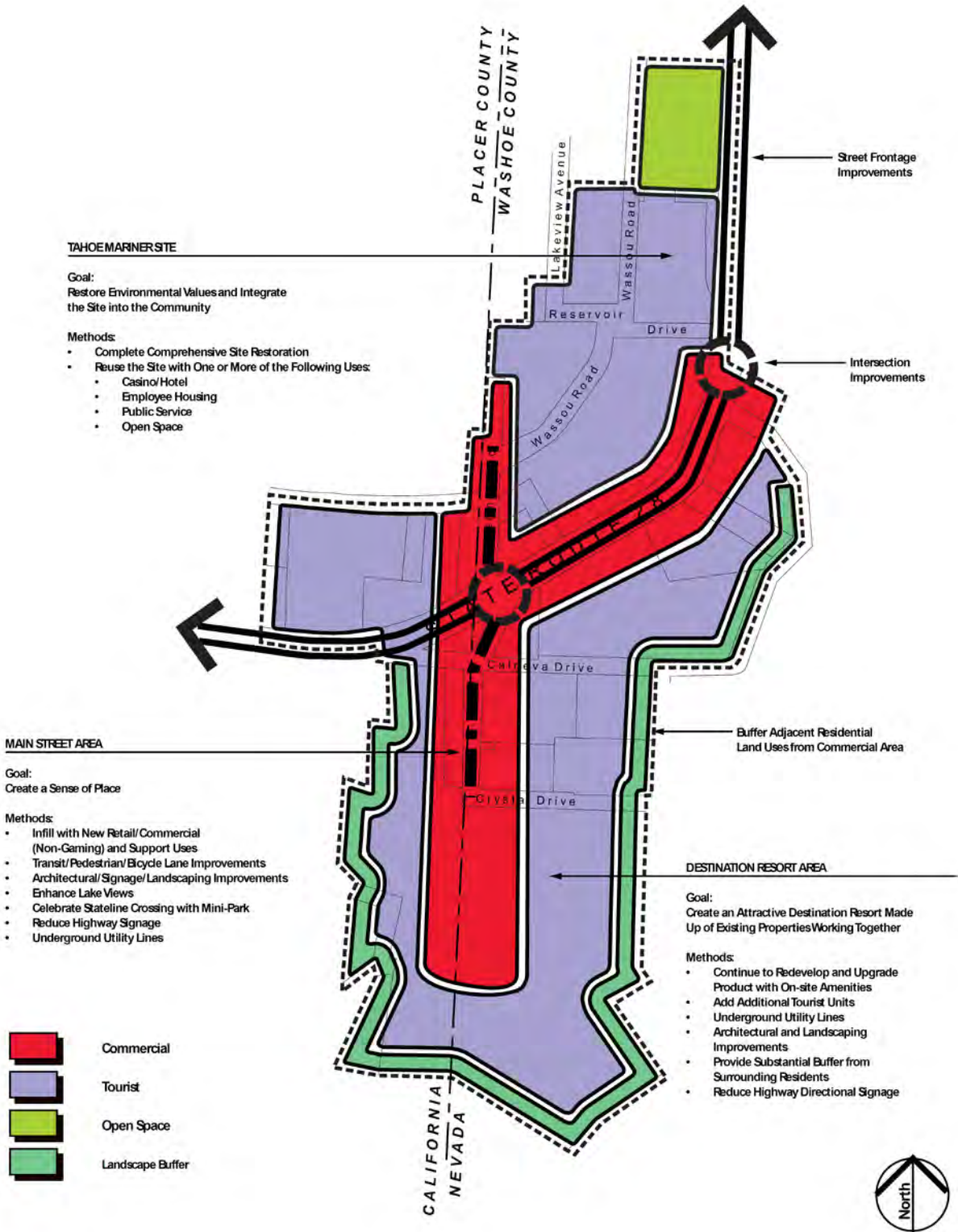
Permissible uses for each regulatory zone are established in Article 220 of the Washoe County Development Code (Appendix A). The list of permissible uses in each of these regulatory zones is broad and inclusive and contains uses from several land use classifications. As described in the existing conditions section above, the availability of commercial floor area, tourist accommodation units, residential bonus units and higher densities is focused on these regulatory zones. 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 mixed-use and tourist zones having the Town Center overlay designation, redevelopment is the foundation of the planning concept in each area.

These are important similarities. However, historical development patterns, 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 mixed-use or tourist regulatory zones below.

Crystal Bay Tourist Regulatory Zone

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 regulatory zone 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 regulatory zone plan 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 design standards that emphasize historic preservation and that specify 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.



MAP 2.3. CRYSTAL BAY TOURIST CONCEPT PLAN

The design standards adopted for this area ensure the historic character of the area is not lost during 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 regulatory zone 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.

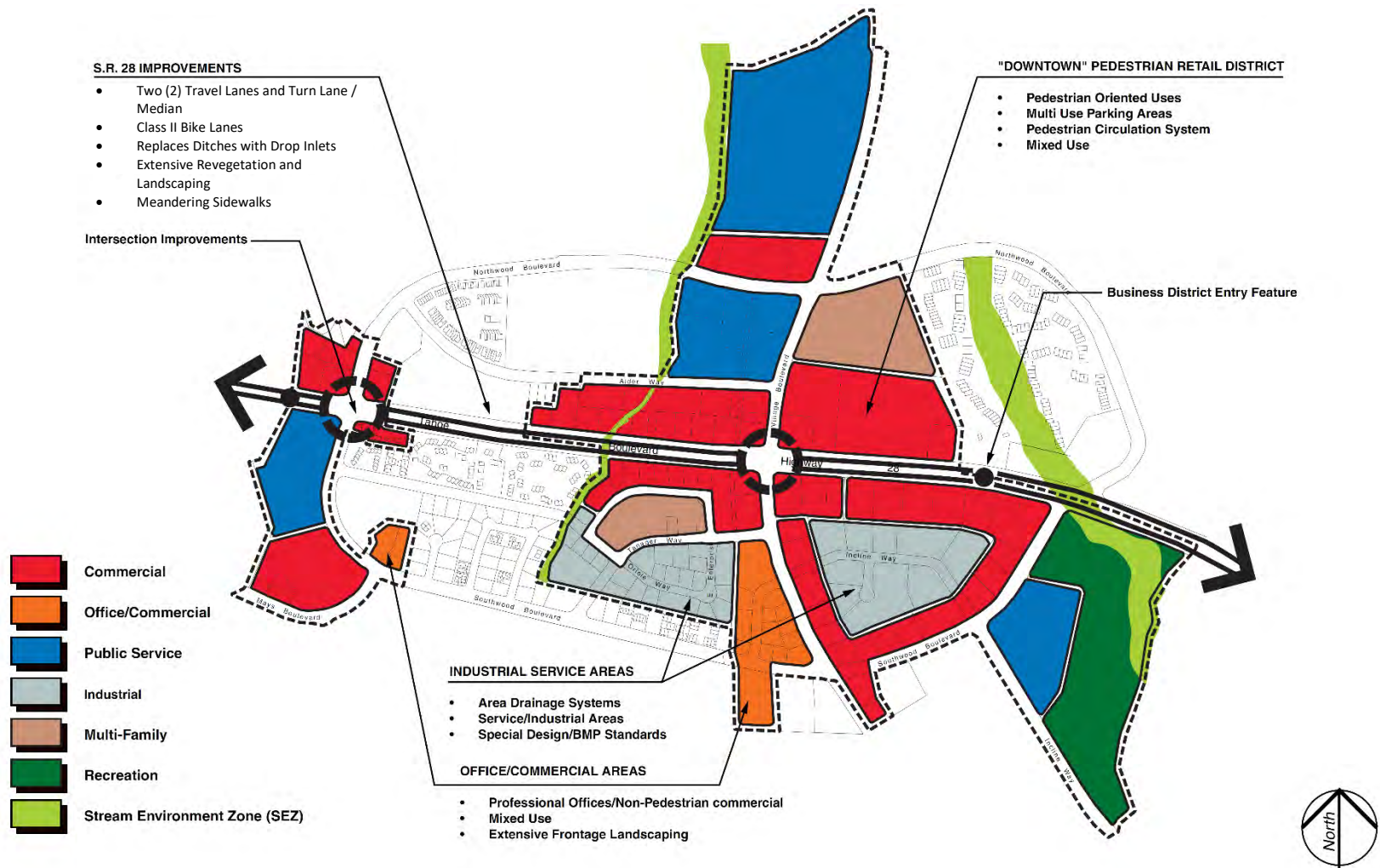
The Incline Village Commercial Regulatory Zone

The Incline Village Commercial regulatory zone 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 regulatory zone 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 limit new development opportunities. However, the area's commercial and residential built environment is aging, and there are prime opportunities for environmental redevelopment. This regulatory zone 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. However, Washoe County 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.



MAP 2.4. INCLINE VILLAGE COMMERCIAL CONCEPT PLAN

Incline Village Tourist Regulatory Zone

This area is contiguous with the Incline Village Commercial regulatory zone and represents the eastern portion of the Northwood/Southwood oval. Like the other regulatory zones plans, the Incline Village Tourist zone 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 Incline Village Commercial regulatory zone, 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 area requires an extensive network of pedestrian and bicycle facilities to connect the area both internally and to surrounding areas.

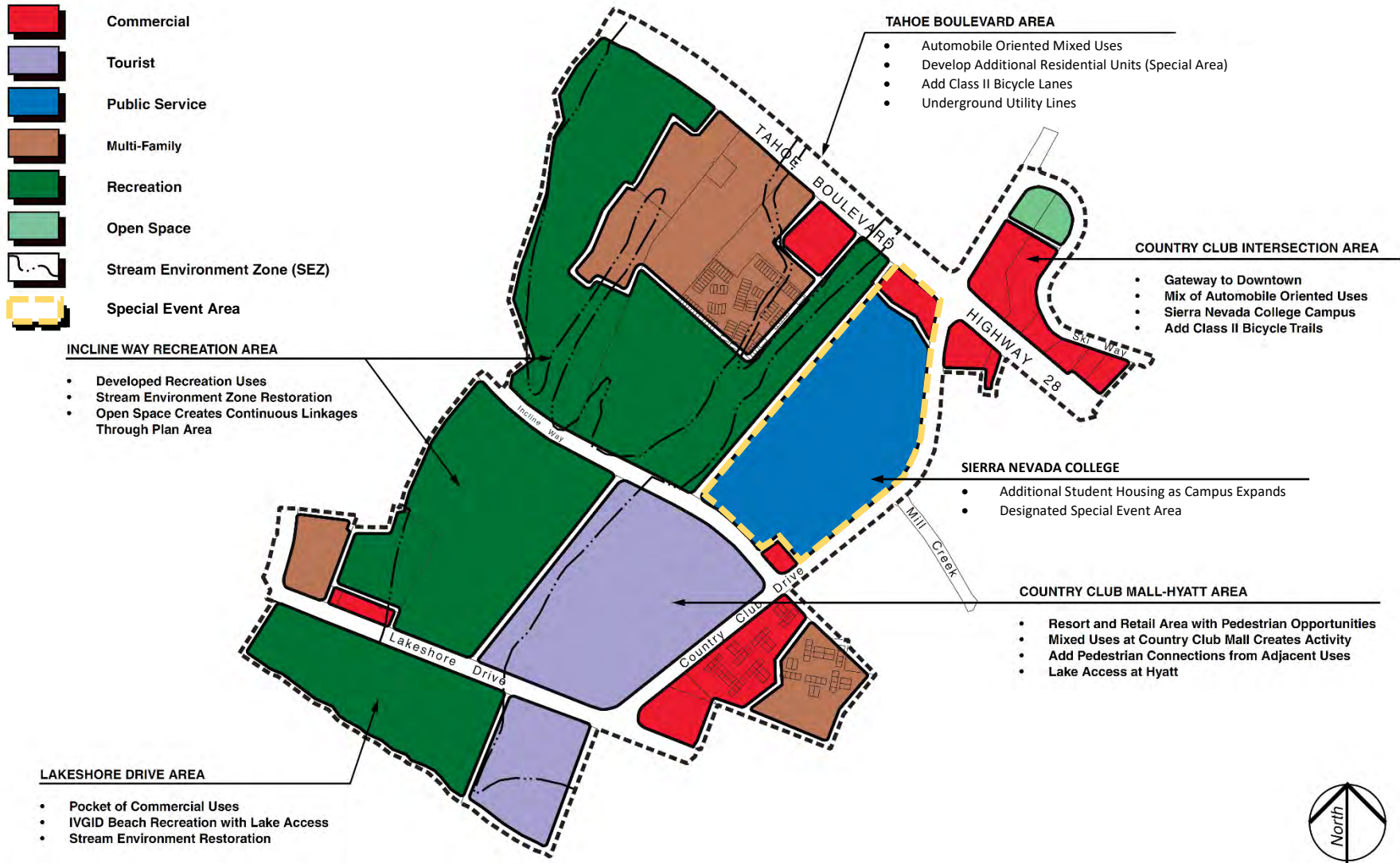
The overall vision for the area is one of continued implementation and environmental redevelopment to maintain an active community core focused on recreation, tourism and Sierra Nevada College. This second community core is marked by an atmosphere of openness and connectedness. Redevelopment of the major 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 TRPA-issued permit for its facilities master plan. IVGID recreation facilities form an important part of the overall community character for Incline Village and are guided by the IVGID facilities master plan¹ for these facilities. As demand for recreation increases, it will be important to consider how these facilities should be modernized. The Hyatt Regency Lake Tahoe Resort may consider rehabilitation and modernization of the existing use, but a change in use is not expected.

Incline Village is host to several special events throughout the year. Sierra Nevada College is particularly well-suited for hosting special events, as it has indoor facilities, substantial parking capacity, and is located centrally in the community adjacent to existing transit lines and the future multi-use path network. Based on this, Sierra Nevada College is designated as a Special Event Area.

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.

¹ The IVGID Facilities Master Plan plan is not a Master Plan as designated in TRPA Code of Ordinances Chapter 14.



MAP 2.5. INCLINE VILLAGE TOURIST CONCEPT PLAN

Ponderosa Ranch Regulatory Zone

The Ponderosa Ranch regulatory zone 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.

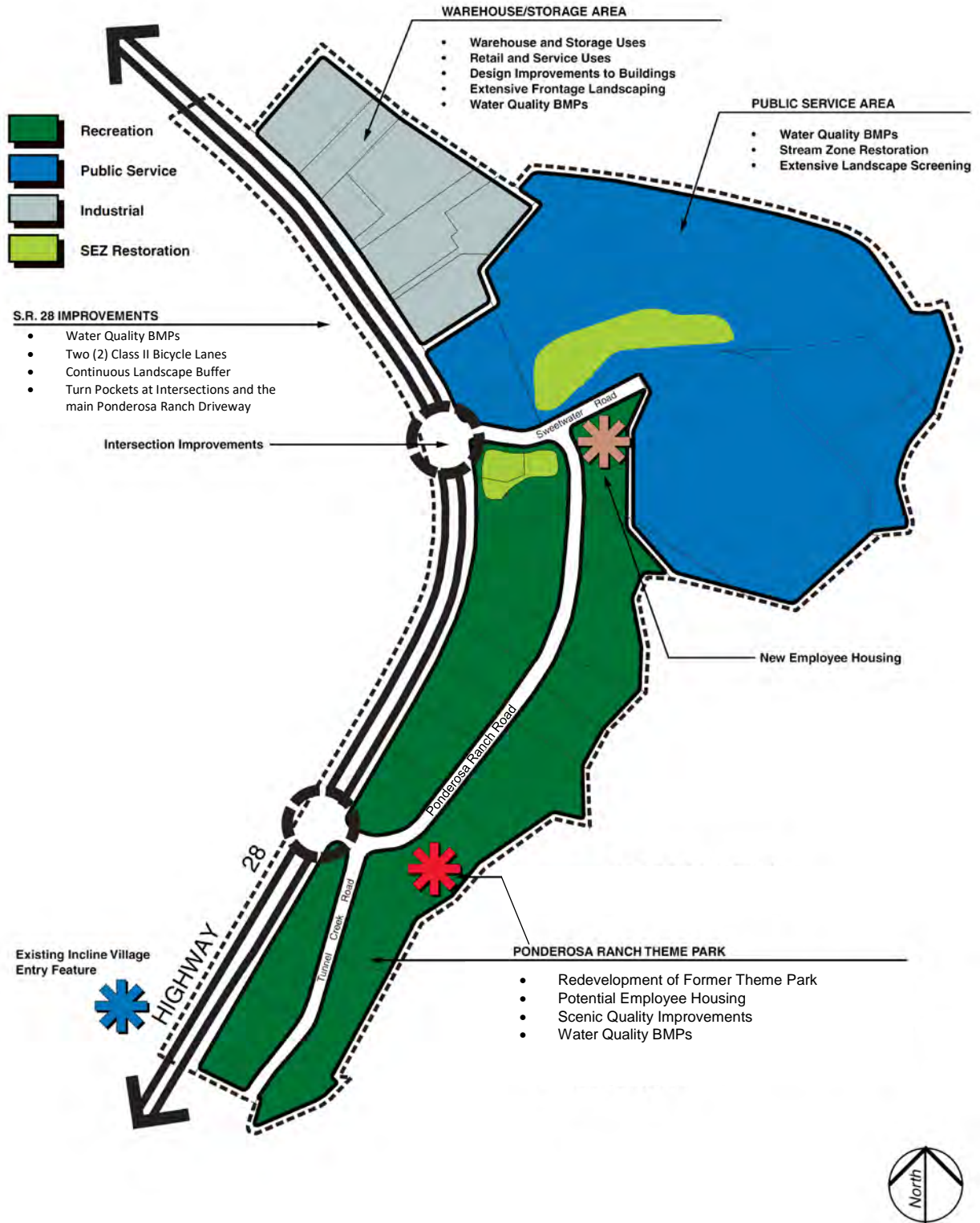
A significant portion of the remainder of the area (Special Area) was the location of the Ponderosa Ranch theme park. The dismantling and subsequent partial redevelopment of the site has resulted in portions of this area being in an undeveloped or underdeveloped state. Other portions have since been 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 Ranch zone are currently more limited. The list of permissible uses in the Development Code for this area reflects Washoe County's desire to focus highly intense uses, such as service commercial, public services, and light industrial uses and continues to provide meaningful redevelopment opportunities.

Ponderosa is the only mixed-use regulatory zone 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 vision for this area includes creating a beautiful entry way into Incline Village and eventually creating an industrial oriented business park on the north end of the area.

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.

Urban Design

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 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.



MAP 2.6. PONDEROSA RANCH CONCEPT PLAN

Residential Regulatory Zones

There are sixteen residential designated regulatory zones in the plan area. These regulatory zones are focused primarily on single family dwellings. Other available use 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 regulatory zones. However, these areas are predominately residential character. The primary vision for these areas is to maintain safe and functional residentially focused regulatory zones, 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 regulatory zones. None of the residential regulatory zones are subject to the Town Center overlay provisions.

- Chateau
- Crystal Bay
- Crystal Bay Condominiums
- Fairway
- Incline Village 1
- Incline Village 2
- Incline Village 3
- Incline Village 4
- Incline Village 5
- Incline Village Residential
- Lakeview
- Mill Creek
- Mt. Shadows
- Stateline Point
- Tyrolian Village
- Wood Creek

Higher-density residential development should continue to be focused within Town Centers and within the residential regulatory zones that already have denser characteristics. These regulatory zones include:

- Crystal Bay Condominiums
- Fairway
- Incline Village Residential
- Mt. Shadows

In addition to functioning as a residential area, the Fairway regulatory zone should continue to provide secondary recreational and tourist uses. The Fairway regulatory zone's Special Area and the Incline Village Residential regulatory zone could be considered for potential inclusion in a future Town Center expansion.

Conservation Regulatory Zones

There are four conservation designated regulatory zones in the plan area. These regulatory zones focus primarily on resource management use types. Public service and recreation uses are also widely available in these regulatory zones. 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 regulatory zones 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 regulatory zones is publicly owned and managed for dispersed public access.

Marlette Lake

This regulatory zone should continue to be managed for its natural qualities to include enhancement and preservation of stream environment zone integrity, protection of essential wildlife habitats, and maintenance of scenic quality. Opportunities for hiking and other dispersed types of recreation should be facilitated when such uses are consistent with maintaining the natural values of the area. Resource management should emphasize native wildlife habitat enhancement and dispersed forms of recreation when not in conflict.

Martis Peak and Mount Rose Regulatory Zones

These regulatory zones should remain undeveloped to the extent that their natural features and qualities are protected. Resource management should be low level with maximum emphasis on providing opportunities for dispersed recreation.

Tunnel Creek Regulatory Zone

This regulatory zone should continue to be managed for watershed protection. Disturbed areas should be restored and uses and activities should be limited to dispersed recreation. The regulatory zone should be maintained as a scenic backdrop for views from the roadway and lake.

Recreation Regulatory Zones

There are three recreation designated regulatory zones in the plan area. These regulatory zones are similar to the conservation regulatory zones, 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 regulatory zones. 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 (Diamond Peak) located in the Incline Ski regulatory zone 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 regulatory zones.

East Shore Regulatory Zone

Developed recreational facilities in the East Shore regulatory zone should be limited to existing sites. The remainder of the regulatory zone should be managed for dispersed recreation consistent with the tolerance capabilities of the shorezone. Existing residential uses should be allowed to remain.

Incline Meadows Regulatory Zone

This regulatory zone should continue to provide opportunities for dispersed forms of both winter and summer recreation. Though most of the property is publicly owned, private developed facilities, including summer homes, may be permitted pursuant to a Specific Plan (TRPA Master Plan) for the area. The Specific Plan is necessary to fully address planning considerations and environmental impacts of further development in this regulatory zone.

Incline Ski Regulatory Zone

This regulatory zone should continue to provide downhill skiing opportunities to the extent that associated uses can be mitigated to prevent unacceptable erosion and loss of natural vegetation. The master plan covering the Diamond Peak ski resort may be updated in the future to provide for summer recreation and the establishment of a transit center.

Special Areas

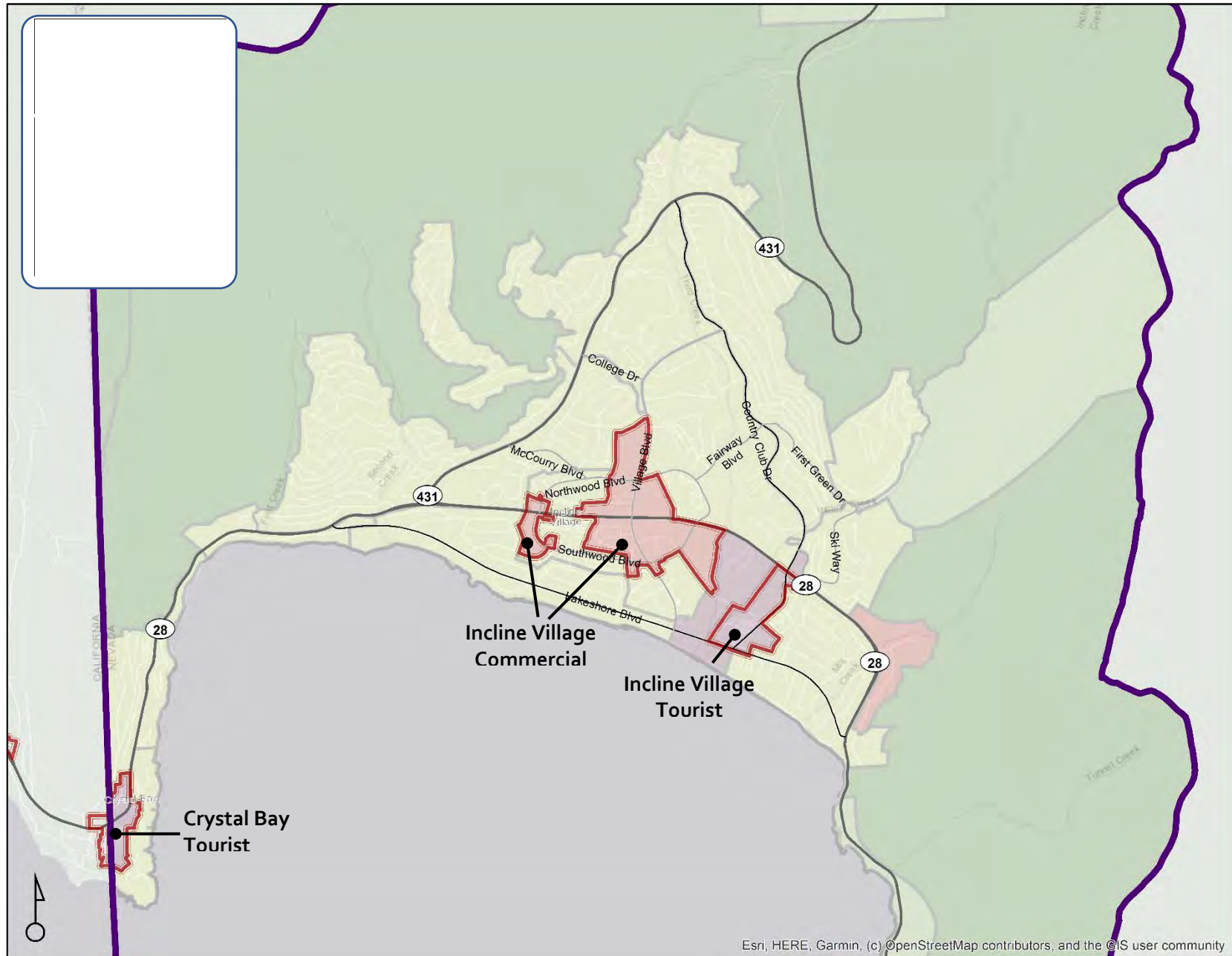
Special Areas may be designated in order to allow permissible uses and densities that differ from the underlying regulatory zone. The Tahoe Area Plan establishes the Special Areas in the following regulatory zones:

- 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.

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. This strategy largely relies on focusing transportation services, transit, and bicycle and pedestrian facilities in centralized areas where a variety of retail, employment, tourism, and housing needs can be met.



MAP 2.7. TOWN CENTER LOCATIONS

The Regional Plan designated three areas in the planning area as Town Centers (as identified on the Tahoe Area Master Plan Map and Map 2.8). 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.

Coverage Reduction and Stormwater Management

The area plan's approach to reducing coverage and managing stormwater in Town Centers will largely rely on two strategies. First, the County will continue to participate in developing water quality restoration projects for critical watersheds throughout the planning area as part of the Environmental Improvement Program. This county will prioritize catchments that have the highest potential to contribute fine sediment to the lake. Please refer to the Conservation chapter for proposed water quality projects.

The second strategy will focus on redevelopment in Town Centers. As part of redevelopment, existing sites that currently have excess coverage will be required to reduce coverage down to the 70 percent maximum. Additional development rights in the Washoe County portion of the Tahoe Basin are extremely limited. This means that projects seeking to expand capacity will likely need to transfer development rights from existing developed sites or using banked development rights. TRPA's development rights transfer program provides incentives to remove and restore development in sensitive areas (i.e. stream environment zones) and transfer the development into Town Centers. This strategy promotes restoration of sensitive areas and directs growth into locations where it can best be served by transit and active transportation.

Each project site will be responsible to treat stormwater on site, although the county may consider establishing regional treatment as part of a future assessment district (refer to future actions in the Conservation chapter). Redeveloping legacy properties, especially those that have excessive coverage and lack stormwater controls, will be the primary way that coverage is reduced and stormwater is managed within Town Centers.

Threshold Gain

As discussed above, redevelopment of Town Centers will ensure that adequate water quality control measures are developed within Town Centers. This will help towards soil conservation, vegetation preservation, and water quality threshold attainment. Redevelopment of Town Centers is also anticipated to improve scenic threshold attainment, as antiquated haphazard development is replaced with high-quality and thematically consistent architecture. Further scenic improvements will occur as non-conforming signage is removed and funding mechanisms are established to underground utility lines. Finally, creating robust town centers focused on mobility will support air quality thresholds. Development of the Incline Village Mobility Hub will also enable better access to recreational facilities.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, 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 LU1: Ensure compatibility of adjacent land uses and require buffering for those which are not compatible.

Policy LU1-1 Buffering

Non-residential, tourist, mixed-use, casino, employee housing, and multi-family residential developments shall provide buffering from existing, surrounding residential uses. Residential uses shall be buffered from State Route 28 and adjacent commercial uses. Buffering can be accomplished through site design, landscaping, vegetation, and screening.

See Design Standards – Chapter 6, *Landscaping*

Policy LU1-2 Design Standards

The compatibility of adjacent land uses is a priority in the planning area and shall 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 LU1-3 Finding of Compatibility

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

See Development Code Section 110.220.40 (10), *Land Use Compatibility*

Goal LU2: Create land use patterns that are consistent with the community's vision, reduce the need for travel, and increase access to transit.

Policy LU2-1 Focus Development towards Town Centers

Direct development away from Stream Environment Zones and other sensitive lands and towards Town Centers. Manage Town Center overlay districts to provide the community with focal points for commercial and civic activities and to facilitate redevelopment.

Policy LU2-2 Retail and Restaurant Uses

Concentrate retail and restaurant uses within Special Area #1 of the Incline Village Commercial regulatory zone and throughout the Crystal Bay Tourist regulatory zone.

Policy LU2-3 Office and Commercial Service Uses

Concentrate office and commercial service uses in the Incline Village Commercial regulatory zone.

Policy LU2-4 Public Service and General Commerce Uses

Encourage public service and general commerce uses to locate in the Ponderosa Ranch regulatory zone. Continue to permit public service uses in the Incline Village Tourist regulatory zone.

Policy LU2-5 Cultural Facilities

Support the construction of cultural facilities, including an outdoor amphitheater or a performing arts center in the Incline Village Commercial or Incline Village Tourist regulatory zones.

Policy LU2-6 Incline Village Tourist Regulatory Zone

Strengthen the regulatory zone's theme of major tourist accommodation, retail, and services. Encourage retail businesses that serve visitors and residents to locate in and near this regulatory zone. Expansion of the Sierra Nevada College, including additional student housing, is supported.

Policy LU2-7 Crystal Bay Tourist Regulatory Zone

Strengthen the regulatory zone's potential as a world class, nationally renowned tourist destination resort. Encourage a wide range of family-oriented entertainment and recreational activities within the Crystal Bay Tourist regulatory zone. Opportunities for retail commercial shopping should also be increased. The provision of childcare facilities is encouraged.

Policy LU2-8 Ponderosa Ranch Regulatory Zone

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.

Policy LU2-9 Single Family Residential in the Incline Village Commercial Regulatory Zone

Single family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units.

See Development Code Section 110.220.150 (3), *Incline Village Commercial Regulatory Zone Special Policies*.

Goal LU3: Promote environmentally beneficial redevelopment in Town Centers.

IMPLEMENTATION ACTIONS

Action LU-1 Additional Town Center Incentives

Implement all environmental redevelopment incentives made available by TRPA, such as increased height, density, and coverage. Consider adopting additional incentives for environmentally beneficial redevelopment projects within the Town Center overlay districts.

Action LU-2 Merged Development Rights Pool

Upon adoption of the area plan, development rights pools for the former Incline Village Commercial Community Plan, Incline Village Tourist Community Plan, Nevada North Stateline Community Plan, and Ponderosa Ranch Community Plan, and the pool for areas outside of Community Plans, shall be merged into a single development rights pool.

Action LU-3 Coordinate Improvements in the Crystal Bay Tourist Regulatory Zone

Establish a coordinated method for implementation of improvements in the Crystal Bay Tourist regulatory zone. Appropriate methods include formation of a redevelopment agency and formation of a special assessment district.

Action LU-4 Update Land Use Concept Plans

Work with the community and TRPA to update the land use concept plans in this area plan for the mixed-use and tourist regulatory zones.

Goal LU4: Manage development in accordance with the TRPA growth control system, including development rights, and coverage while maintaining the feasibility of environmentally beneficial redevelopment.

Policy LU4-1 Commercial Floor Area Allocations

Projects seeking allocations of additional Commercial Floor Area from Washoe County's development right pools shall be subject to Washoe County's commercial allocation procedures, as established in the Washoe County Development Code. As set forth in Chapter 50 of the TRPA Code, TRPA shall only consider, for approval of new commercial floor area, those projects which have been recommended by Washoe County. Washoe County's commercial floor area and other development right allocation processes should proactively support redevelopment of the Town Centers.

See Development Code Section 110.220.20 (2), *Commercial Floor Area*

Policy LU4-2 Eligibility for Allocations

As a condition of development, projects seeking an allocation of additional Commercial Floor Area, and Tourist Accommodation Units from Washoe County's development right pools shall make a contribution towards developing identified capital and environmental improvements in this area plan.

Goal LU5: Provide housing opportunities for the workforce of Incline Village and Crystal Bay.

Policy LU5-1 Harmonization

Housing shall be integrated into its neighborhood and harmonized with its surroundings through consideration of compatibility factors such as density, site planning, multi-modal infrastructure, and architecture.

Policy LU5-2 Sierra Nevada College

Sierra Nevada College should provide student housing as part of any campus expansion plans.

Policy LU5-3 Preferred Areas for Affordable and Employee Housing

The Crystal Bay Tourist, Incline Village Commercial, Ponderosa Ranch (Special Area), and Incline Village Residential regulatory zones are preferred areas for affordable, moderate, achievable and employee housing.

Policy LU5-4 Incentives for Affordable and Workforce Housing

Washoe County should consider establishing additional incentives for affordable, moderate, achievable workforce housing in the planning area that would complement the incentives provided by TRPA.

IMPLEMENTATION ACTIONS

Action LU-5 Public Outreach

Conduct public outreach regarding housing in the planning area. This can include short publications, public workshops, joint public events with TRPA, or websites. This effort should focus on understanding the workforce's and local residents' housing needs and ensuring that developers understand the affordable and workforce housing incentives available in the planning area.

Action LU-6 Workforce Housing Incentives

Develop land use policies that promote and incentivize workforce and affordable housing within close proximity to employment, main-line transit services, paths, and trails.

Goal LU6: Strengthen economic activity in Incline Village and Crystal Bay by creating pedestrian-friendly environments in mixed-use and tourist regulatory zones with upgraded aesthetics, architecture, and landscaping. Reduce the visual prominence of parking lots and asphalt.

Policy LU6-1 Traditional Downtown

Create a traditional small-town downtown in the Incline Village Commercial regulatory zone that serves residents' commercial needs. This regulatory zone should have a strong pedestrian orientation with multi-modal connections from nearby neighborhoods, reduce the visual prominence of automobiles, be aesthetically pleasing, and foster a sense of identity. Concentrated retail stores, restaurants, and offices should be included to promote the bustle and activity of a downtown.

See Design Standards and Guidelines

Policy LU6-2 New Tahoe Image

All new and remodeled projects should use architectural designs and materials which create a "New Tahoe" image, recreating traditional alpine architecture using modern technology. Examples of this style include the Incline Visitor Center and the IVGID Community Center. Projects are encouraged to provide outdoor plazas. Projects should maintain the essential elements of the community's forested setting through site design and building design. Site and building design should be oriented to the pedestrian / bicycle path network. Pedestrian and bicycle connections between properties should be promoted.

See Design Standards and Guidelines

Policy LU6-3 Screening

All new and remodeled projects shall provide landscaped screening of on-grade parking areas and trash receptacles from street views. Such screening may consist of either man-made or plant materials or combinations of both and shall be effective year-round. All new and remodeled projects shall completely screen all ground and roof-mounted mechanical and communications equipment from public views.

See Design Standards and Guidelines – Chapter 6, *Landscaping*

Policy LU6-4 Utilities

All overhead utility lines and poles along State Route 28 and all new connections and lines shall be placed underground. Washoe County should establish a special assessment district, or other means, to implement the undergrounding within the public right-of-way. On-site utilities shall be placed underground as part of project approval. Propane gas tanks should be completely screened from offsite view.

See Development Code Section 110.220.40 (4)(i), *Development Standards*

Policy LU6-5 Crystal Bay Tourist Regulatory Zone

Projects in the Crystal Bay Tourist regulatory zone should use architectural designs and materials which are unique to the North Stateline area and which strengthen the regulatory zone's resort image.

See Design Standards and Guidelines – Chapter 12, *Crystal Bay Tourist Regulatory Zone*

Policy LU6-6 Ponderosa Ranch Regulatory Zone

A planning process focused on the Ponderosa Ranch regulatory zone should be conducted. As part of this process, opportunities to make design improvements to strengthen the integration of the regulatory zone into the community should be considered. Additionally, the process should consider the site's potential for hosting a mobility hub, workforce housing, and community gateway improvements in alignment with the *State Route 28 Corridor Plan*.

See Actions LU-12 and LU-13.

Policy LU6-7 Colorful Landscaping

Encourage the coordinated planting of colorful spring flowers and colorful autumn foliage.

IMPLEMENTATION ACTIONS

Action LU-7 Design Standards and Guidelines Revisions

Conduct a review of the design standards and guidelines for the planning area 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. Updated design standards should fully consider how bicycle, pedestrian, and parking facilities can be fully blended and incorporated into site design standards.

Goal LU7: Create a stronger local economy that is characterized by multiple sources of year-round activity, and less impacted by seasonal visitation

Policy LU7-1 Barriers to Redevelopment

Identify barriers to redevelopment within Town Centers. Amendments to the area plan should be pursued to remove barriers or otherwise facilitate redevelopment in these areas that aligns with Regional Plan goals.

Policy LU7-2 Special Events

Encourage appropriate community events and special events within the planning area.

Policy LU7-3 Year-Round Activities at Diamond Peak

Support the efforts of IVGID to establish and promote recreational opportunities at Diamond Peak outside the winter season with considerations to add or expand multi-modal transportation options.

IMPLEMENTATION ACTIONS

Action LU-8 Designate Special Event Areas

Work with the community and TRPA to designate additional areas within the planning area as “Special Event Areas” per TRPA Code Section 22.6.3. Areas within Town Centers that experience ongoing, annual temporary events should be considered for this designation.

Goal LU8: Maintain consistency with the Regional Plan and the community’s long-term vision.

Policy LU8-1 Regional Plan Consistency

All amendments to this area plan shall be evaluated pursuant to Chapter 13 of the TRPA Code of Ordinances, which includes a finding of conformance and environmental review.

Policy LU8-2 Consideration of Amendments

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
- facilitates appropriate environmental redevelopment within a Town Center.

Policy LU8-3 Community Character

Amendments to land use classifications, regulatory zones, or implementing documents should not significantly alter the historical land use pattern and desired community character within the planning area.

Policy LU8-4 Changes in Permissible Use

Washoe County should encourage changes to allowable uses in an area if the changes are supportive of an expanded local economy and consistent with environmental thresholds. New uses should not conflict with the community's longstanding character and identity.

Policy LU8-5 Amendments Affecting Town Centers

Amendments to tourist and mixed-use zoning districts should ensure that regulatory zones retain their unique character and do not become overly similar.

Policy LU8-6 Amendments Affecting Residential Regulatory Zones

Residential zoning districts should provide complementary civic and minimal commercial uses. Residential zoning districts should only be amended to further strengthen their residential character or provide for environmental improvement.

IMPLEMENTATION ACTIONS

Action LU-9 Planning and Development Approach

Establish and maintain a development approach that is consistent with and implements the TRPA Regional Plan, the TRPA Code of Ordinances, and any memoranda of understanding with TRPA.

Action LU-10 Amendment Procedures

Process amendments to the area plan, land use categories, regulatory zones, Article 220 of the Washoe County Development Code (Tahoe Modifiers), and Article 220.1 of the Washoe County Development Code (Tahoe Area Plan Design Standards and Guidelines) pursuant to Subsection 13.6.6, *Conformity Review for Amendments to Area Plans* of the TRPA Code of Ordinances.

Action LU-11 Regional Plan Amendments

If TRPA approves an amendment to the Regional Plan that would also require amendment of this area plan to maintain conformity, complete the necessary amendments and conformity review process within one year.

Goal LU9: Proactively plan for future community development needs.

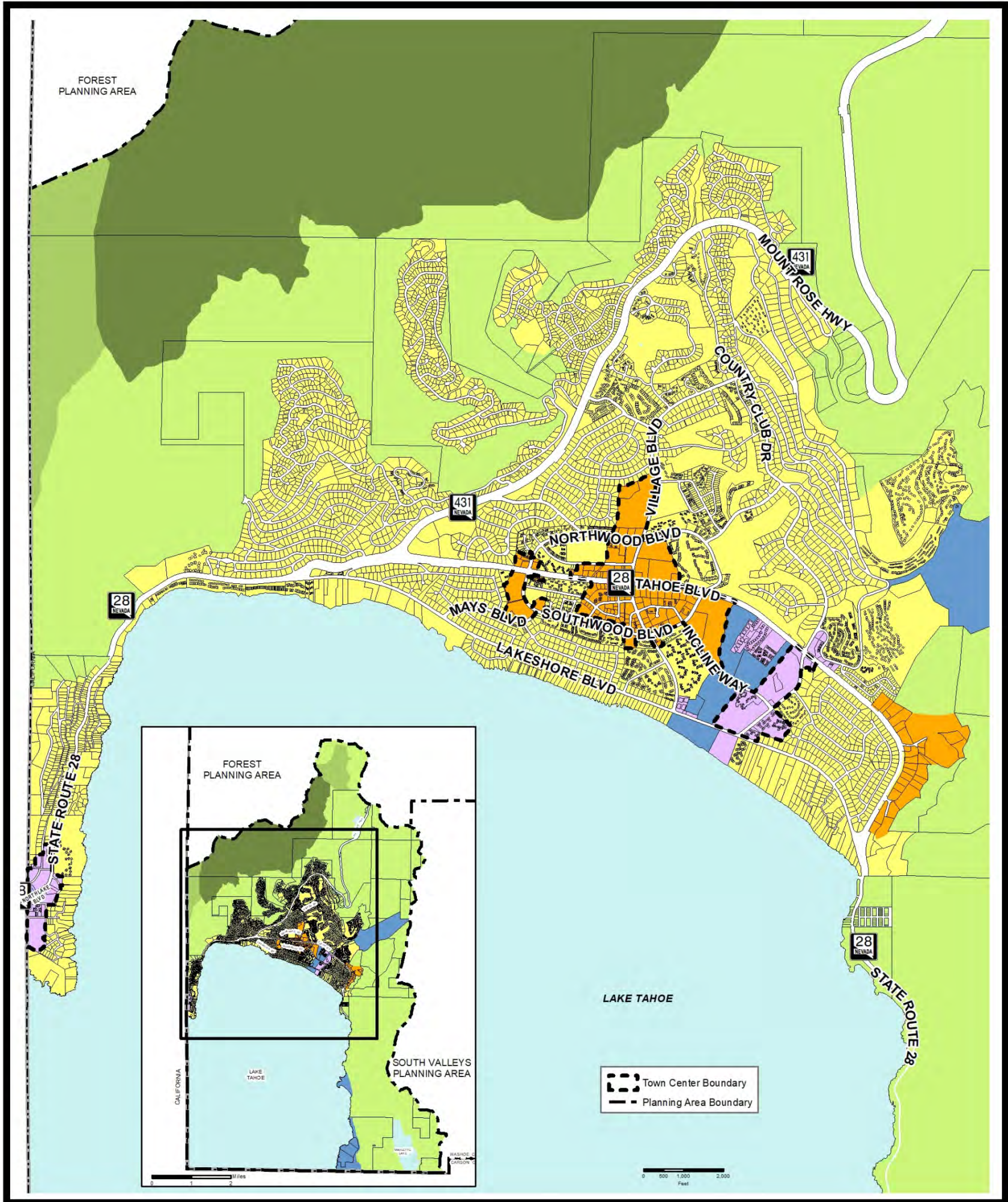
IMPLEMENTATION ACTIONS

Action LU-12 Ponderosa Ranch Planning Process

Conduct a planning process focused specifically on the Ponderosa Ranch regulatory zone. This process should 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.

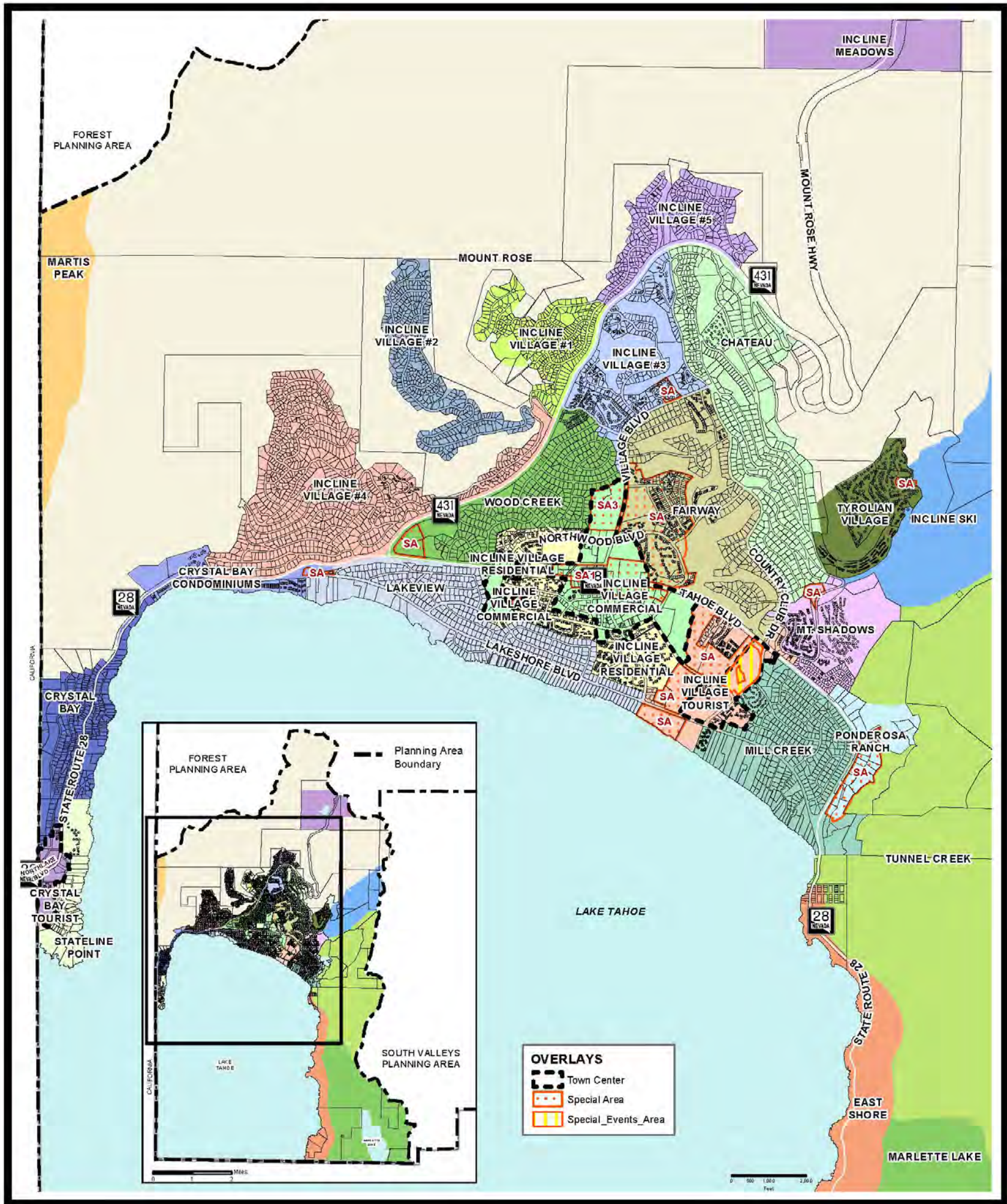
Action LU-13 Permissible Uses at Ponderosa Ranch

Undertake an analysis of the existing allowable uses in the Ponderosa Ranch regulatory zone to determine if they should be amended to better reflect current economic, social, and environmental conditions. This could occur either as part of, or separately from, the Ponderosa Ranch Planning Process described above.



<h2 style="margin: 0;">TAHOE MASTER PLAN</h2> <ul style="list-style-type: none"> Wilderness Backcountry Conservation Recreation Mixed-Use Residential Tourist <p style="font-size: small; margin-top: 10px;">SOURCE: Tahoe Regional Planning Agency/Washoe County Planning and Building Division</p>	<p style="font-size: x-small; margin: 0;">NOTE: THE SCALE AND CONFIGURATION OF ALL INFORMATION SHOWN HEREON ARE APPROXIMATE ONLY AND ARE NOT INTENDED AS A GUIDE FOR DESIGN OR SURVEY WORK. REPRODUCTION IS NOT PERMITTED WITHOUT PRIOR WRITTEN PERMISSION FROM THE WASHOE COUNTY PLANNING AND BUILDING DIVISION.</p> <p style="font-size: x-small; margin: 0;">PATH: G:\arcgis\planning\2018_AREA\PLAN\master_plan_2018_11.v17.mxd</p> <hr/> <p style="font-size: x-small; margin: 0;">CERTIFICATION THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE ADOPTED ZONING MAPS OF WASHOE COUNTY, NEVADA, BY THE WASHOE COUNTY PLANNING AND BUILDING DIVISION.</p> <p style="font-size: x-small; margin: 0;">DATE _____ DIRECTOR _____</p> <div style="text-align: center; border: 1px solid black; padding: 5px; margin: 5px 0;"> <h3 style="margin: 0;">Community Services Department</h3> </div> <div style="text-align: center; border: 1px solid black; padding: 5px; margin: 5px 0;"> <h3 style="margin: 0;">WASHOE COUNTY NEVADA</h3> <p style="font-size: x-small; margin: 0;">1001 E Ninth St Reno, Nevada 89512 (775) 328-3600</p> </div>
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MAP 2.8. MASTER PLAN MAP



TAHOE REGULATORY ZONE MAP

<ul style="list-style-type: none"> CHATEAU CRYSTAL BAY CRYSTAL BAY CONDOMINIUMS CRYSTAL BAY TOURIST EAST SHORE FAIRWAY INCLINE MEADOWS 	<ul style="list-style-type: none"> INCLINE SKI INCLINE VILLAGE #1 INCLINE VILLAGE #2 INCLINE VILLAGE #3 INCLINE VILLAGE #4 INCLINE VILLAGE #5 INCLINE VILLAGE COMMERCIAL 	<ul style="list-style-type: none"> INCLINE VILLAGE RESIDENTIAL INCLINE VILLAGE TOURIST LAKEVIEW MARLETTE LAKE MARTIS PEAK MILL CREEK MOUNT ROSE MT. SHADOWS PONDEROSA RANCH STATELINE POINT TUNNEL CREEK TYROLIAN VILLAGE WOOD CREEK
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SOURCE: Tahoe Regional Planning Agency/Washoe County Planning and Building Division

PC Date: February 4, 2020
BCG Adoption Date:

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CERTIFICATION:
THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE ADOPTED ZONING MAPS OF WASHOE COUNTY, NEVADA, BY THE WASHOE COUNTY PLANNING AND BUILDING DIVISION.

DATE: _____ DIRECTOR: _____

Community Services Department

WASHOE COUNTY NEVADA

1001 E Ninth St
Reno, Nevada 89512 (775) 328-3600

MAP 2.9. REGULATORY ZONE MAP

CHAPTER 3

Transportation

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.

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, public beaches, and 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 (Map 3.4) and include the following (Table 3.1):

Success Story:
State Route 28 East Shore Trail

In 2019, the East Shore Trail, a three-mile segment of the proposed Nevada Stateline-to-Stateline Trail opened to users. The trail connects Sand Harbor, one of the Lake Tahoe's most visited destinations, to new parking lots and a transit station at Ponderosa Ranch. Eventually, this trail will be extended with new segments – Sand Harbor to Spooner Summit and Incline Village to Crystal Bay. The plan also envisions converting the parking lots at Ponderosa Ranch into the South Incline Mobility Hub to serve recreational users.

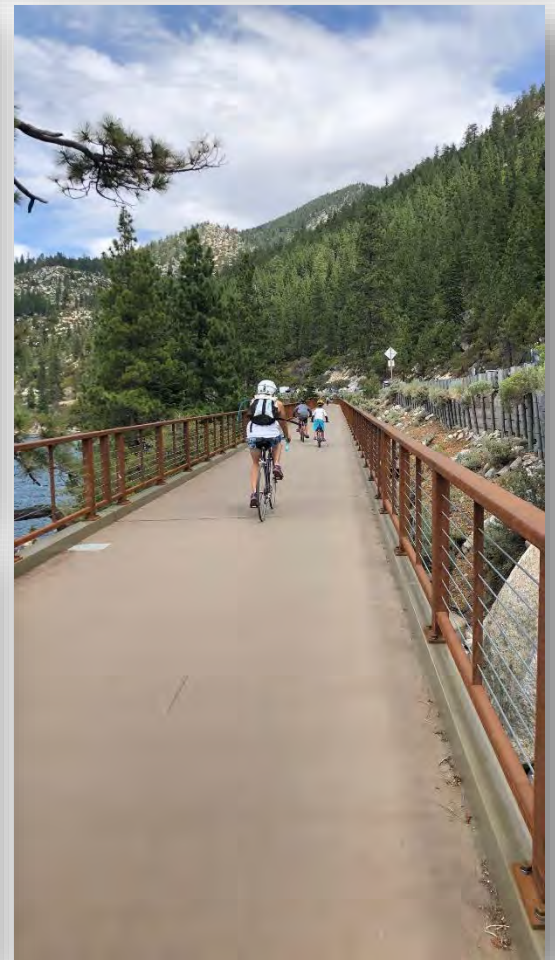


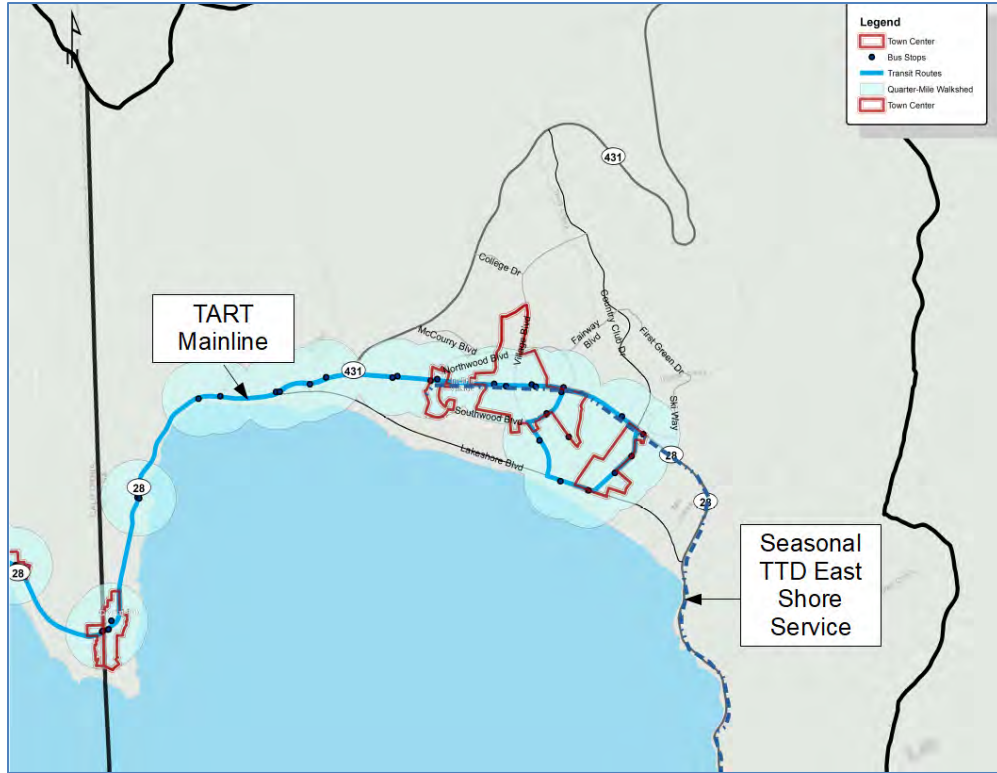
Table 3.1: Existing Active Transportation Facilities

Classification	Facility	Extent
Class I Multi-Use Path	State Route 28 East Shore Trail	Ponderosa Ranch to Sand Harbor
	Lakeshore Boulevard Trail	From the eastern intersection of State Route 28 to 0.25 miles from its western intersection
	Mays Boulevard Trail	Southwood Boulevard to Lakeshore Boulevard
	Northwood/Southwood Boulevard Trail	All of Southwood; Northwood from the western intersection with State Route 28 to 0.25 miles east of Country Club Drive
	Village Boulevard Trail	Lakeshore Boulevard to College Drive
Class II Bike Lanes	State Route 28 Bike Lanes	Western to eastern intersection with Lakeshore Boulevard
Sidewalks	State Route 28	Both sides; between intersections with Northwood and Southwood Boulevards
	Country Club Drive	West side, State Route 28 to Lakeshore Boulevard
	Incline Way	South side, Village Boulevard to Southwood Boulevard
	Incline Way	South side, Country Club Drive to 0.25 miles west of Country Club Drive
	Oriole Way	South side, Tanager Street to Southwood Boulevard
	Tanager Street	North side, Village Boulevard to Oriole Way
	Village Boulevard	Peepsight Court to just beyond Lake Country Drive

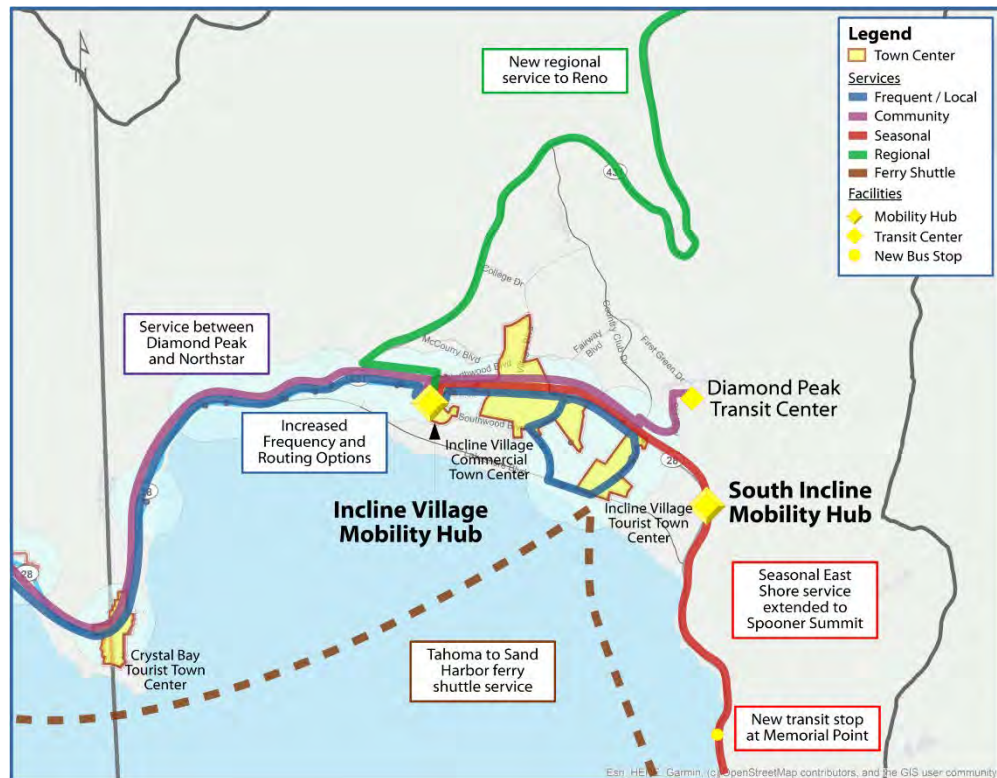
Transit Services

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. Various shuttle services are also available including the North Lake Tahoe Express with connections between the Reno/Tahoe International



MAP 3.2. EXISTING TRANSIT SERVICES



MAP 3.3. ENVISIONED TRANSIT SERVICES

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.

Transit stops within the planning area include the following (Table 3.3):

Table 3.3: Existing Transit Stops

Transit Stop	Served By	Facilities
Crystal Bay Tourist Regulatory Zone		
Crystal Bay Club (eastbound)	TART	Transit shelter, pullout, garbage bins,
Tahoe Biltmore (westbound)	TART	Transit shelter, pullout, garbage bins
Incline Village Commercial Regulatory Zone		
Old Incline Elementary School	TTD	Parking
State Route 28 at Toepa (eastbound)	TART	None
State Route 28 at Christmas Tree Village west of Village Boulevard (westbound)	TART	Transit shelter, garbage bins
State Route 28 at Tahoe Cleaners west of Village Boulevard (eastbound)	TART	None
State Route 28 at Raley's east of Village Boulevard (westbound)	TART	Transit shelter, pullout, garbage bins
State Route 28 at eastern intersection with Southwood Boulevard (eastbound)	TART	None
State Route 28 at eastern intersection with Northwood Boulevard (westbound)	TART	None
Incline Elementary School (overflow only)	TTD	Parking
Incline Village Tourist Regulatory Zone		
Hyatt Regency Lake Tahoe	TART	None
Ponderosa Ranch Regulatory Zone		
Ponderosa Ranch parking lots (westbound)	TTD	Parking, garbage bins

Transit Stop	Served By	Facilities
Mill Creek Regulatory Zone		
State Route 28 north of Lakeshore Boulevard	TTD	None
East Shore Regulatory Zone		
Hidden Beach	TTD	Pullout
Sand Harbor	TTD	None

Parking

Parking is of significant community interest 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 6.1, Recreation Element) identify existing public parking areas.

TRANSPORTATION STRATEGY

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, the Bi-State Compact and Regional Transportation Plan (RTP) promote a reduced reliance on private automobiles, while acknowledging the transportation challenges of a mountain tourism destination, by providing regional level goals and policies. 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 RTP;
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 Truckee / North Tahoe Transportation Management Association 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.

Roadway Network

Future local street and highway improvements under this plan will focus on improving safety for pedestrian, bicyclists, and transit riders. Additional transportation demand should be accommodated with additional active transportation infrastructure and transit service rather than expanding roadway capacity. The area plan's strategy for roadway improvement focuses on access management and improvement of intersection functionality. Improvements will be done in coordination with TRPA's safety strategy and the *Active Transportation Plan*.

Figure 3.1 illustrates the desired cross section for State Route 28 within the Incline Village Commercial regulatory zone.

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 bicycle lanes, sidewalks, and trails as shown in the *Active Transportation Plan*.

Transit Services

The area plan envisions an increase in multi-modal transportation services throughout the community. To facilitate this, the plan supports establishment of two mobility hubs (Incline Village and South Incline) and a transit center (Diamond Peak) to connect major activity hubs and the multi-use path network with a more robust transit system. A fourth mobility hub is proposed near the Mount Rose ski resort, just outside of the planning area.

The area plan envisions expansion of existing transit services and introduction of new services. The ability to implement new services will largely depend upon cooperation between Washoe County, the Truckee-North Tahoe Transportation Management Association (TMA), Washoe County Regional Transportation Commission (WCRTC), and Tahoe Transportation District (TTD). Major new service proposals under this plan include:

- More frequent transit service to Truckee via Tahoe City;
- Additional community-based transit service connecting Diamond Peak, Northstar, Incline Village, Crystal Bay, Kings Beach, and Truckee;
- Expanded East Shore service to a new mobility hub at Spooner Summit.
- A visitor and employee serving shuttle service;
- Seasonal and special event shuttles;
- Dial-a-ride service; and
- Public transit between Reno and North Lake Tahoe.

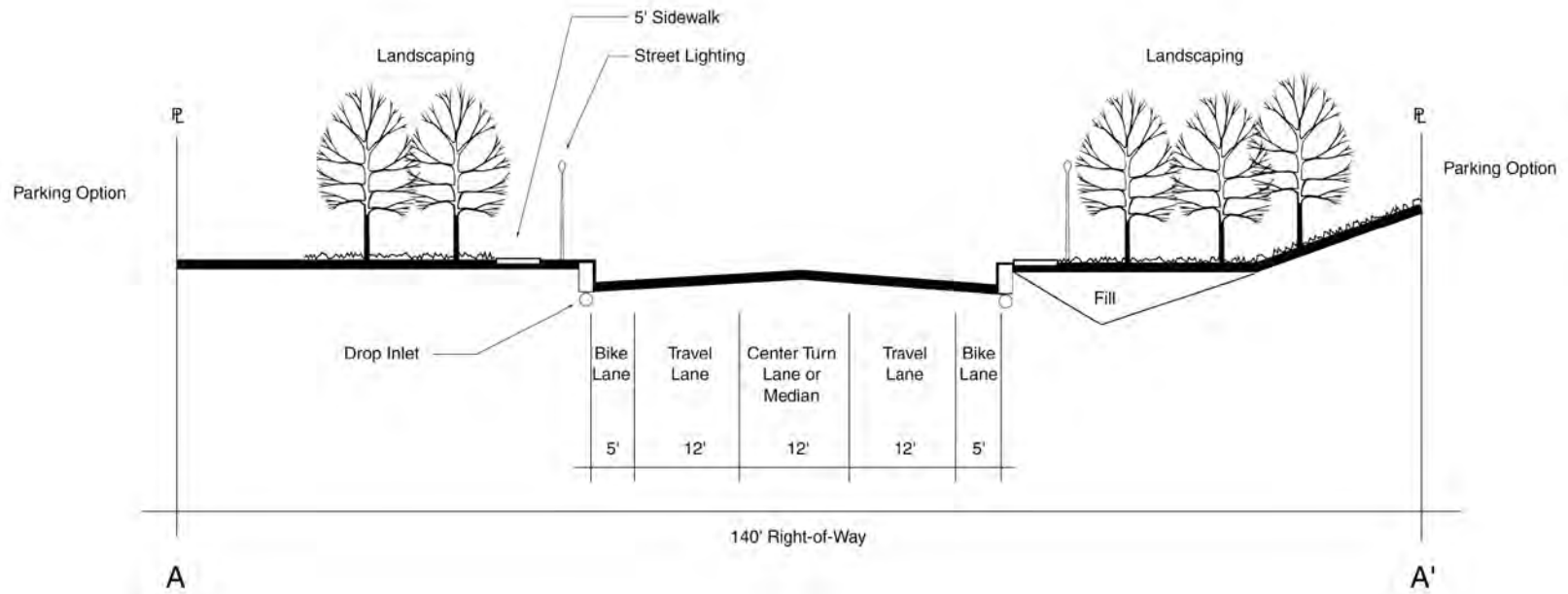


FIGURE 3.1 CROSS SECTION – STATE ROUTE 28

Parking

Parking has proven to be of consistent interest in the Incline/Crystal Bay community for many years. Community concerns around parking include insufficient parking for visitors and tourists; long-term parking of recreational vehicles and boats on public roads, and parking associated with special events. In addition to these periodic demands the area is experiencing increasing pressure on its existing parking infrastructure for existing business and recreation uses.

Parking in Incline Village is presently accommodated along streets and in private lots. As part of the East Shore shuttle service, TTD maintains existing parking facilities near Ponderosa Ranch and at the Old Incline Elementary School. Under the *Transit Master Plan*, these facilities would be upgraded into mobility hubs. Permanent parking facilities for recreational uses on State Route 28 along the east shore and along Mount Rose Highway to replace current informal parking are addressed in their respective corridor plans.

The area plan's strategy for parking focuses on the development of a comprehensive parking management plan. Additional strategies include requirements for special event parking and cooperation with USFS, Nevada State Parks and other recreational facility providers on mitigating traffic and parking-related impacts from new recreational improvements.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, 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 T1: Reduce private automobile use by promoting wise land use patterns and providing adequate services and infrastructure to facilitate alternative transportation.

Policy T1-1 Expansion of Roadway Capacity

New or expanded roads which allow for increased roadway capacity shall not be constructed. An exception is allowed for improvements to existing intersections that do not degrade safety or impact vulnerable users.

Policy T1-2 Alternative Transportation

Prioritize the connectivity of the community using bike paths, pedestrian paths, and multi-use trails. Where feasible and desirable, Washoe County will design trails to accommodate new transportation technologies, including electric bicycles and various non-motorized forms of transportation.

Policy T1-3 Connect Town Centers

Town Centers should be connected to each other and with other commercial nodes with multi-use paths and by transit.

Policy T1-4 Travel Demand Management

Seek opportunities for employer and visitor-based implement travel demand management strategies to reduce vehicle miles travelled (VMT).

IMPLEMENTATION ACTIONS

Action T-1 Employer-Based Vehicle Trip Reduction

Work with TRPA and the Truckee-North Tahoe Transportation Management Association to develop and implement an employer-based vehicle trip reduction program targeting businesses with over 100 employees.

Goal T2: Increase the safety of biking and walking by providing bicycle paths, pedestrian paths, and multi-use trails. Connect tourist, commercial, residential, and recreational land uses with bicycle and pedestrian paths.

Policy T2-1 Implement the Regional Transportation Plan

Washoe County should work with TRPA to implement the Active Transportation Plan (ATP) and the Regional Transportation Plan (RTP) through Washoe County's recreation, transportation, and land use plans and programs.

Policy T2-2 Public Path System

The public path network should be expanded, connecting the Incline Village Commercial and Incline Village Tourist regulatory zones. This network should also connect to the Incline Village Residential and Fairway regulatory zones, Ski Beach, and the golf course.

Policy T2-3 On-Site Pathways

All new and remodeled projects in the Incline Village Commercial and Incline Village Tourist regulatory zones shall provide on-site pedestrian/bicycle facilities which provide on-site circulation and connect to the public path system. Landscaping, street furniture, and lighting should be included with the walkways.

See Design Standards and Guidelines – Chapter 1, *Site Design*, Standard D, *Multi-Modal Circulation Improvements* and Development Code Section 110.220.40 (4)(b), *Development Standards*.

Policy T2-4 Connections to Parking Areas and Between Uses

Walkways should be created which connect parking areas accessed from local streets to the shops, restaurants, and offices along State Route 28. Pedestrian connections between shopping areas and surrounding residential, tourist accommodation, and recreational uses should be provided. Development standards should specify what pedestrian and bicycle facilities should be provided at parking areas.

Policy T2-5 Bicycle Racks and Lockers

As a condition of project approval, bicycle racks or secured lockers shall be installed at uses throughout the plan area. TART is encouraged to install bicycle racks on their buses.

Policy T2-6 Protect and Improve Trail Access

Protect and improve access to existing trails whenever possible.

Goal T3: Reduce conflicts between automobiles, pedestrians, and bicyclists.

Policy T3-1 Access Management

Support implementation of access management regulations consistently throughout the plan area. The number of driveways along State Route 28 should be consolidated and minimized. All access points onto State Route 28 should be clearly defined. New uses at the Ponderosa Ranch regulatory zone shall share existing driveways. Access to State Route 28 businesses and their parking areas are encouraged to be provided from local streets. Entrances to casinos and their parking areas in the Crystal Bay Tourist regulatory zone are encouraged to be relocated to back streets for those parking areas that have rear access.

Policy T3-2 New Curb Cuts on State Route 28

Prioritize local street access before allowing new curb cuts on State Route 28.

IMPLEMENTATION ACTIONS

Action T-2 Access Management Standards

Develop and apply access management regulations consistently throughout the plan area.

Goal T4: Design the transportation network throughout the plan area to provide safe, efficient, and environmentally responsible access to residential areas, commercial services, public lands and recreational opportunities, and efficient connections within the Tahoe Region.

Policy T4-1 Level of Service

Attain and maintain the Level of Service (LOS) at key intersections consistent with the Regional Transportation Plan and the Washoe County Land Use and Transportation Element.

Policy T4-2 Maintenance

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

Policy T4-3 Mobility Hubs and Transit Center

Support the establishment and design of mobility hubs at South Incline, Incline Village, and Mount Rose and the establishment of a transit center at Diamond Peak, as set forth in the *Lake Tahoe Basin Transit Master Plan*.

IMPLEMENTATION ACTIONS

Action T-3 Plowing of Multi-Use Trails

Develop a plan for plowing sidewalks and multi-use trails. Plowing schedules should prioritize routes within Town Centers and high-traffic multi-use trails that connect Town Centers with residential and recreational areas.

Goal T5: Improve and increase transit service and use.

Policy T5-1 Increased Transit

Encourage TART to increase hours of operation and frequency of route circulation, and support public-private partnerships to provide new services.

Policy T5-2 Transit Shelters

Encourage new development and transit agencies to provide transit shelters at all transit stops.

Policy T5-3 Bus Pullouts

Transit stops should be designed in a manner that does not interrupt traffic circulation, such as through the use of bus pullouts.

Policy T5-4 Transportation Management Association

Washoe County, TRPA, IVGID, the Incline Village / Crystal Bay Chamber of Commerce, the Crystal Bay Casino Association, the Hyatt Lake Tahoe, Sierra Nevada College and other major employers are encouraged to participate in the Truckee / North Tahoe Transportation Management Association (TMA). Increased participation with the TMA helps to coordinate public and private transit services.

Policy T5-5 New and Expanded Transit Services

Work in coordination with TRPA, TART, the Truckee/North Tahoe TMA, Washoe County Regional Transportation Commission, and TTD to develop, maintain, and expand transit services.

IMPLEMENTATION ACTIONS

Action T-4 Short-Range Transit Plan

Develop a short-range transit plan focused on the Incline Village and Crystal Bay areas.

Goal T6: Manage congestion and parking in a manner that promotes safety and preserves and maintains community character while improving and managing the efficiency of parking area use. Clearly define parking areas and reduce the visual prominence of parking lots and asphalt along State Route 28.

Policy T6-1 Parking Standards

Washoe County should establish parking regulations that recognize the demands of daily, special event, and seasonal traffic while prioritizing alternative modes of transportation.

See Design Standards and Guidelines – Chapter 4, *Parking, Loading, and Circulation* and Appendix A, *Parking Demand Table*.

Policy T6-2 Consolidated Parking and Driveways

Adjacent parking lots should consolidate and share driveway entrances.

Policy T6-3 Parking Lot Design

Washoe County should establish design standards that make parking facilities pedestrian and bicycle friendly. Pedestrian and bicycle facilities should have sufficient lighting and be provided at parking areas. Driveway entrances into parking lots should be clearly defined. Parking space definition, travel aisles, and pedestrian and bicycle circulation should be considered. Parking facilities should be connected to other parking facilities when possible.

See Design Standards and Guidelines – Chapter 4, *Parking, Loading, and Circulation*

Policy T6-4 Maximum Parking

Within the Crystal Bay Tourist and Incline Village Tourist regulatory zones, parking lots shall include no more than the minimum number of parking spaces required by the Washoe County Tahoe Area Plan Design Standards and Guidelines and/or Chapter 110, Article 410 of the Washoe County Code for its associated uses. Parking lots including more than the minimum number of spaces shall only be allowed if the additional spaces are shared with an existing or future use under a shared parking agreement. Single family dwellings are exempt from this policy.

See Design Standards and Guidelines – Chapter 4, *Parking, Loading, and Circulation* and Appendix A, *Parking Demand Table*.

Policy T6-5 Parking Management

In cooperation with all affected parties, Washoe County and TRPA should develop and implement a parking management program for commercial and tourist uses. Coordination with Placer County will be necessary for the Crystal Bay Tourist regulatory zone. The plan should include such things as shared-use parking and parking hubs that promote a “park once” concept and the use of technology to maximize efficiency.

Policy T6-6 Partnerships

Washoe County should partner with other public agencies and public-private partnerships to explore opportunities to plan, fund and develop mobility hubs, 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.

Policy T6-7 Trailhead Parking and Transit

Parking with pedestrian and bicycle connections should be required at all public trailheads unless technical or safety issues prevent construction. If it is determined that the parking facility cannot be adequately screened or buffered from adjacent residential properties, then parking requirements should be appropriately adjusted. Washoe County should promote transit service and non-motorized alternative transportation to popular trailheads to reduce parking demand, consistent with the Land Use and Transportation Element.

IMPLEMENTATION ACTIONS

Action T-5 Parking Management Plan

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

PROPOSED IMPROVEMENTS

The Washoe County Tahoe Area Plan envisions the improvements listed within this section. Table 7.3: Implementation Schedule includes an anticipated time horizon, implementer, and funding source for each project.

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*.

Project T-2: Left Turn Pockets (Crystal Bay Tourist Neighborhood)

Create left-turn pockets at public road intersections along State Route 28 throughout the Crystal Bay Tourist regulatory zoneneighborhood in cooperation with Nevada Department of Transportation (NDOT). Design of these improvements should consider the needs of pedestrians and cyclists, and conform to TRPA's safety and complete streets policies.

Project T-3: Intersection Improvements

Improve intersections with State Route 28 in alignment with an intersection improvement study. The goal of the study is to maintain acceptable levels of service while improving pedestrian, bicycle, and vehicle safety. The study should be prepared by Washoe County in collaboration with the Nevada Department of Transportation (NDOT).

Project T-4: Wassou Road Delineation

Clearly define and delineate Wassou Road as separate from the Biltmore parking lot.

- Project T-5: Off-Highway Parking along Mount Rose Highway (SR-431)**
In compliance with the *Mount Rose Scenic Byway Corridor Plan*, establish off-highway parking at Incline Meadows and the Incline Flume trailhead.
- Project T-6: Mount Rose Highway (SR-431) Center Turn Lanes**
In compliance with the *Mount Rose Scenic Byway Corridor Plan*, create a center turn lane along Mount Rose Highway at Country Club Drive. Investigate the possibility of additional turn lanes between Country Club Drive and Tahoe Boulevard / State Route 28.
- Project T-7: State Route 28 Turnouts**
Construct nine turnouts along SR 28 between Lakeshore Drive and the Carson City boundary in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-8: East Shore Off-Highway Parking**
Establish off-highway parking near Thunderbird Lodge and Chimney Beach in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-9: East Shore Formalized Highway Parking**
Formalize highway parking in four locations between Ponderosa Ranch and Hidden Beach in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-10: East Shore Viewpoints**
Construct four new viewpoints along State Route 28 between Sand Harbor and Thunderbird Lodge and a fifth viewpoint between Hidden Beach and Sand Harbor in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-11: East Shore Aesthetic Improvements**
In compliance with the *State Route 28 National Scenic Byway Corridor Plan*, complete aesthetic improvements on State Route 28 along the east shore. Improvements should include simplified signage, use of wood and stone accents, improvement to rock cut scars, aesthetic railings, and cultural messaging.
- Project T-12: Community Gateways**
Enhance community gateway features at the entrances to Incline Village along State Route 28 at Lakeshore Drive and east of Crystal Bay in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.
- Project T-13: Intersection Safety Improvements**
Improvements to priority intersections as identified in the *Active Transportation Plan*, including, but not limited to the following:
- A. Mount Rose Highway (SR-431) at 2nd Creek Drive

- B. Mount Rose Highway (SR-431) at Marlette Way
- C. State Route 28 at Amagosa Road

Planned Active Transportation Projects

In compliance with the *Active Transportation Plan*, construct the following improvements:

Class I Multi-Use Pathways

- Project T-14: Crystal Bay to Incline Village Multi-Use Path**
North side of State Route 28 from the Crystal Bay Tourist regulatory zone to Northwood Boulevard (western intersection).
- Project T-15: Alder Avenue Multi-Use Path**
Alder Avenue between Northwood and Village Boulevards.
- Project T-16: Northwood Boulevard Multi-Use Path**
Northwood Boulevard from the current Multi-Use Path terminus to the eastern intersection with State Route 28 / Tahoe Boulevard. Reconstruction of portions of the existing path along Northwood Boulevard may also be necessary.
- Project T-17: Fairway Boulevard Multi-Use Path**
Fairway Boulevard between Country Club Drive and Village Boulevard
- Project T-18: Country Club Drive Multi-Use Path**
Country Club Drive from Village Boulevard to State Route 28 / Tahoe Boulevard
- Project T-19: Incline Way Multi-Use Path**
Incline Way from Southwood Boulevard to the Recreation Center.
- Project T-20: McCourry Boulevard Multi-Use Path**
McCourry Boulevard from State Route 431 to Northwood Boulevard.
- Project T-21: College Drive Multi-Use Path¹**
College Drive between State Route 431 and Village Boulevard.
- Project T-22: Golfers Pass Road Multi-Use Path**
Golfers Pass Road between State Route 431 and Village Boulevard.
- Project T-23: Diamond Peak Multi-Use Path**
North side of Ski Way between Country Club Drive and Diamond Peak.

¹ This route was not included in the *Active Transportation Plan* (2017).

- Project T-24: Mount Rose Highway Multi-Use Path**
East side of State Route 431 from the Incline Flume Trailhead to the northern planning area boundary.
- Project T-25: Sand Harbor to Spooner Summit Multi-Use Path**
Extension of the Tahoe East Shore Multi-Use Path from Sand Harbor to the Carson City boundary, continuing on to Spooner Summit.
- Project T-26: Driver Way Multi-Use Path**
Driver Way between Village Boulevard and Country Club Drive.
- Project T-27: Village Boulevard Multi-Use Path**
Extension of Village Boulevard Multi-Use Path from College Drive to Country Club Drive.
- Project T-28: Tanager Street Multi-Use Path**
Tanager Street between Oriole Way and Southwood Boulevard.
- Project T-29: Village Green Multi-Use Path**
Connecting Village Green with Incline Way.

Class II Bike Lanes

- Project T-30: Village Boulevard Bike Lanes**
Village Boulevard between Northwood Boulevard and Country Club Drive.
- Project T-31: Country Club Drive Bike Lanes**
Country Club Drive between Lakeshore Boulevard and State Route 431.
- Project T-32: Incline Way Bike Lanes**
Incline Way from Southwood Boulevard to Country Club Drive.
- Project T-33: Ski Way Bike Lanes**
Ski Way from Country Club Drive to Diamond Peak.
- Project T-34: Mount Rose Highway Bike Lanes²**
State Route 431 between State Route 28 / Tahoe Boulevard and the northern planning area boundary.

Planned Transit Facilities

In compliance with the *Lake Tahoe Basin Transit Master Plan*, establish the following facilities:

² This route was not included in the *Active Transportation Plan* (2017).

Project T-35: South Incline Mobility Hub

Improve the existing TTD parking facility in the Ponderosa Ranch district into a recreation-focused mobility hub. This hub will serve the East Shore multi-use trail, the Flume Trail, and the seasonal shuttle to Sand Harbor, with future extension to a new mobility hub at Spooner Summit.

Project T-36: Incline Village Mobility Hub

Establish a new mobility hub in a centralized location such as the old Incline Elementary School. The hub will serve local, seasonal, and regional transit services.

Project T-37: Diamond Peak Transit Center

Establish a new transit center at the Diamond Peak Ski Resort in support of a newly proposed community route ("Route E") connecting to the Incline Village mobility hub, Crystal Bay, and the Northstar Ski Resort.

Project T-38: Ferry Shuttle Dock Improvements

Improve the ferry shuttle dock to support increased service frequency and ridership.

Project T-39: Transit Shelters

Install transit shelters at all transit stops along proposed transit routes.

Project T-40: Transit Stop at Memorial Point

In compliance with the *State Route 28 National Scenic Byway Corridor Management Plan*, establish a new transit stop for the Sand Harbor shuttle at Memorial Point.

Planned Transit Services

Project T-41: North Shore Transit Route Expansion

In compliance with the *Lake Tahoe Basin Transit Master Plan*, expand existing transit services and establish new transit services.

- A. Combine existing TART routes to form a new frequent service route ("Route F1") serving major residential areas, Truckee, and Incline Village via Tahoe City.
- B. Extend existing TART service through Kings Beach, Crystal Bay, and Incline Village to terminals at the Diamond Peak and Northstar Ski Resorts, forming a new community route ("Route E").
- C. Extend existing TART service from Truckee to Crystal Bay via Highway 267 to Incline Village, forming a new local route ("Route G").
- D. Extend existing TTD East Shore Shuttle service from Incline Village to Spooner Summit via Sand Harbor, forming a new summer route ("Route S1").

Project T-42: Reno – North Tahoe Transit Service

In compliance with the *Lake Tahoe Basin Transit Master Plan*, establish new regional transit service (“Route R3”) from Incline Village to the Reno-Tahoe International Airport via a new mobility hub to be established near the Mount Rose ski resort.

Project T-43: North Shore Ferry Service

Establish new north shore ferry service (“Route W1”) from Homewood to Sand Harbor, with several stops in between. The existing pier at the Hyatt Regency in Incline Village would be a potential stop.

Project T-44: Transit Service Hours and Frequency

In compliance with the *Lake Tahoe Basin Transit Master Plan*, expand operation hours and service frequency on existing and proposed transit routes.

Route Number / Service		Routing	Service Frequency		
			Short-Term <i>within 5 years</i>	Medium-Term <i>5-10 years</i>	Long-Term <i>10-20 years</i>
E	Community	Diamond Peak to Northstar Ski Resorts via Incline Village and Kings Beach	60-min.	60-min. / 30-min. peak	30-min.
F1	Frequent	Incline Village to Truckee via Tahoe City (Hwy 89)	60-min.	60-min. / 30-min. peak	30-min. / 15-min. peak
G	Local	Incline Village to Truckee via Kings Beach (Hwy 267)	60-min.	60-min. / 30-min. peak	30-min. / 20-min. peak
R3	Regional	Incline Village to Reno Tahoe International Airport	---	60-min peak	60-min. peak
S1	Summer	Incline Village to Spooner Summit via Sand Harbor	20-min. peak	20-min. peak	20-min. peak
W1	Ferry Shuttle	Homewood to Sand Harbor	90-min. peak	60-min. peak	45-min. peak

Project T-45: Shuttle Service

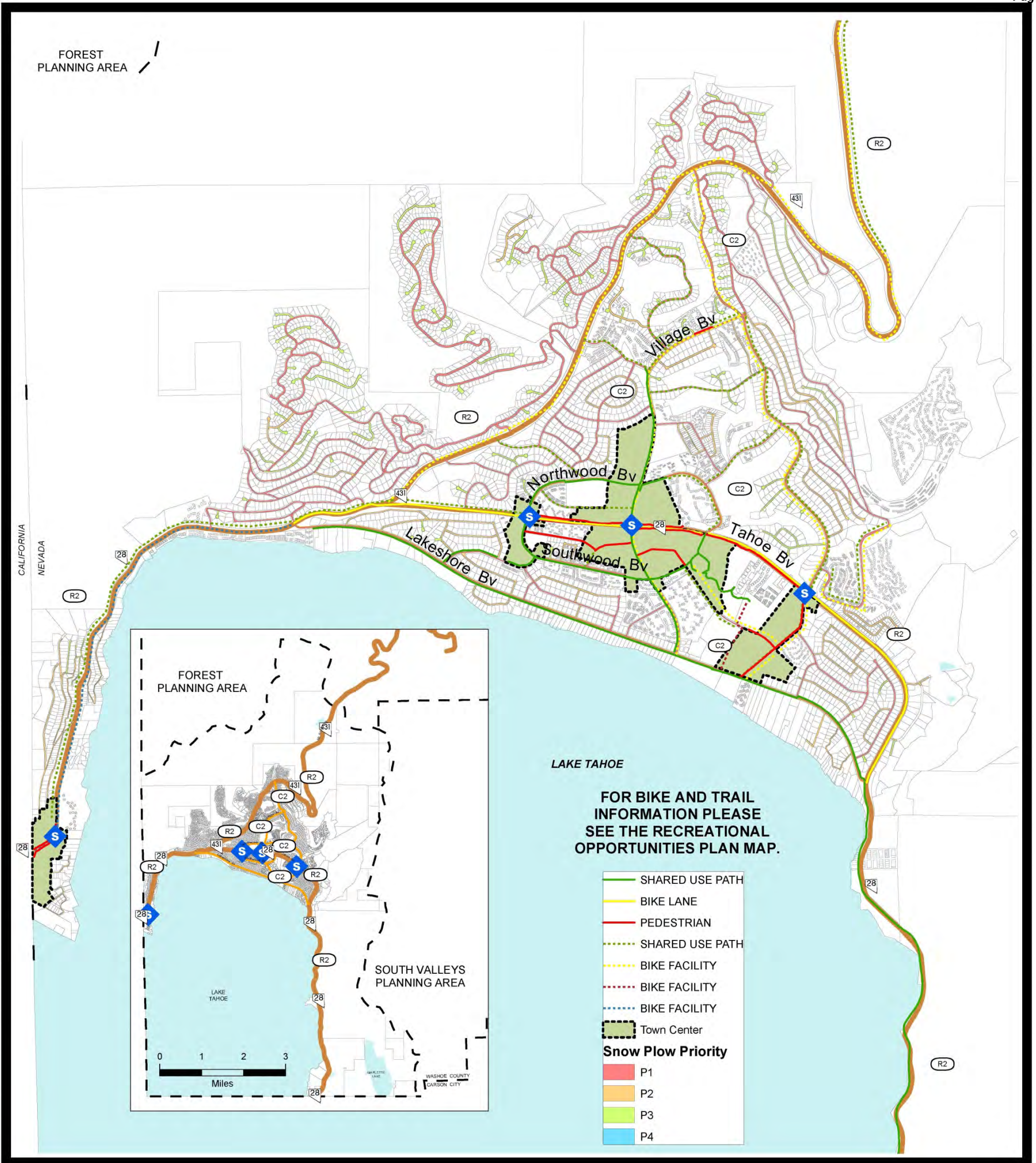
Establish a shuttle targeting visitors and Crystal Bay area employees, connecting the Incline Village, Crystal Bay, and Kings Beach commercial nodes.

Project T-46: Seasonal and Special Event Shuttle

Coordinate public and private shuttle bus services for special events to relieve the impacts of high traffic volume.

Project T-47: Dial-A-Ride

Establish door-to-door dial-a-ride service.



MAP 3.4. LOCAL TRANSPORTATION MAP

CHAPTER 4

Conservation

The Washoe County Tahoe 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 Thresholds.

This element complements Regional Plan policies. 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 and cultural resources (Chapter 67), and noise (Chapter 68).

TRPA established environmental thresholds for environmental topics including air quality, water quality, soil conservation, scenic resources, recreation, wildlife, vegetation, fisheries, 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 4.1).

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

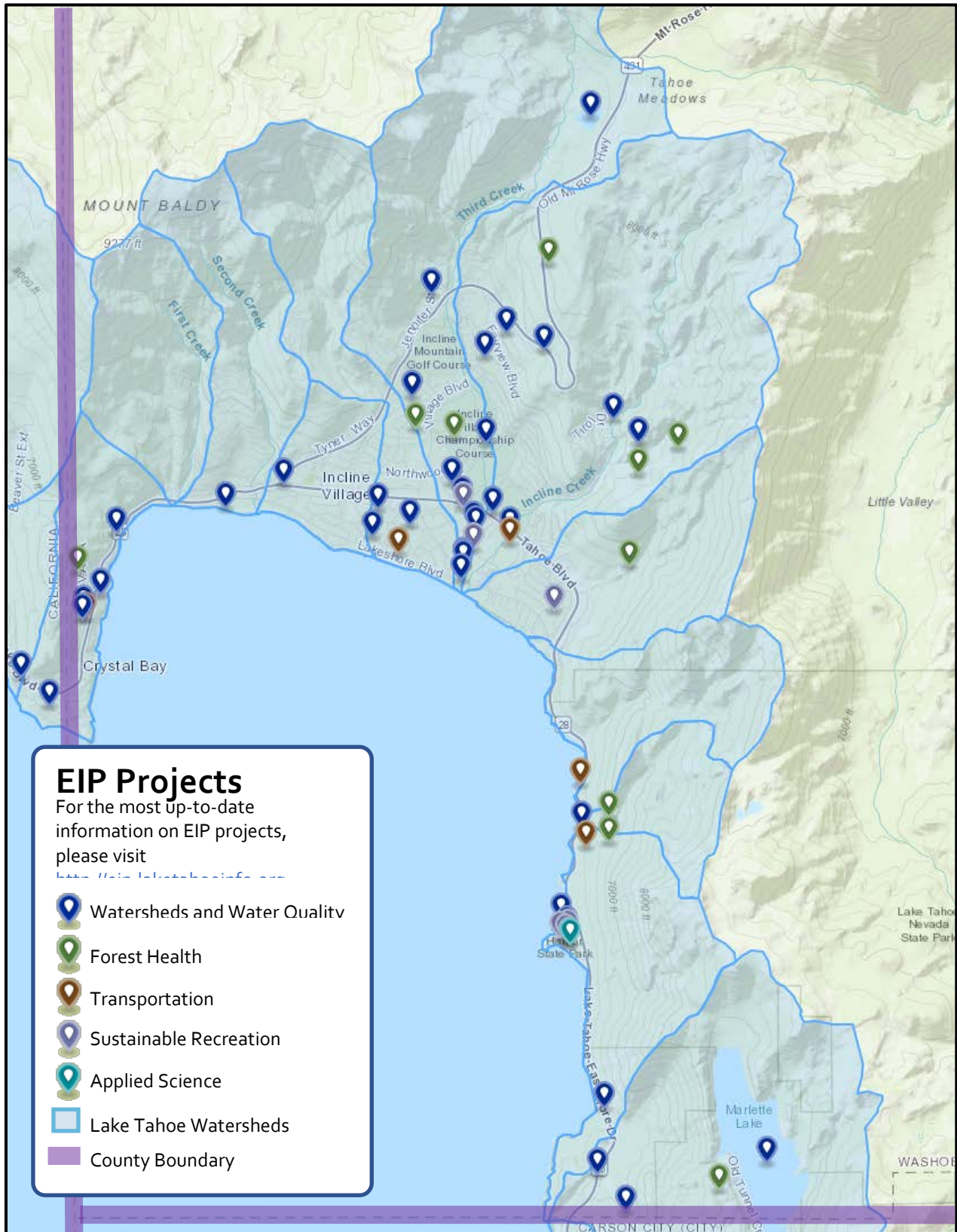
Washoe County's participation in the Total Maximum Daily Load (TMDL) and stormwater load reduction programs is ongoing. The county has developed and implemented improvements in the planning area to reduce pollutant loading from stormwater runoff (see Map 1). The Lake Tahoe TMDL sets targets and a timeline 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 Division of Environmental Protection and TRPA each maintains a comprehensive website with information on the TMDL and stormwater reduction programs.

Table 4.1: 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 Phosphorous	7%	14%	21%	50%
Total Nitrogen	8%	14%	19%	46%

Source: NDEP 2011

While Washoe County did not meet the 2016 target, it did achieve targets in 2017 and is on-track to achieve the 2021 target. 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 including, but not limited to, street sweeping.



MAP 4.1. ENVIRONMENTAL IMPROVEMENT PROGRAM PROJECTS

Table 4.2: Status of BMP Compliance in the Plan Area

Parcel Type	BMP Certificate	No BMP Certificate	Total	Percent in Compliance
Commercial	185	45	230	80%
Condominiums	3,725	649	4,374	85%
Multi-Family Residential	38	84	122	31%
Public Services	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 coverage alters surface hydrology and modifies groundwater recharge. There are three types of coverage defined by TRPA: hard, soft, and potential coverage. Hard coverage is completely impervious to infiltration of water into the soil (e.g. roofs, asphalt pavement, concrete sidewalks). Soft coverage may allow limited infiltration into the soil (e.g., dirt walking trails, compacted dirt parking areas). Potential coverage is allowable coverage unrealized or developed for a particular property.

The amount of coverage allowed on a property is determined by the land capability, or how suitable that property is for development. The Lake Tahoe Regional Plan uses land capability to identify and protect environmentally sensitive lands in the basin, including stream environmental zones (SEZs). Land capability is based on a variety of factors, including slope of a site, risk of erosion, condition of the watershed, vegetation, access, etc.

Single family residential properties developed prior to 1987, as well as non-residential and multi-family residential properties are classified as 1-7 in the Bailey Land Capability Classification System (1974). Properties may have one or more Bailey classifications. Sensitive lands include Classes 1-3. Non-sensitive lands are classified as Classes 4-7. Single family residential properties developed after 1987 were assigned an Individual Parcel Evaluation System (IPES) score ranging from 0 to 1,017. Sensitive lands include scores from 0 to 725. Non-sensitive lands include scores from 726 to 1,017. Properties

zoned single-family residential with an IPES score of 0 may not be developed. Allowed land coverage, or the footprint of development, is determined by the Bailey's classes or IPES score. All properties within the Tahoe Basin must receive a verification of land capability and coverage prior to any future development.

Under this system, the maximum base 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. Within Town Centers, additional coverage may be transferred in for a total of 70 percent coverage on high-capability lands. Refer to Chapter 30 of the TRPA Code of Ordinance for additional detail.

Table 4.3 shows the amounts of land under each type of land capability district within the plan area. Map 4.2 shows the general location of the land capability districts. Map 4.3 shows general coverage characteristics in the planning area.

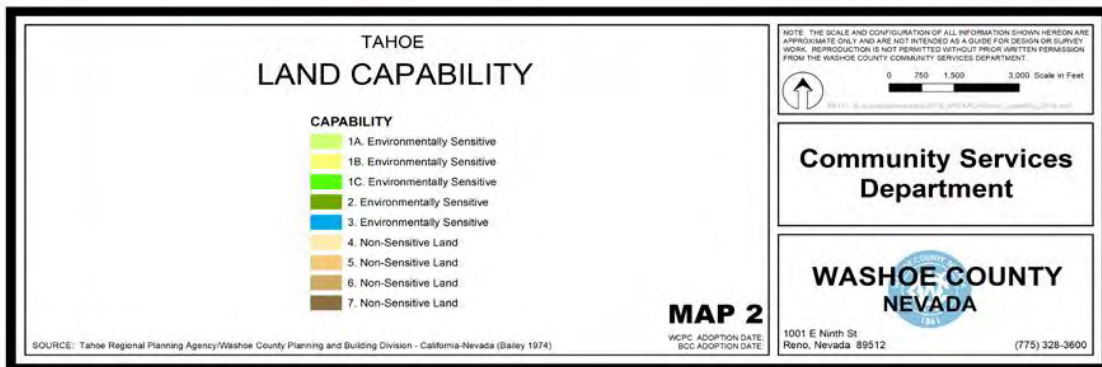
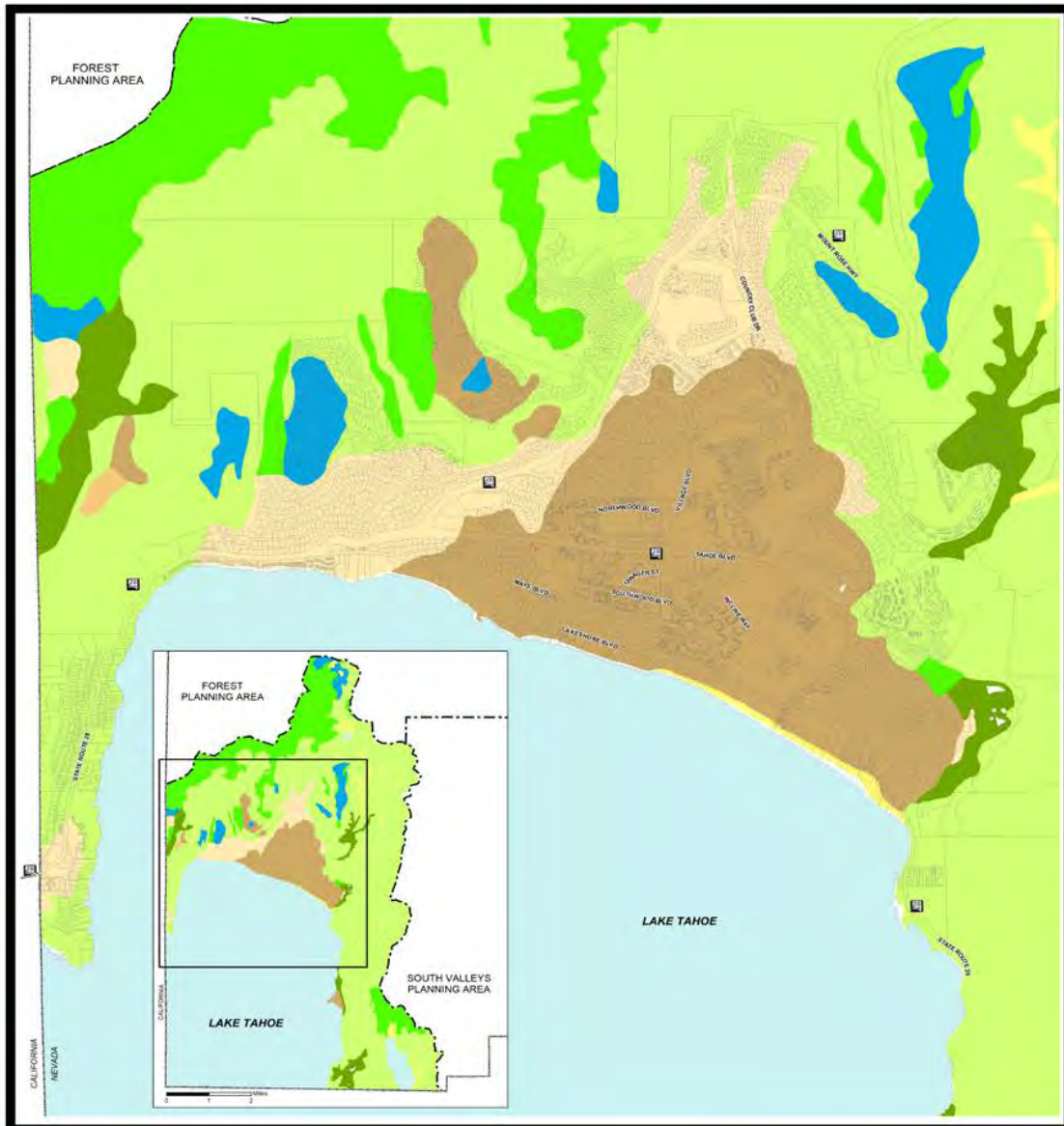
Most of the development within the Washoe County Tahoe Area Plan occurred before the adoption of the Bailey Land Capability system. As a result, many parcels are overdeveloped with excess coverage. Excessive impervious surface within a watershed contributes to sediment and nutrient inputs to Lake Tahoe and its tributaries impairing water quality, altering surface hydrology and groundwater recharge cycles. The results are often negative impacts on soil health, water quality, fisheries, wildlife habitat and vegetation growth.

According to TRPA's 2015 Threshold Evaluation, all land capabilities across the basin are in attainment with the exception of land capabilities 1b (SEZ) and 2. These land capabilities have a higher percentage of impervious coverage relative to the allowable coverage percentage. Within the plan area, land capabilities 1a, 1b (SEZ), 2, 3, and 4 have existing coverage that exceeds allowable coverage (see Table 4.3).

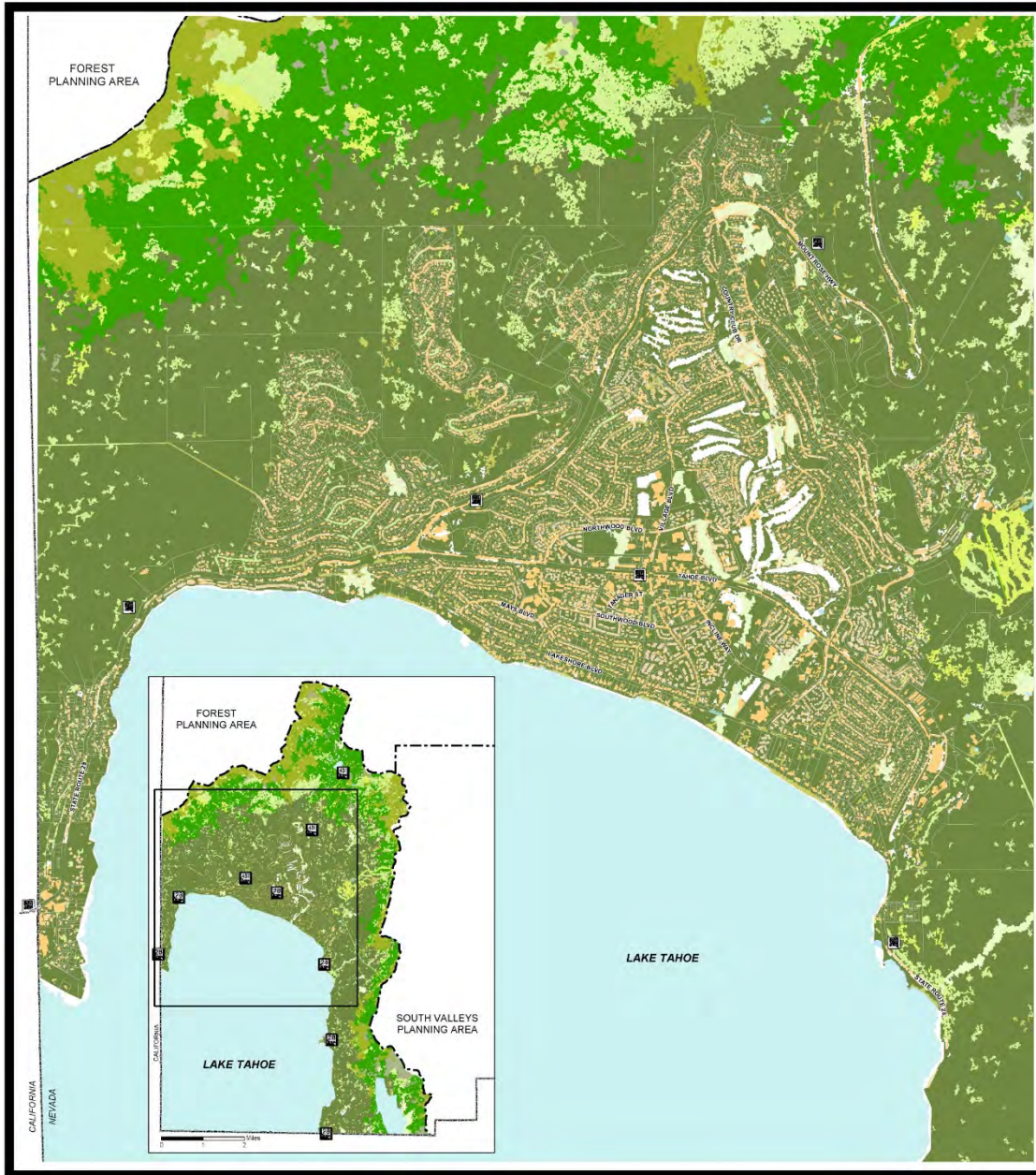
As more redevelopment takes place within the region, the goal is to remove coverage located in environmentally sensitive lands and transfer of development to high capability lands located within Town Centers (as defined by the TRPA Code of Ordinances). The TRPA Code of Ordinances includes incentives to retire coverage on sensitive lands and encourage those transfers. Removal of coverage from sensitive lands in the plans area is primarily facilitated by private property owners and the Nevada Division of State Lands land bank program.

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).



MAP 4.2. LAND CAPABILITY MAP FOR THE PLAN AREA



MAP 4.3. LAND COVERAGE IN THE PLAN AREA

Table 4.3 Land Capability and Coverage

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
Total	19749.19		918.30	1224.78	-306.48

Source: TRPA 2019

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.

Scenic Resources

The planning area includes several TRPA-designated scenic roadway units and shoreline units (see Tables 4.5 and 4.6 and Map Shoreline travel units 22 (Brockway) and 23 (Crystal Bay) are also in non-attainment. 4.8). Scenic units are further categorized into three types:

Table 4.4 Scenic Corridor Types

Scenic Corridor Type	General Characteristics
Urban	Urbanized areas where man-made development is the dominant visual feature.
Transition	Areas of transition between urban and natural areas where the built environment is not the dominant visual feature.
Natural	Areas where natural landscape elements and processes are the dominant visual feature.

To be in attainment, a scenic travel unit must meet or exceed the rating originally assigned in 1982. Additionally, roadway units must achieve a minimum score of 15.5 and shorezone units must achieve a minimum score of 7.5. The area plan also includes several TRPA-identified scenic viewpoints (Map 4.4), which are protected from scenic degradation under Chapter 66 of the TRPA Code of Ordinances.

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. Non-attainment in these areas is largely due to man-made development and signage creating roadway distractions and lack of visual variety. This is largely due to residential development with contrasting colors, large window areas, and inadequate vegetative screening.

Scenic quality of a roadway or shoreline unity can be improved using a variety of techniques. Within the more urbanized areas, redevelopment can provide a means of bringing site design, building design, signage, and landscaping into compliance with current standards. In areas with critical viewsheds, restoration of legacy development may be appropriate. Additional strategies could include a more robust sign enforcement program and undergrounding of utility lines.

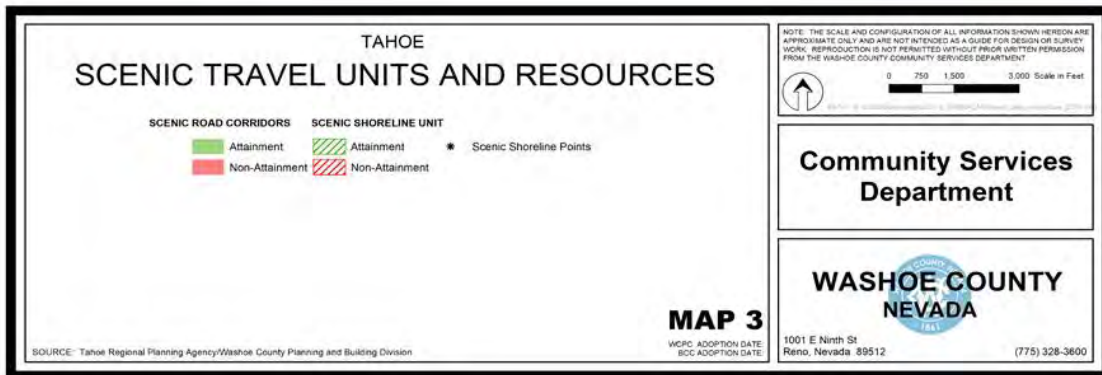
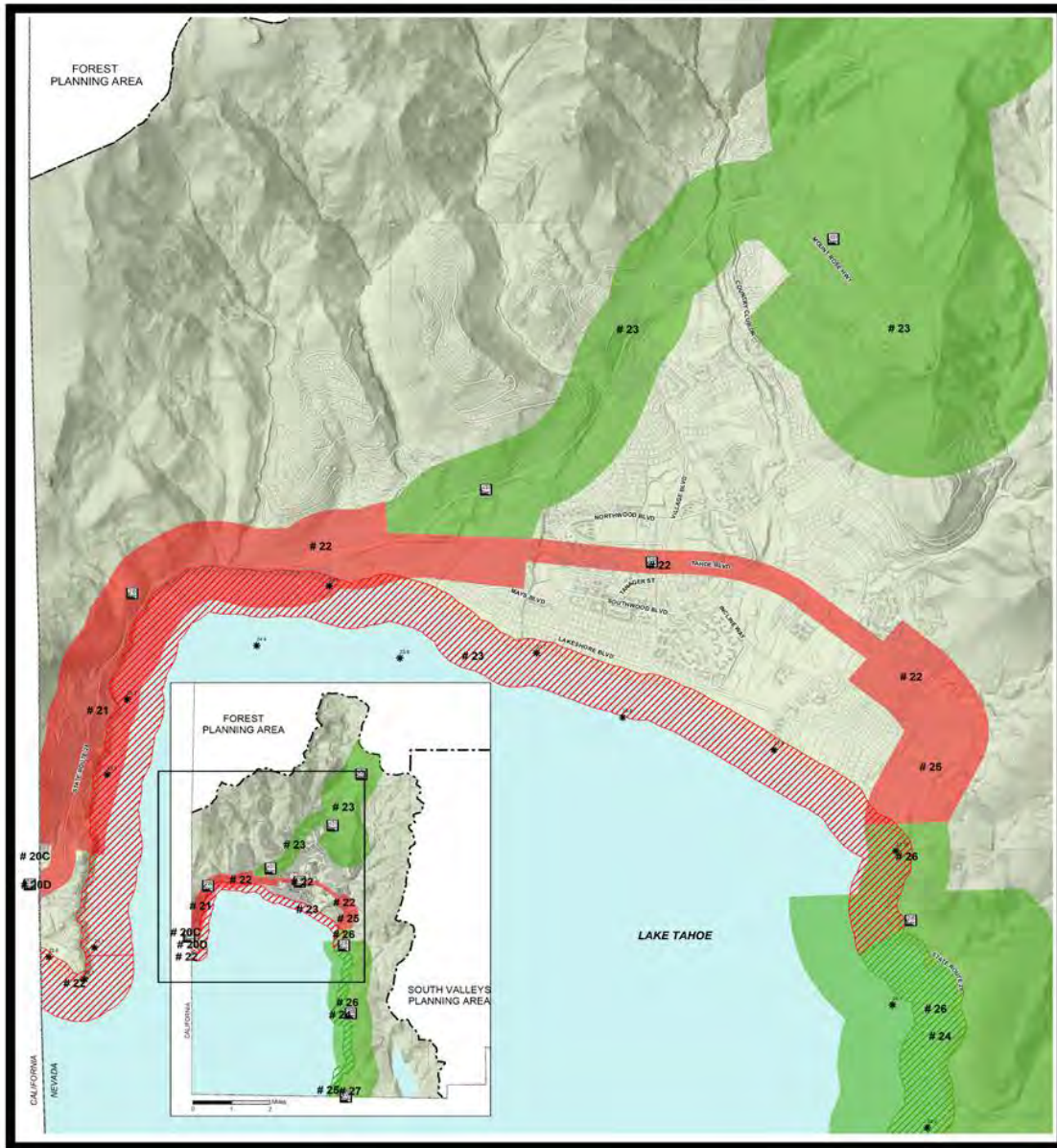
Table 4.5: Status of the TRPA-Designated Scenic Roadway Travel Units within the Plan Area

Travel Unit Name	Unit Number	1982 Score	2015 Score ⁽¹⁾	Status ⁽¹⁾
North Stateline Casino Core	20D	NA	13.5	Non-attainment
Stateline	21	20	18.5	Non-attainment
Crystal Bay	22	12	14	Non-attainment
Mt. Rose Highway	23	25	25.5	Attainment
Washoe Meadows	24	26	26	Attainment
Ponderosa Area	25	12	12.5	Non-attainment
Sand Harbor	26	26	27	Attainment
Prey Meadow	27	27	27	Attainment

Source: TRPA 2016

Notes

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



MAP 4.4. SCENIC TRAVEL UNITS AND RESOURCES IN THE PLAN AREA

Table 4.6: 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

Source: TRPA 2016

Notes

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

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.

Washoe County recognizes the importance of managing the presence (both permanent and periodic) of wildlife in urban and suburban areas to prevent potential conflicts and to allow residents to continue to enjoy living in close proximity to wildlife. Washoe County's urban wildlife management strategy is

focused on inter-agency cooperation and public education¹. The county coordinates with waste management agencies, the health district, general improvement districts, homeowners associations, citizen advisory boards, the Washoe County school district, and state and federal wildlife agencies provide the public accurate information about managing urban wildlife in both residential and commercial settings. Washoe County also pursues the adoption of appropriate regulations to protect both the public and wildlife, such as requiring bear proof garbage containers and prohibitions on feeding wildlife².

Fisheries and Aquatic Resources

Lake Tahoe and its tributary streams play a key role in sustaining fish populations, as some fish species use both lake and stream environments as part of their life cycle. Current aquatic resource priorities include management and eradication of aquatic invasive species and the reintroduction of the native Lahontan cutthroat trout.

TRPA designated different types and qualities of fish habitat. "Prime" habitat includes spawning habitat and feed and cover habitat. Spawning habitats are comprised of relatively small diameter gravel substrates used by native minnows for spawning and rearing fry. Feed and cover habitats are composed of larger diameter cobbles, rocks, and boulders used by fish as foraging habitat and to provide refuge from predators. "Marginal" habitats are dominated by sand and silt substrates interspersed with occasional willow thickets that establish during low lake levels.

Within designated areas, additional considerations and requirements apply. Certain projects and activities may be prohibited. Special project conditions, such as habitat restoration or limited construction periods may apply. Additionally, entitlements may be required from state or federal fisheries agencies.

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 4.7.

¹ Washoe County Health District, 2015

² Washoe County Health District, 2011 and IVGID, 2016

Table 4.7: TRPA Air Quality Indicator Attainment Status and Trends

Threshold Indicator Reporting Category	Threshold Standards	2015 Attainment Status	Trend
Carbon Monoxide	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 ⁽²⁾
	Highest 8-hour Average Concentration of Ozone	Somewhat worse than target	Moderate improvement ⁽²⁾
	3 Year Average of the 4th Highest 8-hour Concentration of Ozone	At or somewhat better than target	Moderate improvement ⁽²⁾
	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
	Subregional Visibility 90th Percentile (“Worst Visibility Days”)	Insufficient data to determine status	Insufficient data to determine trend

Threshold Indicator Reporting Category	Threshold Standards	2015 Attainment Status	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

Source: TRPA 2016

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

Notes

- (1) “Implemented” refers to implementation of a management standard rather than monitoring the achievement of a numerical standard.
- (2) Though the 2015 threshold evaluation indicates moderate improvement, review of ozone data from the Air Quality Management District’s Incline Village air quality monitoring station indicates that trends for 1-hour concentration and 8-hour average concentration are worsening since 2015.

As shown in Table 4.8, 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 4.8: NAAQS Attainment Status

Pollutant	Averaging Time	National Ambient Air Quality Standards (Primary) ⁽¹⁾⁽²⁾	Attainment Status ⁽³⁾
Ozone	8-hour	0.070 ppm ⁽⁴⁾ (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

Source: EPA 2016, 2019

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) The following designations are established in 40 CFR 81.329

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.

(4) Although the most recent design value for Incline Village is 0.065 ppm, the design value for the Reno/Sparks area is 0.071 ppm.

Historic and Cultural Resources

Historic and cultural resources may be recognized for local, regional, or national significance. The TRPA Code of Ordinances includes specific criteria for eligibility of a historic or cultural resource. This closely aligns with criteria of the National Register of Historic Places. Prior to any project potentially impacting a structure, site, or object over 50 years of age, TRPA must make a determination on eligibility. There are generally two levels of recognition under the TRPA Code of Ordinances, properties recognized as eligible as a historic resource and designated historic resources. Designated historic resources are typically those with a high level of regional significance. (e.g. Thunderbird Lodge/Whittel Estate) Both designated and determined eligible historic and cultural resources are subject to Chapter 2 and Chapter 67 of the TRPA Code of Ordinances.

There are seven resources listed on the TRPA designated historic resource list. Additionally, there are seven properties determined eligible or recognized as a historic resource by TRPA. There are three properties listed in the National Register of Historic Places and none listed on the Nevada Register of Historic Places within the Tahoe planning area (Table 4.9).

Natural Hazards

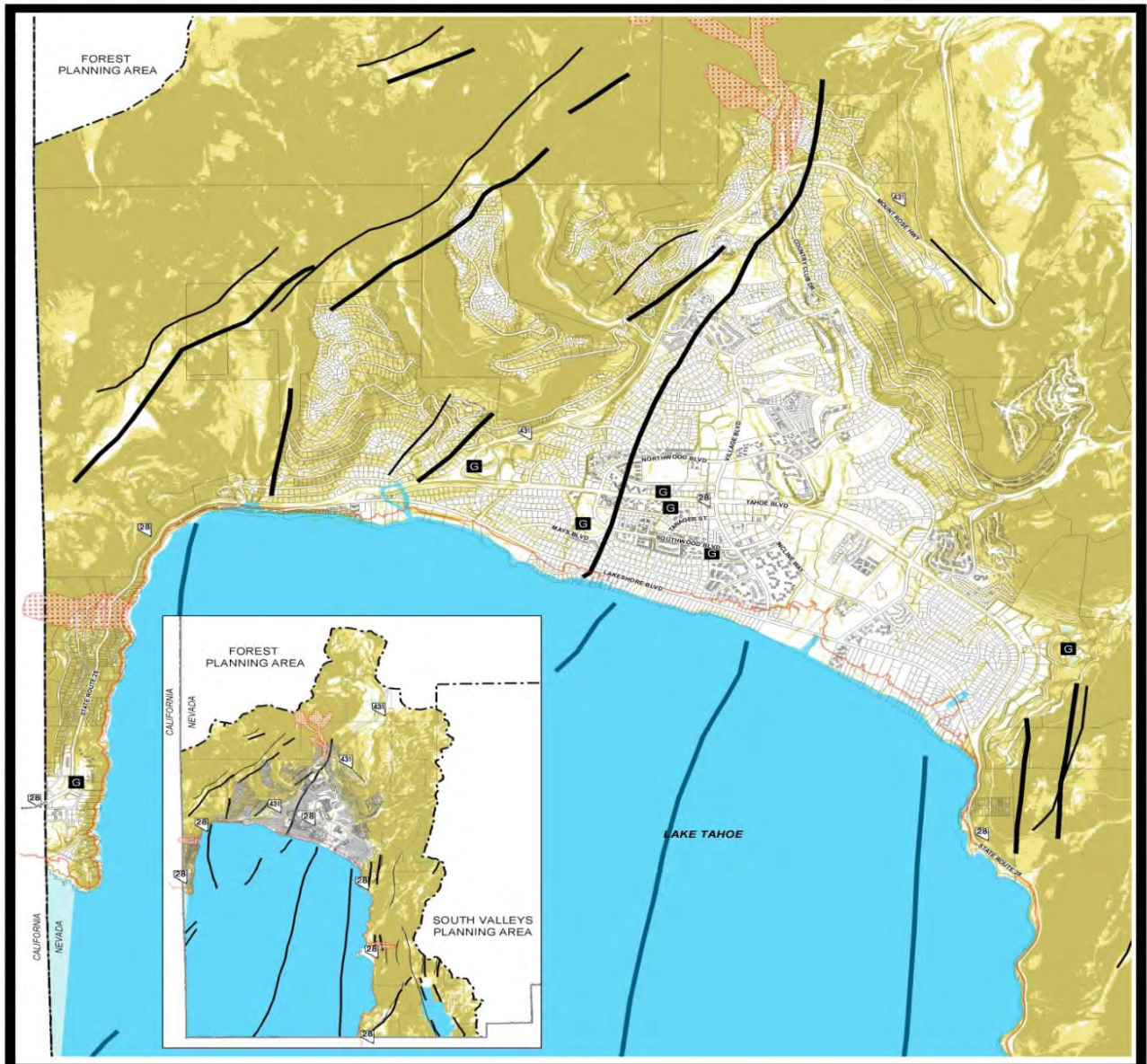
A variety of natural hazards have the potential to occur throughout the region. The potential for flood, landslide, earthquake, avalanche, wildfire, and tsunami presents serious threats that must be protected against and or mitigated. Washoe County, through the adoption and implementation of building 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.

Noise

Transportation corridors are the primary source of noise in the plan area. Other noise sources include motorize aircraft, watercraft, construction vehicles and equipment, and machinery associated with refuse collection and snow removal. The area plan carries through the Community Noise Equivalent Level (CNEL) standards from each of the former Plan Area Statements and Community Plans. These standards are consistent with TRPA's noise threshold, which is established based on the characteristics of the area. Table 4.9 outlines cumulative noise event standards in the planning area:

Table 4.9: Recognized Historic and Cultural Resources

Structure	Regulatory Zone	Address	TRPA		National Register
			Designated	Eligible or Recognized as Historic	
Thunderbird Lodge	East Shore	5000 State Route 28	●		●
Cal-Vada Lodge Hotel	Crystal Bay Tourist	Stateline Road at State Route 28		●	●
Withers Log House	Crystal Bay	344 Wassou Road		●	●
Neighborhood of Stateline Point	Stateline Point	n/a	●		
Mouth of First Creek	Crystal Bay Condominiums	n/a	●		
Mouth of Incline Creek	Incline Village Tourist	n/a	●		
SNW & L Sawmill and Railroad	Mill Creek, Incline Village Tourist, East Shore	n/a	●		
Virginia & Gold Hill Water Co. North & South Flume	Mount Rose, Incline Ski, Tunnel Creek, East Shore, Marlette Lake	n/a	●		
Tunnel Creek Station	Tunnel Creek	n/a	●		
Hobarts Summer Home	East Shore	n/a	●		
Bull Wheel & Tramway	Tunnel Creek, Ponderosa Ranch	n/a		●	
Tahoe Biltmore	Crystal Bay Tourist	5 State Route 28		●	
Residence at APN 123-152-05	Crystal Bay	354 Wassou Road		●	
Residence at APN 123-101-04	Crystal Bay	540 Gonowabie Road		●	
Residence at APN 130-241-20	Mill Creek	1155 Vivian Lane		●	



TAHOE POTENTIAL NATURAL HAZARDS

<p>SEISMIC HAZARDS</p> <p>— QUATERNARY FAULTS</p> <p>— OTHER KNOWN FAULTS</p> <p>INUNDATION ZONES</p> <p>— ELEVATION < 6,260'</p> <p><small>SOURCE: Nevada Seismological Laboratory, UNR - Department of Geological Studies - Reno, NV and Geological Survey of Japan</small></p> <p><small>Washoe County Community Services Department makes no representation or warranty regarding the accuracy of the Potential Natural Hazards map for the data from which the map was derived. Washoe County shall not be liable under any circumstances for direct, indirect, special, incidental or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map.</small></p> <p><small>SOURCE: Planning and Building Division</small></p>	<p>HYDROLOGIC HAZARDS</p> <p>■ FEMA 100YR FLOOD ZONE</p> <p>■ AVALANCHE ZONES</p> <p>SLOPE</p> <p>□ 0 - 15%</p> <p>■ >15% - 30%</p> <p>■ >30%</p>
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↑

0 750 1,500 3,000 Scale in Feet

Community Services Department

WASHOE COUNTY NEVADA

1861

1001 E Ninth St
Reno, Nevada 89512 (775) 328-3600

WPCP ADOPTION DATE:
BCC ADOPTION DATE:

MAP 4-5: POTENTIAL NATURAL HAZARDS

Table 4.10: Cumulative Noise Event Standards

Characteristic	CNEL Standard	Regulatory Zones
Industrial Areas	65 dBA	<ul style="list-style-type: none"> • Ponderosa Ranch (outside of SA #1)
Hotel/Motel Areas	60 dBA	<ul style="list-style-type: none"> • Crystal Bay Tourist • Incline Village Commercial • Ponderosa Ranch (SA #1)
Commercial Areas		
High-Density Residential Areas	55 dBA	<ul style="list-style-type: none"> • Crystal Bay Condominiums • Incline Village 2, 3, and 4 • Incline Village Residential • Fairway • Lakeview • Mt. Shadows • Wood Creek
Low-Density Residential Areas	50 dBA	<ul style="list-style-type: none"> • Chateau • Crystal Bay • Incline Village 1 and 5 • Mill Creek • Stateline Point • Tyrolian Village
Urban Outdoor Recreation Areas	55 dBA	<ul style="list-style-type: none"> • Incline Village Tourist • Incline Ski • Martis Peak
Rural Outdoor Recreation Areas	50 dBA	<ul style="list-style-type: none"> • Incline Meadows • East Shore • Marlette Lake
Wilderness and Roadless Areas	45 dBA	<ul style="list-style-type: none"> • Tunnel Creek • Mount Rose
Critical Wildlife Areas		

CONSERVATION STRATEGY

Table 4.11 outlines the area plan’s conservation strategy for each resource topic:

Table 4.11: Conservation Strategies

Resource	Conservation Strategy
Water Quality	<ul style="list-style-type: none"> Continue to participate in the Environmental Improvement Program (EIP) and the Lake Clarity Credit program. Require coverage reduction on sites with more than 70 percent existing coverage. (Development Code Sec. 110.220.40(3)) Prioritize BMP installation on private properties.
Scenic Resources	<ul style="list-style-type: none"> Encourage environmentally beneficial redevelopment Create an aesthetically pleasing entry to Incline Village near Ponderosa Ranch. Place overhead utilities underground. Improve shoreline screening of the Crystal Bay Condominiums.
Fisheries and Aquatic Resources	<ul style="list-style-type: none"> Continue to participate in the EIP. Support other agencies’ restoration efforts. Support basinwide programs, such as the aquatic invasive species prevention program.
Vegetation and Wildlife	<ul style="list-style-type: none"> Promote defensible space policies. Support other agencies’ restoration and fuels reduction efforts. Continue interagency cooperation and public education efforts to reduce conflicts with urban wildlife.
Cultural Resources	<ul style="list-style-type: none"> Encourage the preservation of historic structures and consider adaptive reuse opportunities.
Noise	<ul style="list-style-type: none"> Continue to enforce noise standards that align with TRPA’s thresholds. (Development Code Sec. 110.220.420)
Natural Hazards	<ul style="list-style-type: none"> Disclose potential risks to landowners. Mitigate natural hazard risks through building codes and development standards.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, 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 C1: Attain and maintain environmental thresholds.

IMPLEMENTATION ACTIONS

Action C-1 Environmental Improvement Program

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

Goal C2: Achieve Lake Tahoe Total Maximum Daily Load (TMDL) targets related to stormwater load reduction within the planning area.

Policy C2-1 Best Management Practices

Explore implementing additional incentive programs to encourage all property owners to install and maintain best management practices (BMPs) on their property. Coordinate with TRPA to support the 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 C2-2 Coverage Reduction

Pursue opportunities for coverage reduction in all public and private redevelopment projects, with a priority towards low-capability lands. The Incline Village regulatory zone is a high priority for land coverage retirement and restoration.

See Development Code Section 110.220.40 (3), *Coverage Reduction*

Policy C2-3 Lake Clarity Credit Program

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 C2-4 Road Operations

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 C2-5 Restoration of Disturbed Lands

Restoration of disturbed lands and mitigation of drainage and slope stabilization issues should be pursued. The Tunnel Creek regulatory zone is a high priority for restoring disturbed lands.

Policy C2-6 Shorezone and Stream Environment Zones

Restoration of the shorezone, stream environment zones, and fisheries should be encouraged. Prioritize restoration projects that have multiple benefits (e.g. water quality, fisheries, vegetation, etc.).

IMPLEMENTATION ACTIONS

Action C-2 BMP Certification

Coordinate with TRPA to prioritize BMP certification of private properties.

Action C-3 Stormwater Districts

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

Action C-4 Chateau Land Capability Study

Work with TRPA to conduct an in-depth land capability study for the Chateau regulatory zone.

Goal C3: Provide for the preservation of cultural and historic resources in public and private development projects.

Policy C3-1 Historic Site Preservation

Encourage the preservation of the character of identified historic places.

Policy C3-2 Adaptive Reuse of Historic Structures

Buildings or structures determined to be of historic significance are encouraged to be in keeping with the US Secretary of Interior Standards for the Treatment of Historic Properties.

Policy C3-3 Cooperation

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

Policy C3-4 Interpretive Displays

Pursue funding opportunities for the identification, preservation, 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.

Goal C4: Actively protect and restore the natural, scenic, and cultural resources of the planning area in a manner consistent with the Regional Plan.

Policy C4-1 Incentivize Environmental Improvements

Provide incentives for new and existing land uses to complete environmental threshold-related and other community improvements recommended in the area plan.

Policy C4-2 Capital Improvement Programming

Encourage public agencies to include proposed improvement projects identified throughout this area plan in their capital improvement programs.

Policy C4-3 Partnerships and Facilitation

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

IMPLEMENTATION ACTIONS

Action C-5 Urban Forestry Strategy

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

Goal C5: Improve and protect the scenic quality and tranquility of the planning area. Protect and enhance scenic views and vistas from public areas. Ensure noise levels remain within the established thresholds.

Policy C5-1 Design Standards

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

See Design Standards and Guidelines

Policy C5-2 Scenic Quality Improvement

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

Policy C5-3 Restrict Landscape Modification

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 C5-4 Scenic Quality of Entrypoints

Development standards shall maintain the high scenic quality of the primary entry points to the community including the North Stateline entry point, the State route 431 and State route 28 intersection entry point, and the Tahoe Boulevard and Tunnel Creel Road intersection entry point. Public and private development activity that may impact the scenic quality of these entry points shall conserve the overall scenic quality of the entry point by complying with the Tahoe Area Design Standards (Development Code Article 110.221 Tahoe Area Design Standards) and the State Route 28 Corridor Management Plan.

Policy C5-5 Highway 28 East Shore Corridor

Outside of residential, mixed-use, and tourist regulatory zones, Highway 28 should be managed as a scenic corridor. Continue to manage the highway consistent with the State Route 28 Corridor Management Plan.

Policy C5-6 Noise

Work with TRPA, Caltrans, Tahoe Area Regional Transit (TART), USFS, and other partner agencies to minimize transportation-related noise impacts on residential and sensitive uses. Additionally, continue to limit hours for construction and demolition work to reduce construction-related noises.

IMPLEMENTATION ACTIONS

Action C-6 Overhead and Above-Ground Utilities

Evaluate the feasibility of establishing a special assessment district or other appropriate financing mechanism to implement undergrounding of utilities.

Action C-7 Crystal Bay Condominiums Screening

Work with the homeowners' associations for the condominium developments along the shoreline in the Crystal Bay Condominiums regulatory zone to determine an appropriate method of improving views from roadways and the lake. The objective of this effort is to blend the existing condominium structures into the shoreline as well as possible through color selection and landscaping.

Action C-8 Community Information Signage

Designate a centralized location where signage about community events and other public information can be focused.

Action C-9 Sign Regulation Enforcement

Evaluate options for enhancing enforcement of sign regulations

Goal C6: Achieve air quality improvement and emission reductions in the plan area.

Policy C6-1 Greenhouse Gas Reduction

Waive fees for development rights held by Washoe County for projects that achieve an established greenhouse gas reduction standard. Explore the establishment of additional incentivized regulations to further reduce the planning area's contribution of greenhouse gas to the region, including height incentives and fee waivers.

See Development Code Section 110.220.415, *Greenhouse Gas Reduction*

Policy C6-2 Idle-Free Zones

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

Policy C6-3 Public Buildings

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

See Development Code Section 110.220.415, *Greenhouse Gas Reduction*

Goal C7: Identify and mitigate natural hazards in the plan area through appropriate site design and review standards.

Policy C7-1 Disclosure

Washoe County should inform applicants for development projects in the planning area if the proposed project is potentially at risk of experiencing wildfire, flood, avalanche, landslide, tsunami/seiche, or seismic hazards. 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.

See Development Code Section 110.220.125, *Natural Hazards*

Policy C7-2 Risk Mitigation

Potential risks associated with wildfire, flood, avalanche, landslide, tsunami/seiche, or seismic hazards should be mitigated with building codes, development standards, the provision of pertinent information, or other appropriate means.

See Development Code Section 110.220.125, *Natural Hazards*

PROPOSED IMPROVEMENTS

The Washoe County Tahoe Area Plan envisions the improvements listed within this section. Table 7.3: Implementation Schedule includes an anticipated time horizon, implementer, and funding source for each project. The projects listed below are part of the Environmental Improvement Program (EIP) administered by TRPA.

Watersheds, Water Quality, and Habitat Projects

Project C-1: Lower Wood Creek Water Quality Improvement Project, Phase 1

Install stormwater treatment BMPs, shoulder stabilization, and culvert improvements. *EIP # 01.01.01.0111*

Project C-2: Upper Third Creek and Rosewood Creek Water Quality Improvement Project

Install stormwater treatment BMPs and shoulder stabilization within the existing Washoe County right-of-way and undeveloped public parcels, providing treatment for urban stormwater runoff to meet the Lake Tahoe TMDL. *EIP # 01.01.01.0112*

- Project C-3: Lower Wood Creek Water Quality Improvement Project, Phase 2**
Install additional stormwater infrastructure, treatment BMPs, and shoulder stabilization. *EIP #01.01.0121*
- Project C-4: Marlette Creek SR28 Crossing Realignment and Water Quality Improvement Project**
Restore a portion of Marlette Creek to improve stream function, water quality, and fish habitat and provide erosion control and stormwater treatment at directly connected outfalls from SR 28. Specifically: (1) Capture and treat State Route 28 stormwater runoff prior to entering Marlette Creek by installing treatment at each stormwater outfall.(2) Stabilize the bed of the South Fork of Marlette Creek using natural materials.(3) Provide fish passage at the SR 28 culvert. (4) Stabilize SR 28 shoulders, road embankments, and dirt parking areas that are directly connected (5) alleviate ponding on SR 28. *EIP# 01.01.02.0033*
- Project C-5: Incline Lake Property Planning and Implementation**
Implement removal of the Incline Lake Dam and restore the area of the lake. Develop a broader management plan for the Incline Lake property. *EIP# 01.02.03.0013*
- Project C-6: Third Creek / Incline Creek Restoration, Phase 6**
Address the fish barrier on Incline Creek at the golf course. The drop leaving the culvert was over 3 feet and restricted upper watershed migration and eroded the banks. The culvert is also past its useful life and in disrepair. This fish barrier improvement will allow spring and fall aquatic migration. Migration from the mouth of Lake Tahoe through the previously completed restoration sites increased access to upper watershed habitat by several miles. *EIP# 01.02.03.0010*
- Project C-7: Rosewood Creek Continuation Project**
Restore an area between two previously completed restorations on Rosewood Creek by constructing in-channel grade controls using biostabilization and add stormwater treatment where it is needed. *EIP#01.02.03.0021*
- Project C-8: Marlette Creek Restoration**
Restore and stabilize the most impacted areas of Marlette Creek which are in the vicinity of the SR28 crossing. The south fork of Marlette Creek is steep and incised with extensive bank erosion with fish passage barriers. *EIP# 01.02.03.0022*

Forest Management Projects

Project C-9: Nevada Regional Fuels Reduction Project

Reduce hazardous fuels on lands within the Wildland Urban Interface Defense Zone of Incline Village. Treat an estimated 286 acres using hand thinning, and another 150 with understory prescribed fire. *EIP# 02.01.01.0134*

Project C-10: Bonpland Hazardous Fuels Reduction

Create an 85-acre fuel break on the north side of Bonpland Creek, the first major drainage south of Tunnel Creek. The proposed treatment will augment fuel reduction completed in Tunnel Creek to the north of Sand Harbor. *EIP# 02.01.01.0158*

Project C-11: Marlette Summit Hazardous Fuels Reduction

Reduce fuels in a 100-acre area within Lake Tahoe Nevada State Park located outside of the Marlette basin watershed boundary, south and west of Marlette Lake. Treatment area will modify fire behavior for wildland fire progressing from the south and west to the east, upslope towards the Marlette basin. *EIP# 02.01.01.0159*

Air Quality and Transportation Projects

Project C-12: Parking Lot Information and Guidance System

Test display of real-time parking availability information via roadside dynamic message signs, internet applications, and mobile devices for pre-trip planning and wayfinding. Establish a pilot program for paid parking on the East Shore to generate revenues for financing of the Nevada Stateline to Stateline Bikeway. *EIP# 03.01.01.0016*

Project C-13: East Shore Transit Facility Upgrades

Enhance the East Shore Transit project by including a number of capital enhancements. Enhancements include improved bus stop locations, bike & storage facilities, park and ride lots, a transit/visitor center, new buses, and an operations facility. *EIP# 03.01.02.0058*

Project C-14: Inter-Regional Transit Service

Establish new inter-regional transit service. This route will operate to connect RNO, RTC's 4th Street Station, Truckee Station, and Tahoe City's Transit Center with bi-directional service every two hours for 14 hours per day with an anticipated operating schedule of 256 days/year. This project will also include adding inter-regional service to Sacramento Regional Transit's University/65th Street Bus and Light Rail Station with South Lake Tahoe's Stateline Transit Center via El Dorado Hills with limited service to Sierra at Tahoe. The route will operate four days a week (Fri-Sat-Sun-Mon). Friday will have two trips leaving Sacramento. Saturday will have one trip leaving Sacramento. 2 trips leaving SLT Sundays, 1 on Mondays. *EIP# 03.01.02.0059, 0060*

Recreation and Scenic Resource Projects

Project C-15: Incline Park Facility Renovations

Improve the existing softball/baseball Field #3, located near the Incline Middle School, including replacement of existing dugouts, backstop repairs, new electronic scoreboard, new batting cage, new sand-based rootzone infield and drainage improvements. *EIP# 04.01.03.0170*

Project C-16: Lake Tahoe Nevada State Park Interpretive Facilities Upgrades

Redesign and upgrade existing passive interpretive facilities within Lake Tahoe Nevada State Park, including Sand Harbor, Hidden Beach, Memorial Point and Cave Rock. *EIP# 04.01.04.0012*

Program Support Projects

Project C-17: Beowawie Road Slope Repair

Repair an existing retaining wall along Beowawie Road in Crystal Bay, Nevada. This wall was installed as part of the Crystal Bay Erosion Control Project (1988) and is failing due to extreme runoff during and following the 2017 winter. The failing slope is located within 600 feet of Lake Tahoe, and a complete slope failure would have a negative effect on water quality. *EIP# 06.01.03.0039*

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CHAPTER 5

Recreation

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 and are supplemented 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 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 shorezone 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 basinwide. 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 Division of State Lands (NDSL), 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 US Forest Service 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 and small 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. Some of these events are associated with specific locations, while others are more dispersed through the community. While these events generally represent a good example of the desired balance between a tourist and a residential community, these 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.

Parks, Beaches, and 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 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 Dorcey Drive area, and/or on Loma Court.

The recreation facilities available in the plan area include, but are not limited to, the following (Table 5.1):

Table 5.1: Recreational Facilities

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

Facility	Operator
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
Sierra Park at Boulder Bay	IVGID, private
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

Existing and proposed recreational facilities are shown in Map 5.2.

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 the United States Forest Service (USFS), Nevada Division of State Lands (NDSL), 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. With new developments in technology, regional solutions such as a travel application could also be developed.

RECREATION STRATEGY

Overall Strategy

The area plan's overall strategy for recreation is to continue supporting Lake Tahoe's function as a destination for outdoor recreation. The plan also seeks to promote new recreational opportunities while avoiding impacts to environmental thresholds and preserving of important habitats.

Outdoor recreational uses should be developed based on demand and be consistent with environmental constraints and community character. Existing facilities in sensitive areas should be retrofitted to mitigate environmental impacts or relocated to higher capability lands.

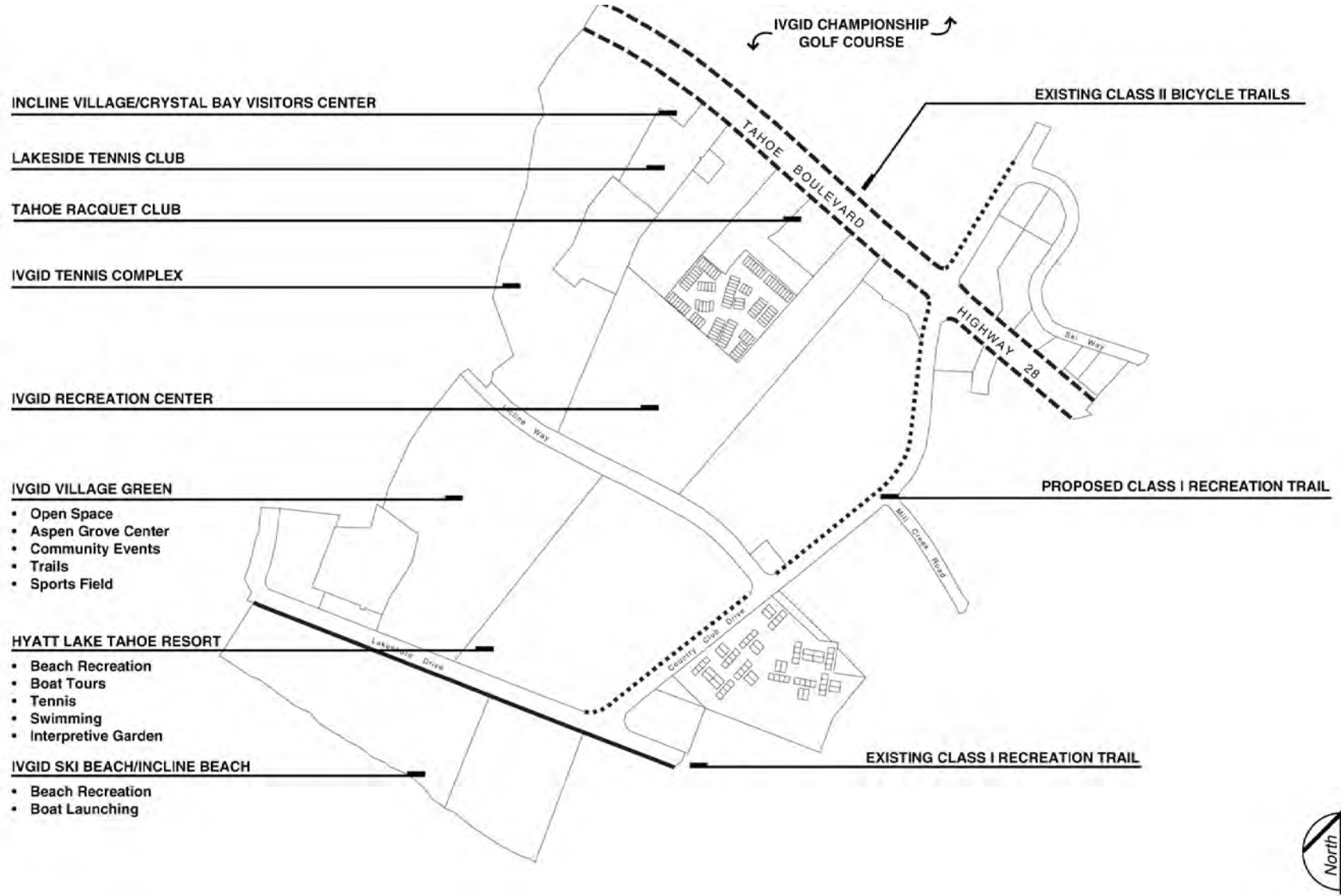
Transportation and recreation are inextricably linked. Sustainable recreation is dependent upon completion of needed active transportation infrastructure. Additionally, transit services should be developed to link Town Centers with high-demand recreational facilities.

Crystal Bay Tourist Regulatory Zone

The vision for the Crystal Bay Tourist regulatory zone is described in Chapter 2. The area plan envisions adding additional recreational opportunities to the plan area. This will help support Crystal Bay's reputation as a destination family resort. A financing mechanism will need to be established to complete needed improvements, including a mini-park and lake access trail.

Incline Village Tourist Regulatory Zone

The vision for the Incline Village Tourist regulatory zone is described in Chapter 2. This regulatory zone includes the Hyatt Regency resort hotel and several IVGID recreational facilities, as illustrated in Map 5.1. The area plan envisions continuing to strengthen the area's recreational opportunities and connect the regulatory zone to the Incline Village Commercial regulatory zone with active transportation infrastructure.



MAP 5.1 INCLINE VILLAGE TOURIST RECREATIONAL OPPORTUNITIES

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 R1: Continue to expand and diversify recreational opportunities in the planning area.

Policy R1-1 Local Parks and Recreational Facilities

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

Policy R1-2 Lake Access

Enhance and improve access opportunities to Lake Tahoe and its shoreline by visitors and residents.

Policy R1-3 Recreational Facilities in Residential Regulatory Zones

Encourage accessory recreational uses for areas with multi-family development, such as the Incline Village Residential regulatory zone.

Policy R1-4 Multi-Use Facilities

Design new trails, paths, lanes and other similar facilities in compliance with the *Active Transportation Plan* to accommodate multiple uses. Design urban trails to accommodate pedestrians, bicycles, and other non-motorized vehicles and non-polluting transportation (e.g. electric bicycles). Design rural trails to accommodate equestrian, pedestrian and bicycle traffic. Designs may be modified for a more limited use as needed to address safety, technical, environmental, or economic hardships.

Policy R1-5 Sustainable Recreation Plan

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

Policy R1-6 Trail System

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. 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 (Map 5.2), the Tahoe Local Transportation Network Map (Map 3.2), and the TRPA Active Transportation Plan (ATP).

Policy R1-7 Diamond Peak Master Plan Update

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, are consistent with environmental conservation goals, and minimize user conflicts. Expansion of the ski area should include upgrading of base facilities to enhance the scenic quality of the resort, improve operating efficiency, include transit connections, and protect water quality.

Policy R1-8 Recreational Uses on Public Lands

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, while recognizing the need for new recreational facilities in fulfillment of the recreation threshold.

Goal R2: Enhance recreational opportunities in the Crystal Bay Tourist Regulatory Zone.

Policy R2-1 On-Site Recreation

Encourage the development of on-site recreational opportunities which enhance the destination resort experience. Such opportunities may include court games and exercise fitness courses.

Policy R2-2 Public Access Trail

A public access trail from the Crystal Bay Tourist regulatory zone to Lake Tahoe should be constructed. The trail should originate in the casino core area and pass through the lake vista mini-park site. In lieu of development of the lake access trail, a shuttle may be provided to provide access to public beaches.

Goal R3: Manage community events according to best practices regarding safety, traffic, pollution, and compatibility.

Policy R3-1 Special Event Areas

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 Parking, Access, and Safety

All temporary events that require a discretionary permit shall 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.

PROPOSED IMPROVEMENTS

The Washoe County Tahoe Area Plan envisions the improvements listed within this section. Table 7.3: Implementation Schedule includes an anticipated time horizon, implementer, and funding source for each project.

Project R-1: Improve Community Recreational Facilities

In compliance with the *IVGID Facilities Master Plan*, develop new recreational facilities and improve existing recreational facilities. Such improvements should include the following facilities:

- A. Bocce courts;
- B. A dog park;
- C. Recreation center expansion;
- D. Additional sports fields;
- E. Skate park improvements;
- F. Cross-country ski trails;
- G. A seasonal ice rink and snow play areas;
- H. Improvements to Sierra Park at Boulder Bay; and
- I. Development of a "Great Park" at the Village Green.

Project R-2: Improve Beach Facilities

In compliance with the *IVGID Beaches Recreation Enhancement Opportunities Plan*, develop improvements to beach facilities. Such improvements should include the following:

- A. Improvement of beach entries and pedestrian access;
- B. Replacement of restroom and concession buildings;

- C. Improvements to group areas, beach access, and pedestrian connectivity;
- D. Improvements to the Burnt Cedar poolhouse
- E. Improvements to the Burnt Cedar Beach picnic/BBQ area
- F. Creation of a non-motorized watercraft storage and launching area on the west side of Burnt Cedar Beach.

Project R-3: Neighborhood Parks

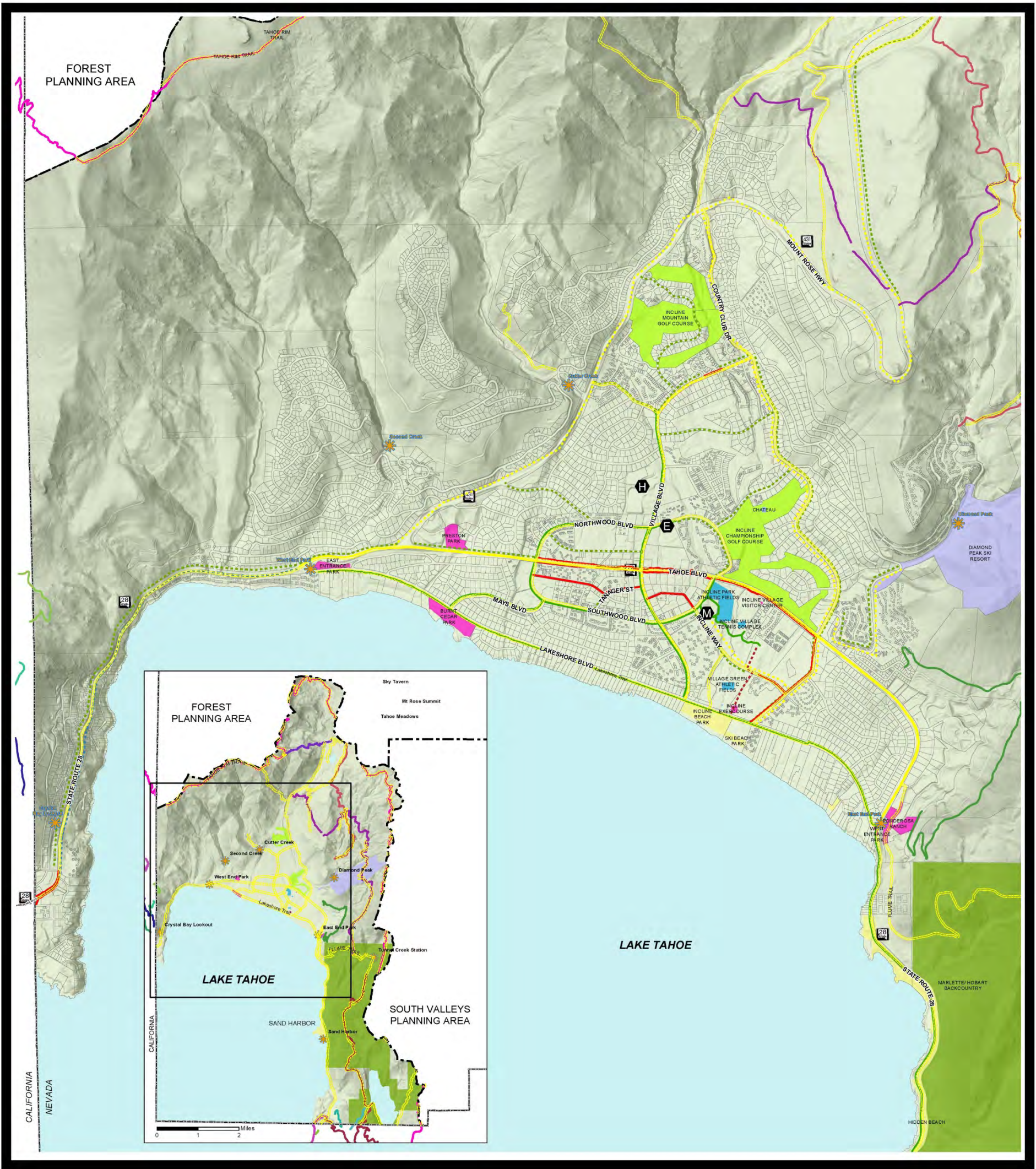
Establish one or more new neighborhood parks. Potential locations include the Crystal Bay area, Dorsey Drive area, and/or on Loma Court.

Project R-4: Public Access Trail (Crystal Bay Tourist Regulatory Zone)

Acquire land or easements and construct a public access trail from the Crystal Bay Tourist regulatory zone to Lake Tahoe. The trail should originate in the casino core area and connect with Sierra Park at Boulder Bay. In lieu of development of the lake access trail, a shuttle may be provided to allow access to public beaches.

REFERENCES

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

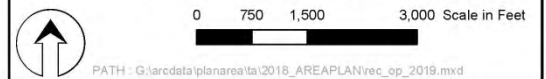


TAHOE RECREATIONAL OPPORTUNITIES PLAN

USFS TRAIL NAME	EXISTING BIKE/PED PATHS/LANES	RECREATIONAL FACILITY
INCLINE FLUME TRAIL	SHARED USE PATH	BACKCOUNTRY AREA
KINGS BEACH	BIKE LANE	COMMUNITY REC CENTER
MARLETTE AREA	PEDESTRIAN	COMMUNITY SPORTS AND REC
STATELINE LOOKOUT TRAIL	PROPOSED BIKE/PED PATHS/LANES	DAY USE AREA
STATELINE VISTA	SHARED USE PATH	DAY USE BEACH
TAHOE RIM TRAIL	BIKE FACILITY	GOLF
TYROLIAN DOWNHILL	BIKE FACILITY	HIKING TRAIL
TRAIL HEAD	BIKE FACILITY	SKI RESORT
WC PARKS TRAILS		
SCHOOL (E-Elementary, M-Middle, H-High)		

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

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**Community Services
Department**

**WASHOE COUNTY
NEVADA**

1001 E Ninth St
Reno, Nevada 89512 (775) 328-3600

WCPC ADOPTION DATE:
BCC ADOPTION DATE:

MAP 5.2 RECREATIONAL OPPORTUNITIES PLAN

CHAPTER 6

Public Services and Facilities

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 Tahoe Transportation District, and the North Lake Tahoe Fire Protection District (NLTFPD) 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 (Map 6.1). 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 redevelopment 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

Stormwater 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, particularly the Town Centers and their associated roadway networks (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 and stabilizing sediment 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 and natural gas service are provided by NV 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 Sheriff 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 6.1: 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 SERVICES AND FACILITIES STRATEGY

Significant growth is not anticipated under this area plan. As a result, the plan envisions maintaining existing service levels. No major facility expansions or relocations are envisioned.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, 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 businesses in the planning area have adequate access to the public services necessary to support a vibrant and safe community.

Policy PSF1-1 Water and Wastewater Services

IVGID 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 Library Services

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 Broadband Internet Services

Establish and expand 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 Law Enforcement Services

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 Fire Protection Services

Continue to cooperate with the North Lake Tahoe fire Protection District in the provision of Fire Protection Services.

Goal PSF2: Consolidate and co-locate utilities and services, where feasible.

Policy PSF2-1 Coordination

Coordinate the provision of public and private services to enhance public health, safety and welfare, reduce costs of service, and avoid duplication of services.

Policy PSF2-2 Public Service Use Expansions

Expansions of public service use shall demonstrate their compatibility with surrounding land uses, especially those uses with potential adverse impacts to health.

IMPLEMENTATION ACTIONS

Action PSF-1 Dig Once Policy

Consider establishment of a “dig once” policy that promotes interagency coordination, joint-trenching, undergrounding of overhead utilities, and installation of fiber optic conduits whenever major infrastructure projects are proposed and constructed.

Goal PSF3: Ensure that public facilities and services are designed to be energy-efficient and resilient to natural hazards and the effects of climate change.

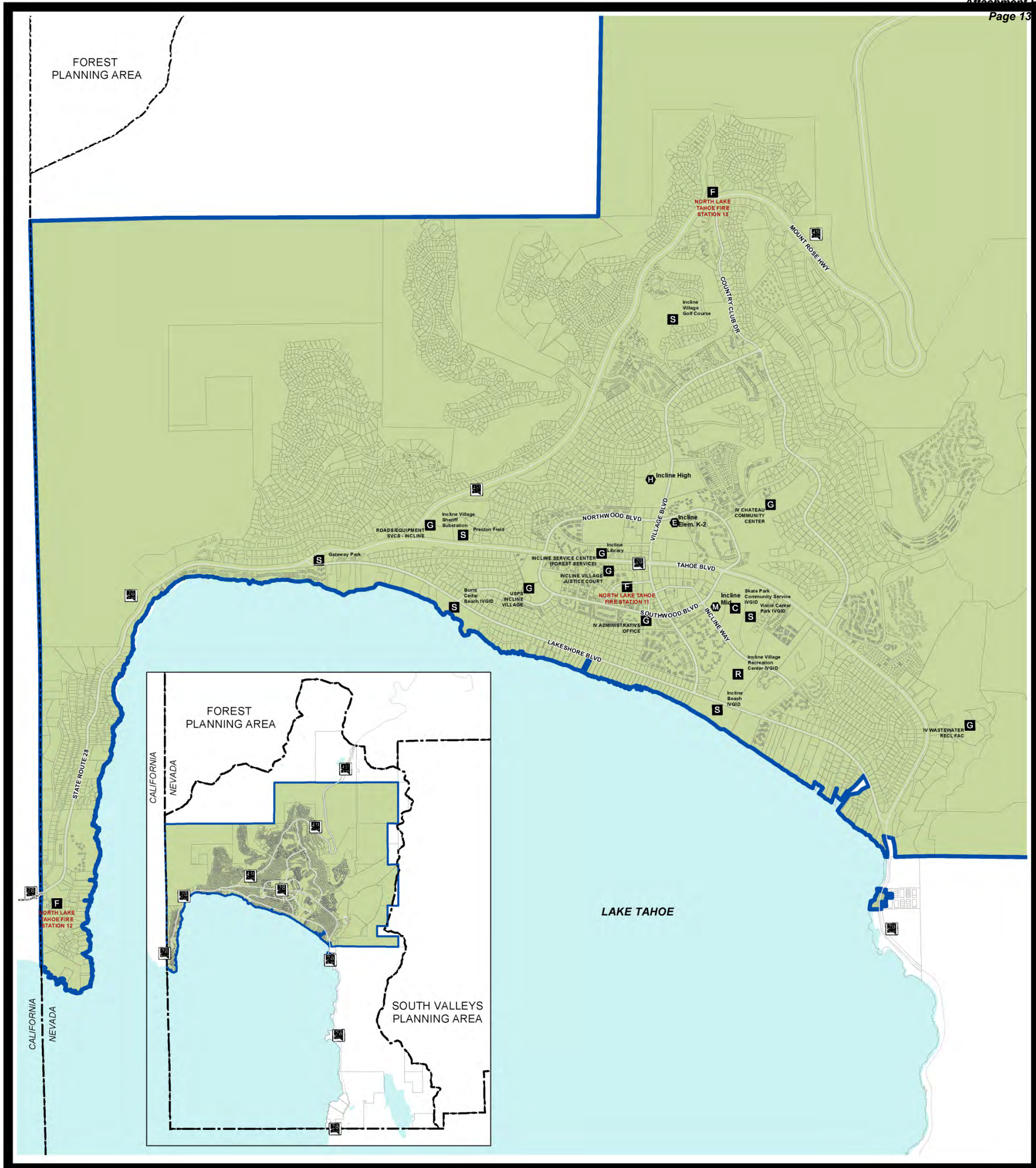
Policy PSF3-1 Greenhouse Gas Reduction

Require public buildings to adhere to a recognized energy efficiency or greenhouse gas reduction standard.

See Development Code – Section 110.220.415, *Greenhouse Gas Reduction*

Policy PSF3-2 Infrastructure Location

Consider the long-term hazard potential and consequences of service interruption when siting new public facilities and infrastructure.



TAHOE PUBLIC SERVICES & FACILITIES PLAN

PUBLIC FACILITIES (Existing)

- F** FIRE STATION
- E** SCHOOL
(E-Elementary, M-Middle, H-High)
- G** GOVERNMENT BUILDING
(Libraries, Administration Buildings, etc.)
- C** PARK
(C-Community, R-Regional, N-Neighborhood,
S-Special Use)

Please refer to TAHOE REGIONAL
PLANNING AGENCY.

INCLINE VILLAGE GID

* Incline Village GID provides community water,
community wastewater and recreational services
within its service area.

SOURCE: Planning and Building Division

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Community Services Department

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WCPC ADOPTION DATE:
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MAP 6.1 PUBLIC SERVICES AND FACILITIES PLAN

CHAPTER 7

Implementation

This chapter describes the implementation strategy for the Washoe County Tahoe Area Plan. The goals and policies in the Area Plan are implemented in several ways:

- **Policies.** Goals and policies are identified throughout this plan. Policies articulate Washoe County’s official position and can be used to guide future decision-making. Policy language, for example, can be applied to decisions regarding budgeting, discretionary permits, and prioritization of projects and actions.
- **Implementation Actions.** This plan identifies implementation actions, which are future actions that will be undertaken by Washoe County or one of its partner agencies during the life of the Area Plan.
- **Development Code.** Article 220 of the Washoe County Development Code contains implementing standards for the Area Plan. These standards include requirements for new development and well operational standards for existing development. A copy of Article 220 is included in Appendix A.
- **Design Standards and Guidelines.** Article 220.1 of the Washoe County Development Code contains the Tahoe Area Plan Design Standards and Guidelines. Standards are mandatory, while guidelines are directive. These standards and guidelines apply only within the four designated mixed-use and tourist regulatory zones. New development projects are reviewed for consistency with the standards and guidelines. A copy of the Design Standards and Guidelines is included in Appendix B.
- **Proposed Improvements.** The Area Plan envisions specific capital improvement projects, including transportation, recreation, and environmental improvements. The improvements listed in this plan will inform capital improvement programming for Washoe County and the Incline Village General Improvement District. Additionally, the improvements in this plan may be incorporated into TRPA’s Environmental Improvement Program (EIP).

- **Monitoring and Adjustment.** TRPA will continue to monitor progress towards threshold attainment using the performance measures established under the 2012 Regional Plan. The results of this evaluation should be considered as part of any proposed amendment to the Area Plan.

GENERAL IMPLEMENTATION GOALS AND ACTIONS

The following general implementation actions apply in addition to those listed in the Land Use, Transportation, Conservation, and Public Services and Facilities chapters:

Goal IM1: Pursue diverse funding and financing opportunities to complete needed improvements.

IMPLEMENTATION ACTIONS

Action IM-1 Funding and Financing

Explore diverse funding and financing opportunities to plan, design, and construct the improvements identified in this plan. Funding and financing strategies should also be pursued for long-term maintenance of both existing and proposed facilities. Priority should be given to the following improvements:

- (1) Active transportation projects, such as bicycle, pedestrian, and multi-use paths, that provide access to recreation and commercial areas.
- (2) Environmental Improvement Program (EIP) projects and other infrastructure and programs intended to attain environmental thresholds.
- (3) Recreational facilities.
- (4) Identification, conservation, and interpretation of natural, cultural, and historic resources.

Goal IM 2: Establish and sustain effective cooperation among all levels of government, jurisdictions, and stakeholders to provide a comprehensive, integrated transportation and recreation system within the plan area.

IMPLEMENTATION ACTIONS

Action IM-2 Seek Partnerships

Seek partnerships, both public and private, to fund, construct and maintain the following:

- (1) Facilities that directly and indirectly support the existing and planned recreational opportunities in the planning area.
- (2) 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 recreational opportunities.
- (3) Capital improvement projects that achieve multiple benefits (e.g. transit – air quality and mobility, both water quality and scenic improvement).

Action IM-3 Public Land Management

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

Action IM-4 Transportation Planning

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), the Truckee-North Tahoe Transportation Management Association (TMA) and the Nevada Department of Transportation (NDOT).

Action IM-5 Other Projects with Environmental Benefits

Support and facilitate projects and programs led by other agencies that benefit environmental thresholds.

Action IM-6 Best Practices for Recreational Uses

Work with stakeholders to identify strategies to ensure that recreational uses are permitted and operated according to best practices for minimizing traffic, reducing pollution and nuisances, and improving safety and general community compatibility.

All actions and their schedule for implication are listed in Table 7.2.

WASHOE COUNTY DEVELOPMENT CODE

The Washoe County Development Code is housed in Chapter 110 of the Washoe County Code, with a copy attached in Appendix A. Article 220 of Chapter 110 contains development standards specific to the Washoe County Tahoe Area Plan. Many of these standards were developed to implement the vision, goals, and policies articulated in the Area Plan.

The following chart identifies where pertinent topics are addressed in the Washoe County Development Code and TRPA Code:

Table 7.1: Implementing Measures in the Washoe County Development Code

Topic	Washoe County Code		TRPA Code
	Town Centers	Outside of Town Centers	
Accessory Dwellings	110.220.85	110.220.85	Subsection 21.3.2
Accessory Structures	110.220.80	110.220.80	Section 21.3
Appeals	110.220.435	110.220.435	Section 13.9
Building Height	110.220.35	110.220.50	Chapter 37*
Density	110.220.30, 110.220.135 through 110.220.150	110.220.30, 110.220.155 through 110.220.395	Chapter 31*
Design	110.220.40 and Article 110.220.1	110.220.40	Chapter 36*
Greenhouse Gas Reduction	110.220.415	110.220.415	---
Historic Resources	[TRPA Code]	[TRPA Code]	Chapter 67
Landscaping	Article 110.220.1	Article 110.412	Section 36.7*
Lot Size	110.220.55	110.220.55	---
Natural Hazards	110.220.125	110.220.125	---
Noise	110.220.420, 110.220.421	110.220.420, 110.220.421	Chapter 68
Parking	Article 110.220.1	Article 110.410	Chapter 34*
Permissible Uses & Special Policies	110.220.135 through 110.220.150	110.220.155 through 110.220.395	Chapter 21, Chapter 81
Scenic Resources	[TRPA Code]	[TRPA Code]	Chapter 66
Setbacks	110.220.55	110.220.55	Subsection 36.5.4
Shorezone	[TRPA Code]	[TRPA Code]	Chapters 80-85
Signage	Article 110.220.1	[TRPA Code]	Chapter 38*
Temporary Uses	110.220.110	110.220.110	Chapter 22
Variances	110.220.440	110.220.440	---
Wireless Communications Facilities	110.220.100, Article 110.324	110.220.100, Article 110.324	---

* - This TRPA Code Chapter/Section does not apply to development within Town Centers.

Article 110.220 of the Washoe County Development Code is included in Appendix A.

TAHOE AREA PLAN DESIGN STANDARDS AND GUIDELINES

The Tahoe Area Plan Design Standards and Guidelines apply to the four mixed-use and tourist regulatory zones. The Design Standards and Guidelines are housed in Article 110.220.1 of the Washoe County Development Code, with a copy attached in Appendix B. The Design Standards and Guidelines are arranged in chapters as follows:

- Chapter 1: Site Design
- Chapter 2: Building Design
- Chapter 3: Setbacks of Structures
- Chapter 4: Parking, Loading, and Circulation
- Chapter 5: Snow Storage
- Chapter 6: Landscaping
- Chapter 7: Exterior Lighting
- Chapter 8: Signs
- Chapter 9: Water Conservation
- Chapter 10: Scenic Highway Corridors
- Chapter 11: Shorezone
- Chapter 12: Crystal Bay Tourist Regulatory Zone

PROPOSED IMPROVEMENTS

Proposed improvements are included in the Transportation, Conservation, and Recreation chapters. Table 7.3 provides an implementation schedule and potential funding sources for these improvements.

IMPLEMENTATION SCHEDULE

Table 7.2: Schedule for Implementation Actions

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Land Use Actions								
Action LU-1 Additional Town Center Incentives	WC	TRPA	●				●	GF
Action LU-2 Merged Development Pool	WC	TRPA	Upon Adoption					N/A
Action LU-3 Design Standards and Guidelines Revision	WC	TRPA		●			●	GF, Grants
Action LU-4 Update Land Use Concept Plans	WC	TRPA		●			●	GF
Action LU-5 Public Outreach	WC	TRPA	●				●	GF
Action LU-6 Workforce Housing Incentives	WC	TRPA	●				●	GF
Action LU-7 Design Standards and Guidelines Revision	WC	TRPA	●					GF
Action LU-8 Designate Special Events Areas	WC	TRPA		●			●	GF, Fees
Action LU-9- Planning and Development Approach	WC	TRPA	Ongoing				●	GF, Fees
Action LU-10 Amendment Procedures	WC	TRPA	As Needed				●	GF, Fees
Action LU-11 Regional Plan Amendments	WC	TRPA	As Needed				●	GF

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Action LU-12 Ponderosa Ranch Planning Process	WC	TRPA, property owners		●				GF, private funds
Action LU-13 Permissible Uses at Ponderosa Ranch	WC	TRPA,	●					GF
Transportation Actions								
Action T-1 Employer Based Vehicle Trip Reduction	WC	TMA, TRPA	●					GF, Grants
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	●					GF, Grants
Conservation Actions								
Action C-1 Environmental Improvement Program	WC	TRPA, IVGID, USFS, NSP	●	●	●	●	●	GF, EIP, Grants
Action C-2 BMP Certification	WC	TRPA	●			●	●	
Action C-3 Stormwater Districts	WC	IVGID		●		●		GF
Action C-4 Chateau Land Capability Study	WC	TRPA		●		●		GF, EIP
Action C-5 Urban Forestry Strategy	WC			●		●	●	GF
Action C-6 Overhead and Above-Ground Utilities	WC				●	●		GF, RDA, SA, EIP

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Action C-7 Crystal Bay Condominiums Screening	WC	Homeowners associations			●	●		Private funds, EIP
Action C-8 Community Information Signage	WC	TRPA	●			●		GF
Action C-9 Sign Regulation Enforcement	WC	TRPA	●				●	GF
Public Services and Facilities Actions								
Action PSF-1 Dig Once Policy	WC	TRPA, IVGID, Utility Providers	●			●		GF
General Implementation and Administration Actions								
Action IM-1 Funding and Financing	WC			Ongoing		●	●	Multiple
Action IM-1 Seek Partnerships	WC	TRPA, USFS, IVGID, NSP, NDOT		Ongoing			●	GF
Action IM-2 Public Land Management	WC	USFS, NSP, IVGID		Ongoing			●	GF
Action IM-3 Transportation Planning	WC	TRPA, TTD, TMA, WCRTC, NDOT		Ongoing			●	GF
Action IM-4 Other Projects with Environmental Benefits	WC	USFS, NSP, IVGID, TRPA, NTCD		Ongoing			●	GF
Action IM-5 Best Practices for Recreational Uses	WC	USFS, NSP, IVGID			●	●		GF, Grants

<u>Implementing Organizations</u>		<u>Funding Sources</u>	
CBCA	Crystal Bay Casino Association	Conditions	Conditions of approval for new development
IVGID	Incline Village General Improvement District	EIP	Environmental Improvement Program
NLTFPD	North Lake Tahoe Fire Protection District	GF	General Fund
NDOT	Nevada Department of Transportation	Grants	Grant funding
NSP	Nevada State Parks	Private funds	Private contributions
NTCD	Nevada Tahoe Conservation District	RDA	Redevelopment Agency
NTRT	Nevada Tahoe Resource Team	RF	Roads Funds
TART	Tahoe Truckee Area Regional Transit	SA	Special Assessment
TMA	Truckee-North Tahoe Transportation Management Association		
TRPA	Tahoe Regional Planning Agency		
TTD	Tahoe Transportation District		
USFS	US Forest Service		
WC	Washoe County		
WCRTC	Washoe County Regional Transportation Commission		

Table 7.3: Schedule for Capital Improvements

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Transportation Projects								
Project T-1 State Route 28 Complete Street Improvements	NDOT	WC, TRPA		●				RF, Grants
Project T-2 Left-Turn Pockets (Crystal Bay Tourist)	NDOT	WC, TRPA		●		●		RF, Grants
Project T-3 Intersection Improvements	WC	NDOT, TRPA		●		●		RF, Grants
Project T-4 Wassou Road	WC	Property owners		●		●		RF, Private funding
Project T-5 Off-Highway Parking along Mount Rose Highway	NDOT	WC, TRPA, USFS			●	●		RF, Grants, EIP
Project T-6 Mount Rose Highway Center Turn Lanes	NDOT	WC, TRPA			●	●		RF, Grants
Project T-7 State Route 28 Turnouts	NDOT	WC, TRPA, TTD		●				RF, Grants, Fees
Project T-8 East Shore Off-Highway Parking	NDOT	WC, TRPA, TTD	●					RF, Grants, Fees
Project T-9 East Shore Formalized Highway Parking	NDOT	WC, TRPA, TTD	●					RF, Grants, Fees
Project T-10 East Shore Viewpoints	NDOT	WC, TRPA, TTD		●				RF, Grants, Fees
Project T-11 East Shore Aesthetic Improvement	NDOT	WC, TRPA, TTD		●				RF, Grants, Fees, EIP
Project T-12 Community Gateways	WC	NDOT, IVGID		●				RF, GF, Grants, EIP

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project T-13 Intersection Safety Improvements	NDOT	TRPA, WC	●					RF, Grants
Project T-14 Crystal Bay to Incline Village Multi-Use Path	TTD	NDOT, WC, TRPA	●			●	●	RF, Grants, EIP
Project T-15 Alder Avenue Multi-Use Path	WC	TRPA		●		●	●	RF, Grants, EIP
Project T-16 Northwood Boulevard Multi-Use Path	WC		●			●	●	RF, Grants, EIP
Project T-17 Fairway Boulevard Multi-Use Path	WC			●		●	●	RF, Grants, EIP
Project T-18 Country Club Drive Multi-Use Path	WC		●			●	●	RF, Grants, EIP
Project T-19 Incline Way Multi-Use Path	WC		●			●	●	RF, Grants, EIP
Project T-20 McCourry Boulevard Multi-Use Path	WC			●		●	●	RF, Grants, EIP
Project T-21 College Drive Multi-Use Path	WC				●	●	●	RF, Grants, EIP
Project T-22 Golfers Pass Road Multi-Use Path	WC			●		●	●	RF, Grants, EIP
Project T-23 Diamond Peak Multi-Use Path	WC	IVGID		●		●	●	RF, Grants, EIP
Project T-24 Mount Rose Highway Multi-Use Path	NDOT	WC, USFS			●	●	●	RF, Grants, EIP
Project T-25 Sand Harbor to Spooner Summit Multi-Use Path	TTD	NDOT, WC, TRPA,	●			●	●	RF, Grants, EIP
Project T-26 Driver Way Multi-Use Path	WC			●		●	●	RF, Grants, EIP

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project T-27 Village Boulevard Multi-Use Path	WC			●		●	●	RF, Grants, EIP
Project T-28 Tanager Street Multi-Use Path	WC		●			●	●	RF, Grants, EIP
Project T-29 Village Green Multi-Use Path	IVGID	WC	●			●	●	RF, Grants, EIP
Project T-30 Village Boulevard Bike Lanes	WC		●			●		RF, Grants, EIP
Project T-31 Country Club Drive Bike Lanes	WC		●			●		RF, Grants, EIP
Project T-32 Incline Way Bike Lanes	WC		●			●		RF, Grants, EIP
Project T-33 Ski Way Bike Lanes	WC				●	●		RF, Grants, EIP
Project T-34 Mount Rose Highway Bike Lanes	NDOT	WC		●		●		RF, Grants, EIP
Project T-35 South Incline Mobility Hub	WCRTC	TMA, TTD, TART, WC	●			●	●	RF, Grants, EIP, Fees
Project T-36 Incline Village Mobility Hub	WCRTC	TMA, TTD, TART, WC	●			●	●	RF, Grants, EIP
Project T-37 Diamond Peak Transit Center	WCRTC	TMA, IVGID, TART, WC	●			●	●	RF, Grants, EIP, Conditions
Project T-38 Ferry Shuttle Dock Improvements	TMA	WCRTC			●	●		RF, Grants, EIP
Project T-39 Transit Shelters	WC	TART	●			●		GF
Project T-40 Transit Stop at Memorial Point	TTD	NDOT, WC, TRPA		●		●		GF, Grants, EIP, Fees

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project T-41 North Shore Transit Route Expansion	WCRTC	TMA, TTD, TART, TRPA, WC	●	●	●	●	●	GF, Grants, EIP
Project T-42 Reno-North Tahoe Transit Service	WCRTC	WC, TART, TMA, TTD		●		●	●	Grants, EIP
Project T-43 North Shore Ferry Service	TMA	WCRTC, WC, TRPA	●			●	●	Grants, EIP, Fees
Project T-44 Transit Service Hours and Frequency	TART, TTD, TMA	WC, TRPA	●	●	●	●	●	Grants, EIP
Project T-45 Shuttle Service	TMA	WC, WCRTC, TART, TTD		●		●	●	Grants, EIP, private funds
Project T-46 Seasonal and Special Event Shuttle	TMA	WC, TART, TTD	●			●	●	Grants, EIP, private funds
Project T-47 Dial-A-Ride	WC	TMA, TART, TTD	●			●	●	GF
Conservation Projects								
Project C-1 Lower Wood Creek Water Quality Improvement Project, Phase 1	WC		●			●		EIP, GF, Grants
Project C-2 Upper Third Creek and Rosewood Creeks Water Quality Improvement Project	WC			●		●		EIP, GF, Grants
Project C-3 Lower Wood Creek Water Quality Improvement Project, Phase 2	WC		●			●		EIP, GF, Grants

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project C-4 Marlette Creek SR28 Crossing Realignment and Water Quality Improvement Project	NTCD		●			●		EIP, GF, Grants
Project C-5 Incline Lake Property Planning and Implementation	USFS			●		●		EIP, GF, Grants
Project C-6 Third Creek/Incline Creek Restoration	IVGID		●			●		EIP, GF, Grants
Project C-7 Rosewood Creek Continuation Project	NTCD		●			●		EIP, GF, Grants
Project C-8 Marlette Creek Restoration	USFS			●		●		EIP, GF, Grants
Project C-9 Nevada Regional Fuels Reduction Project	NLTFPD		●			●		EIP, GF, Grants
Project C-10 Bon Pland Hazardous Fuels Reduction	NTRT			●		●		EIP, GF, Grants
Project C-11 Marlette Summit Hazardous Fuels Reduction	NTRT			●		●		EIP, GF, Grants
Project C-12 Parking Lot Information and Guidance System	TTD		●			●	●	EIP, GF, Grants
Project C-13 East Shore Transit Facility Upgrades	TTD		●			●		EIP, GF, Grants
Project C-14 Inter-Regional Transit Service	TTD				●	●	●	EIP, GF, Grants
Project C-15 Incline Park Facility Renovations	IVGID		●			●		EIP, GF, Grants

Action/Project	Lead Implementor	Other Participants	Timing			Costs		Potential Funding Sources
			Short-Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	
Project C-16 Lake Tahoe Nevada State Park Interpretive Facilities Upgrades	NSP		●			●		EIP, GF, Grants
Project C-17 Beowawie Road Slope Repair	WC		●			●		EIP, GF, Grants
Recreation Projects								
Project R-1 Improve Community Recreational Facilities	IVGID	WC	●	●	●	●	●	GF, Grants
Project R-2 Improve Beach Facilities	IVGID	TRPA, WC	●	●	●	●	●	GF
Project R-3d Neighborhood Parks	WC	IVGID, TRPA		●		●	●	GF
Project R-4 Public Access Multi-Use Path (Crystal Bay Tourist)	WC	CBCA			●	●	●	SA, private funds

<u>Implementing Organizations</u>		<u>Funding Sources</u>	
CBCA	Crystal Bay Casino Association	Conditions	Conditions of approval for new development
IVGID	Incline Village General Improvement District	EIP	Environmental Improvement Program
NLTFPD	North Lake Tahoe Fire Protection District	GF	General Fund
NDOT	Nevada Department of Transportation	Grants	Grant funding
NSP	Nevada State Parks	Private funds	Private contributions
NTCD	Nevada Tahoe Conservation District	RDA	Redevelopment Agency
NTRT	Nevada Tahoe Resource Team	RF	Roads Funds
TART	Tahoe Truckee Area Regional Transit	SA	Special Assessment
TMA	Truckee-North Tahoe Transportation Management Association		
TRPA	Tahoe Regional Planning Agency		
TTD	Tahoe Transportation District		
USFS	US Forest Service		
WC	Washoe County		
WCRTC	Washoe County Regional Transportation Commission		

REFERENCES

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_____, Nevada Department of Transportation, and Nevada Division of Environmental Protection. September 23, 2016. PLRM V2.1 Recalculated Baseline Pollutant Loads for Washoe County and the Nevada Department of Transportation. Nevada Tahoe Conservation District. Zephyr Cove, NV.



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

RECOMMENDING ADOPTION OF REGULATORY ZONE AMENDMENT CASE NUMBER WRZA19-0007 AND THE AMENDED TAHOE AREA PLAN REGULATORY ZONE MAP

Resolution Number 20-07

Whereas Regulatory Zone Amendment Case Number WRZA19-0007, came before the Washoe County Planning Commission for a duly noticed public hearing on February 4, 2020; and

Whereas the Washoe County Planning Commission heard public comment and input from staff regarding the proposed Regulatory Zone Amendment; and

Whereas the Washoe County Planning Commission has given reasoned consideration to the information it has received regarding the proposed Regulatory Zone Amendment; and

Whereas the Washoe County Planning Commission has made the findings necessary to support adoption of this proposed Regulatory Zone Amendment as set forth in NRS Chapter 278 and Washoe County Code Chapter 110, Article 821, Amendment of Regulatory Zone; and

Whereas, pursuant to Washoe County Code Section 110.821.15(d), in making this recommendation, the Washoe County Planning Commission finds that this proposed Regulatory Zone Amendment:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan;
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare;
3. Response to Change Conditions; more desirable use. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land;
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment;
5. No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan,

6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services; and
7. Effect on a Military Installation When a Military Installation is Required to be Noticed. The proposed amendment will not affect the location, purpose and mission of a military installation.

Now, therefore, be it resolved that the Washoe County Planning Commission does hereby recommend adoption of Regulatory Zone Amendment Case Number WRZA19-0007 and the amended Tahoe Area Plan Regulatory Zone Map included as Exhibit A to this resolution to the Washoe County Board of County Commissioners.

ADOPTED on February 4, 2020

WASHOE COUNTY PLANNING COMMISSION

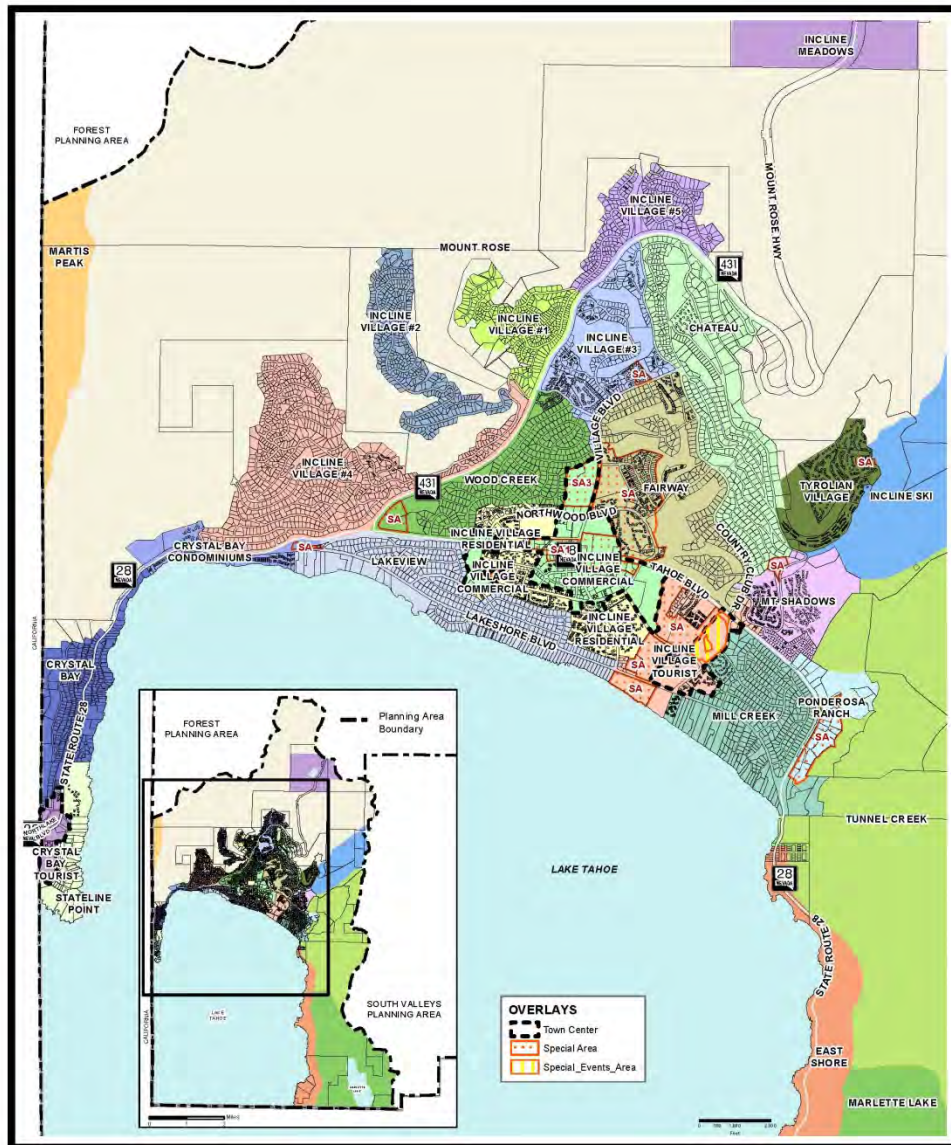
ATTEST:

Trevor Lloyd, Secretary

Larry Chesney, Chair

Attachment: Exhibit A – Tahoe Area Plan Regulatory Zone Map

Exhibit A, WRZA19-0007



TAHOE REGULATORY ZONE MAP

<ul style="list-style-type: none"> CHATEAU CRYSTAL BAY CRYSTAL BAY CONDOMINIUMS CRYSTAL BAY TOURIST EAST SHORE FAIRWAY INCLINE MEADOWS 	<ul style="list-style-type: none"> INCLINE SKI INCLINE VILLAGE #1 INCLINE VILLAGE #2 INCLINE VILLAGE #3 INCLINE VILLAGE #4 INCLINE VILLAGE #5 INCLINE VILLAGE COMMERCIAL 	<ul style="list-style-type: none"> INCLINE VILLAGE RESIDENTIAL INCLINE VILLAGE TOURIST LAKEVIEW MARLETTE LAKE MARTIS PEAK MILL CREEK MOUNT ROSE
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SOURCE: Tahoe Regional Planning Agency/Washoe County Planning and Building Division

NOTE: THE SCALE AND CONFIGURATION OF ALL INFORMATION (BOUNDARIES) ARE APPROXIMATE ONLY AND ARE NOT INTENDED AS A GUIDE FOR DESIGN OR CONSTRUCTION. REPRODUCTION IS NOT PERMITTED WITHOUT PRIOR WRITTEN PERMISSION FROM THE WASHOE COUNTY PLANNING AND BUILDING DIVISION.

DATE: 02/04/2020

DIRECTOR:

Community Services Department

WASHOE COUNTY NEVADA

1001 E Ninth St.
Reno, Nevada 89512 (775) 326-8000



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

RECOMMENDING APPROVAL OF AN AMENDMENT TO WASHOE COUNTY CODE AT CHAPTER 110 (DEVELOPMENT CODE), REPLACING ARTICLE 220 *TAHOE AREA MODIFIERS* WITH TWO NEW ARTICLES, ARTICLE 220 *TAHOE AREA MODIFIERS* AND ARTICLE 220.1 *TAHOE AREA DESIGN STANDARDS*. THESE AMENDMENTS ARE MEANT TO ENSURE THE CONFORMANCE OF WASHOE COUNTY'S PLANS WITH THE 2012 REGIONAL PLAN ADOPTED BY THE TAHOE REGIONAL PLANNING AGENCY (TRPA) AND INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING: ADOPTING THE TRPA'S PERMISSIBLE USES SET FORTH IN TRPA REGIONAL PLAN CHAPTER 21 *PERMISSIBLE USES* IN LIEU OF WASHOE COUNTY'S ALLOWED USES SET FORTH IN ARTICLE 302 OF THE WASHOE COUNTY DEVELOPMENT CODE; ADOPTING DESIGN STANDARDS THAT ARE IN CONFORMANCE WITH THE REQUIREMENTS SET FORTH IN TRPA REGIONAL PLAN CHAPTERS 13 *AREA PLANS* AND 36 *DESIGN STANDARDS*; ADOPTING DEVELOPMENT STANDARDS THAT ARE CONSISTENT WITH THE DEVELOPMENTS STANDARDS SET FORTH IN THE TRPA REGIONAL PLAN; ADOPTING NEIGHBORHOOD PLANS UTILIZING THE BOUNDARIES AND ALLOWED USES OF TRPA'S PLAN AREA STATEMENTS AND COMMUNITY PLANS IN LIEU OF WASHOE COUNTY'S REGULATORY ZONES SET FORTH IN ARTICLE 106 OF THE WASHOE COUNTY DEVELOPMENT CODE; AND OTHER MATTERS NECESSARILY CONNECTED THEREWITH AND PERTAINING THERETO.

Resolution Number 20-08

WHEREAS

- A. Washoe County Code Section 110.818.05 requires that amendments to Washoe County Code Chapter 110 (Development Code) be initiated by resolution of the Washoe County Board of Commissioners or the Washoe County Planning Commission; and
- B. The Washoe County Planning Commission initiated amendments to the Washoe County Code Chapter 110 (Development Code) to replace Article 220 *Tahoe Area Modifiers*, with two new Articles, Article 220 *Tahoe Area Modifiers* and Article 220.1 *Tahoe Area Design Standards*, on October 21, 2019 as fully described in Exhibit A to this resolution; and
- C. Development Code Amendment Case Number WDCA19-0007, came before the Washoe County Planning Commission for a duly noticed public hearing on February 4, 2020; and
- D. The Washoe County Planning Commission gave reasoned consideration to the information it received regarding the proposed Development Code Amendment; and
- E. Whereas, pursuant to Washoe County Code Section 110.818.15(e), the Washoe County Planning Commission made the following findings necessary to support its recommendation for adoption of the proposed Development Code Amendment Case Number WDCA19-0007:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Washoe County Master Plan;
2. Promotes the Purpose of the Development Code. The proposed Development Code amendment will not adversely impact the public health, safety or welfare, and will promote the original purposes for the Development Code as expressed in Article 918, Adoption of Development Code;
3. Response to Changed Conditions. The proposed Development Code amendment responds to changed conditions or further studies that have occurred since the Development Code was adopted by the Board of County Commissioners, and the requested amendment allow for a more desirable utilization of land within the regulatory zones; and,
4. No Adverse Affects. The proposed Development Code amendment will not adversely affect the implementation of the policies and action programs of the Conservation Element or the Population Element of the Washoe County Master Plan.

NOW, THEREFORE, BE IT RESOLVED that the Washoe County Planning Commission recommends approval of the ordinance attached hereto as Exhibit A.

A report describing this amendment, discussion at this public hearing, this recommendation, and the vote on the recommendation will be forwarded to the Washoe County Board of County Commissioners within 60 days of this resolution's adoption date.

ADOPTED on February 4, 2020.

WASHOE COUNTY PLANNING COMMISSION

ATTEST:

Trevor Lloyd, Secretary

Larry Chesney, Chair

WORKING COPY
INFORMATION ONLY

REGULAR TEXT: NO CHANGE IN LANGUAGE

~~STRIKEOUT TEXT: DELETE LANGUAGE~~

BOLD TEXT: NEW LANGUAGE

Notice: Per NRS 239B.030, this document does not contain personal information as defined in NRS 603A.040

Summary: *Amends the Washoe County Code at Chapter 110 (Development Code) by updating Article 220 Tahoe Area Modifiers, and adding Article 220.1 Tahoe Area Design Standards, to ensure Washoe County's development standards conform to the Tahoe Regional Planning Agency's Regional Plan.*

BILL NO. _____

ORDINANCE NO. _____

Title:

An ordinance amending the Washoe County Code at Chapter 110 (Development Code), replacing Article 220 *Tahoe Area Modifiers* with two new articles, Article 220 *Tahoe Area Modifiers* and article 220.1 *Tahoe area design standards*. These amendments are meant to ensure the conformance of Washoe County's plans with the 2012 Regional Plan adopted by the Tahoe Regional Planning Agency (TRPA) and include but not limited to the following; Adopting the TRPA's permissible uses set forth in TRPA Regional Plan Chapter 21 *Permissible Uses* in lieu of Washoe County's allowed uses set forth in article 302 of the Washoe County Development Code; Adopting Design Standards that are in conformance with the requirements set forth in TRPA Regional Plan Chapters 13 *Area Plans* and 36 *Design Standards*; Adopting development standards that are consistent with the developments standards set forth in the TRPA Regional Plan; Adopting neighborhood plans utilizing the boundaries and allowed uses of TRPA's plan area statements and community plans in lieu of Washoe County's regulatory zones set forth in article 106 of the Washoe County Development Code; and other matters necessarily connected therewith and pertaining thereto.

WHEREAS:

- A. This Commission desires to amend Article 220 and to add Article 220.1 to the Washoe County Code Chapter 110 (Development Code,) in order to conform with the Tahoe Regional Plan; and,
- B. The Washoe County Planning Commission initiated the proposed amendments to Washoe County Code Chapter 110, Development Code, by Resolution Number 19-22 on October 21, 2019 creating Development Code Amendment Case Number WDCA19-0007; and,
- C. The amendments and this ordinance were drafted in concert with the District Attorney, and the Planning Commission held a duly noticed public hearing for WDCA19-0007 on February 4, 2020, and adopted Resolution Number 20-08 recommending adoption of this ordinance; and,
- D. Following a first reading and publication as required by NRS 244.100 (1), and after a duly noticed public hearing, this Commission desires to adopt this Ordinance; and,
- E. This Commission has determined that this ordinance is being adopted pursuant to requirements set forth in Chapter 278 of NRS; therefore it is not a "rule" as defined in NRS 237.060 requiring a business impact statement.

THE BOARD OF COUNTY COMMISSIONERS OF WASHOE COUNTY DOES HEREBY ORDAIN:

SECTION 1. Sections 220.00 through 220.45 of Article 220 *Tahoe Area Modifiers*, of the Washoe County Code are hereby deleted and replaced with sections 220.00 through 220.445 as follows:

Section 110.220.00 Purpose. The purpose of this article, Article 220, *Tahoe Area*, is to implement the Tahoe Area Plan contained in Volume Two of the Washoe County Master Plan and the other applicable plan elements contained in Volume One of the Washoe County Master Plan. This article is also intended to implement the Tahoe Regional Planning Agency's (TRPA) Regional Plan. This article sets forth special regulations to supplement the general

regulations set forth elsewhere throughout the Washoe County Development Code, and to supplement and implement the TRPA's Code of Ordinances.

Section 110.220.05 Applicability of Development Standards. The development standards in this article apply to all development within the Tahoe Planning Area, as described in the Tahoe Area Plan. This article is intended to either match TRPA standards exactly; or, to supplement those standards in cases where TRPA has not adopted standards or when Washoe County desires to have a more restrictive regulatory approach than TRPA has adopted. In those cases when the TRPA Code of Ordinances and this section do not impose regulations, the provisions of the Washoe County Development Code will be applied. If there is a discrepancy between the standards in this article, the Washoe County Development Code, and/or the TRPA Code of Ordinances, the standards for the Tahoe Planning Area shall be the more restrictive standards of either the Tahoe Regional Planning Agency or Washoe County. Land owners in the planning area should be aware that some of the originally platted subdivisions in the planning area have names similar to the names of the zoning districts, yet with different boundaries. Some of these plats have various restrictions that were recorded with the original map. Washoe County does not enforce or otherwise act to implement these deed restrictions.

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.

1. Land Use (Master Plan) Classifications. There are seven master plan land use classifications applied within the Tahoe Planning Area: Mixed-Use, Tourist, Residential, Conservation, Backcountry, Wilderness, and Recreation. The categories are defined in Policy LU-4.1 of the TRPA Regional Plan. The Washoe County Master Plan Map for the Tahoe Planning Area shows the land use classification for each parcel in the planning area. Amendments to this map require a master plan amendment as described in Washoe County Development Code Article 820, *Amendment of Master Plan*. Additionally, map amendments must undergo conformity review pursuant to TRPA Code of Ordinances Subsection 13.6.6.
2. 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 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.

The land use categories applied in the planning area and their corresponding Regulatory Zones are depicted in Table 110.220.01 *Land Uses and Regulatory Zones in the Tahoe Planning Area.*

Land Use Classification	Regulatory Zones Regulatory Zone	Former Designation: Community Plan*, Plan Area Statement** (P.A.S.) and Number.
Tourist/Mixed- Use		
	Incline Village Commercial	Incline Village Commercial Community Plan.
	Incline Village Tourist	Incline Village Tourist Community Plan.
	Crystal Bay Tourist	North Stateline Community Plan
	Ponderosa Ranch	Ponderosa Ranch Community Plan
Residential		
	Chateau	Chateau/Country Club P.A.S. # 43
	Crystal Bay	Crystal Bay P.A.S. #34
	Crystal Bay Condominiums	Crystal Bay Condominiums P.A.S. #35
	Fairway	Fairway P.A.S. # 44
	Incline Village 1	Incline Village #1 P.A.S. #40
	Incline Village 2	Incline Village #2 P.A.S.# 39
	Incline Village 3	Incline Village #3 P.A.S.# 41
	Incline Village 4	Incline Village #4 P.A.S.#

		36
	Incline Village 5	Incline Village #5 P.A.S.# 42
	Incline Village Residential	Incline Village Residential P.A.S.# 46
	Lakeview	Lakeview P.A.S.# 37
	Mill Creek	Mill Creek P.A.S.# 49
	Mt. Shadows	Mt. Shadows P.A.S.# 50
	Stateline	Stateline P.A.S.# 33
	Tyrolean Village	Tyrolean Village P.A.S.# 51
	Wood Creek	Wood Creek P.A.S.# 38
Conservation		
	Marlette	Marlette Lake P.A.S.# 56
	Martis Peak	Martis Peak P.A.S.# 19
	Mount Rose	Mount Rose P.A.S.# 30
	Tunnel Creek	Tunnel Creek P.A.S.# 47
Recreation		
	East Shore	East Shore P.A.S.# 55
	Incline Meadows	Incline Lake P.A.S.# 53
	Incline Ski	Incline Ski P.A.S.# 52

Table 110.220.01 *Land Uses and Regulatory Zones in the Tahoe Planning Area*

*See TRPA Code of Ordinances, Chapter 12, *Community Plans*. **See TRPA Code of Ordinances, Chapter 11, *Plan Area Statements and Plan Area Maps*.

Section 110.220.15 Allowed (Permissible) Uses. The allowable uses in the Tahoe Planning Area are different from those described in Article 302, *Allowed Uses* of the Washoe County Development Code. In the Tahoe Planning Area allowed uses are defined in Chapter 21, *Permissible Uses* and Chapter 81, *Permissible Uses and Structures in the Shorezone and Lakezone* of the TRPA Code of Ordinances. The uses allowed on any given parcel in the Tahoe Planning Area are determined by Regulatory Zone as described in Section 110.220.130, *Regulatory Zone Development Standards*.

Growth Management, Development Rights, and Redevelopment 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.

1. Residential Allocations. A residential allocation and potential residential unit of use or a residential bonus unit is required for each new dwelling pursuant to TRPA Code of Ordinances Chapter 50, *Allocation of Development*. All buildable parcels where a residential use is permitted are eligible for a residential allocation. In addition to any TRPA requirements, Washoe County shall issue residential allocations according to the following considerations:
 - a. Allocations shall be issued on a first come first served basis.
 - b. The fee for allocations is established in the Master Fee Schedule for Washoe County applications accepted by the Planning and Building Division of the Washoe County Community Services Department.
2. Commercial Floor Area. Commercial floor area (CFA) is required for all new commercial development pursuant to TRPA Code of Ordinances Chapter 50, *Allocation of Development*. In addition to any TRPA requirements, Washoe County will issue commercial floor area allocations according to the following considerations.
 - a. The following projects will be issued commercial floor area on a first come first served basis:
 - i. Projects inside the adopted boundaries of a Town Center overlay as defined in Section 110.220.35, *Town Center Overlay*.
 - ii. Projects outside the adopted boundaries of a Town Center that are designed to meet industry recognized standards for building sustainability and greenhouse gas reduction as defined in Section 110.220.415, *Greenhouse Gas Reduction*.
 - b. The fee for allocations is established in the Master Fee Schedule for Washoe County applications accepted by the Planning and Building Division of the Washoe County Community Services Department. Fees for allocations may be waived pursuant to Section 110.220.415.
3. Tourist Accommodation. No person shall construct a project or commence a use that creates additional tourist accommodation units without first receiving an allocation of

a tourist accommodation unit (TAU) approved by TRPA or Washoe County pursuant to Chapter 50, *Allocation of Development*. In addition to any TRPA requirements, Washoe County shall issue tourist accommodation units according to the following considerations.

- a. The following projects will be issued TAUs on a first come first served basis.
 - i. Projects inside the adopted boundaries of a Town Center overlay (see Section 110.220.35 *Town Center Overlay*.)
 - ii. Projects outside the adopted boundaries of a Town Center that are designed to meet industry recognized standards for building sustainability and greenhouse gas reduction (see Section 110.220.415 *Greenhouse Gas Reduction*.)
 - b. The fee for allocations is established in the Master Fee Schedule for Washoe County applications accepted by the Planning and Building Division of the Washoe County Community Services Department.
4. People at One Time. In addition to requirements of TRPA Code of Ordinances Section 50.9, *Regulation of Additional Recreational Facilities*, additional outdoor recreational facilities outside Town Center overlay districts shall be regulated by and shall not exceed the maximum number of People at One Time (PAOT) identified by this document for each Regulatory Zone. If PAOT allowances are not specified in the special policies for the applicable Regulatory Zone, then additional PAOT allocations are not allowed. There are no supplemental limitations for PAOT allocations within Town Center overlay districts.
 5. Residential Bonus Units. A residential bonus unit may be used in lieu of potential residential unit of use pursuant to TRPA Code of Ordinances. Residential bonus units may be assigned by TRPA or Washoe County for transfers of development into Town Centers or other bonus unit incentive programs in accordance with Chapters 51, *Banking, Conversion, and Transfer of Development*, and 52, *Bonus Unit Incentive Program*, of the TRPA Code of Ordinances.
 6. 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(3).

Section 110.220.30 Density. Outside of the Town Center overlay districts, maximum density in the Tahoe Planning Area is

regulated by Chapter 31, *Density*, of the TRPA Code of Ordinances. The maximum densities for specific use types are listed in the table of allowed uses for each Regulatory Zone. Additional standards for density in designated Town Centers can be found in Section 110.220.35, *Town Center Overlay*. The maximum density for nursing and personal care and residential care uses within a Town Center is established in Section 110.220.410, *Residential Care / Nursing and Personal Care Density Exceptions*.

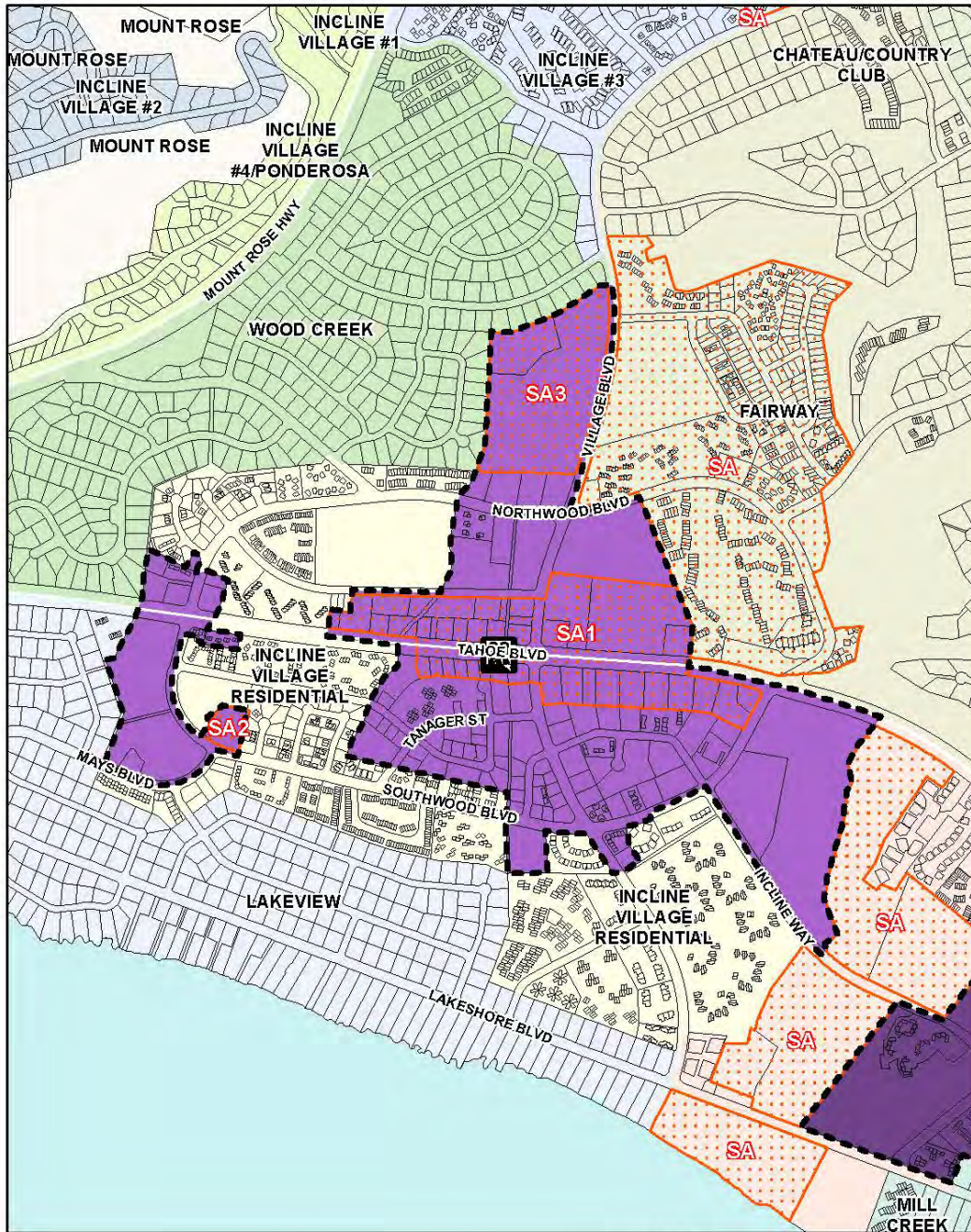
Section 110.220.35 Town Center Overlay. There are three areas designated with the Town Center overlay in the Tahoe Planning Area (see Figures 110.220.01, *Incline Village Commercial Town Center*; 110.220.02, *Incline Village Tourist Town Center*; and 110.220.03, *Crystal Bay Tourist Town Center*.) The 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.

1. Height. Development within a designated Town Center is permitted to be 4 stories (56 feet) maximum, when the following conditions are met:
 - a. The project is designed to meet the greenhouse gas reduction standard described in Section 110.220.415, *Greenhouse Gas Reduction*.
 - b. The project meets all other applicable design standards for the Town Center.
 - c. The project does not degrade any applicable established scenic threshold as described in the Tahoe Area Plan Conservation Element.
 - d. 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)
2. Height Transition. Development within Town Center boundaries abutting or adjacent to properties outside of the Town Center shall incorporate a stepped design to create a height

transition between the properties inside the boundary and those outside. Structures required to utilize a stepped design are limited to two floors or a maximum of 20 feet at the front setback. Additional height may be added by stepping back the third floor 10 feet from the building façade and an additional fourth floor may be added by stepping back 5 feet from the third floor. The stepped area may be used as roof top gardens, balconies, solar panel arrays or similar uses. Roof top mechanical equipment shall not extend more than 2 feet above the parapet wall and shall be screened from street view.

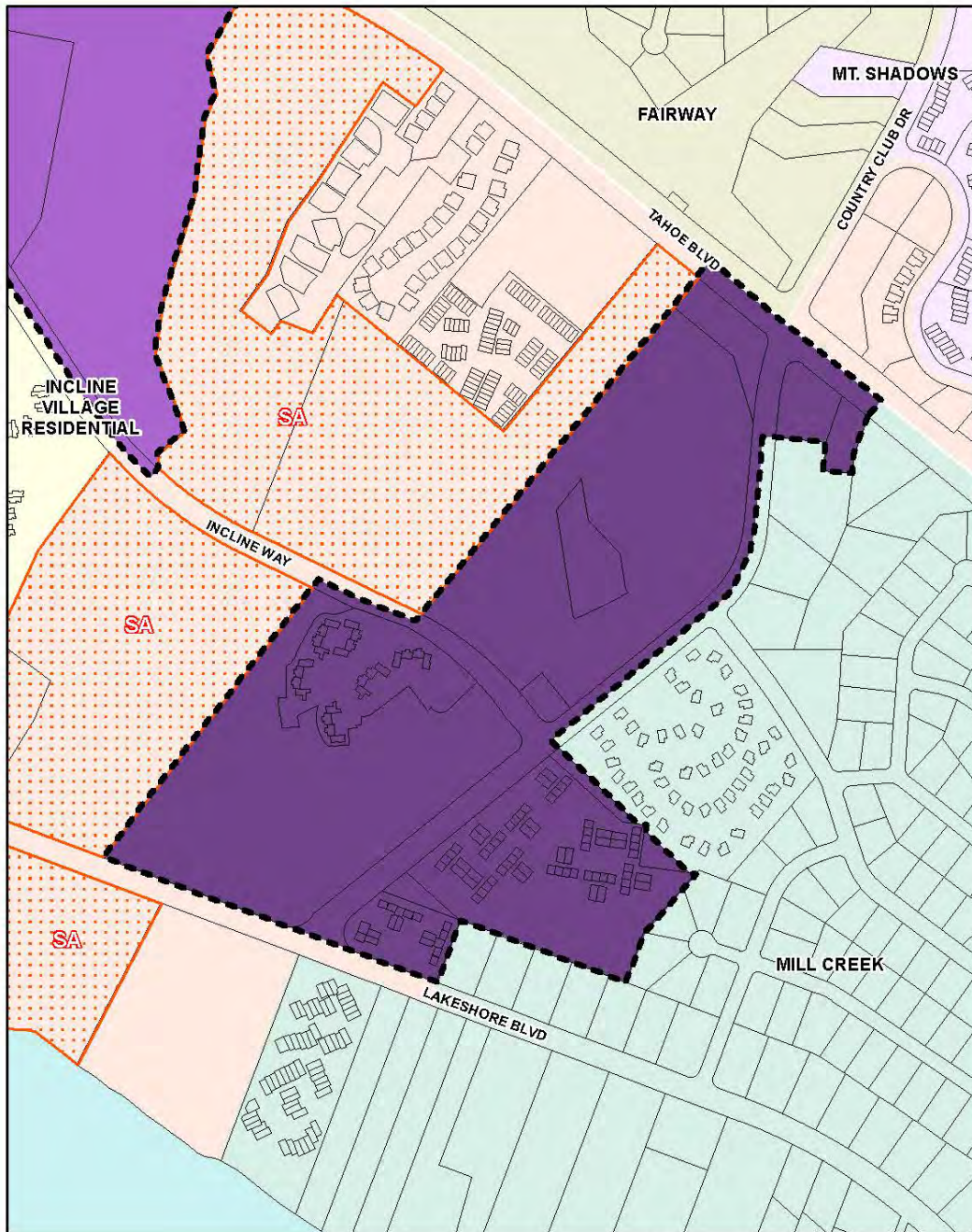
3. Height of Reconstructed Structures Housing Gaming. Reserved.
4. Density. Chapter 31, *Density*, of the TRPA Code of Ordinances shall not apply to residential or mixed-use developments within Town Centers. New residential and mixed-use development within a Town Center shall have a minimum residential density of 15 units per acre and a maximum density of 25 units per acre.
5. Mixed-Use Development. Projects incorporating both residential and non-residential uses on a single parcel are permitted. Mixed-use projects must meet all applicable design and compatibility standards as found in the Article 110.220.1. *Tahoe Planning Area Design Standards*, and Division 4, *Development Standards*, of the Washoe County Development Code.
6. Design and Compatibility. All development in a Town Center is subject to the design standards found in Article 110.220.1. *Tahoe Planning Area Design Standards*.
7. Land coverage. Development in a Town Center is eligible for up to 70% coverage on high capability lands per Chapter 13 of the TRPA Code of Ordinances.



INCLINE VILLAGE COMMERCIAL TOWN CENTER

Legend:
- Dashed black line: Town Center
- Orange dotted pattern: Special Area
- North arrow symbol: NORTH
- Logo: Washoe County, NV

Figure 110.220.00 Incline Village Commercial Town Center



**INCLINE VILLAGE TOURIST
TOWN CENTER**





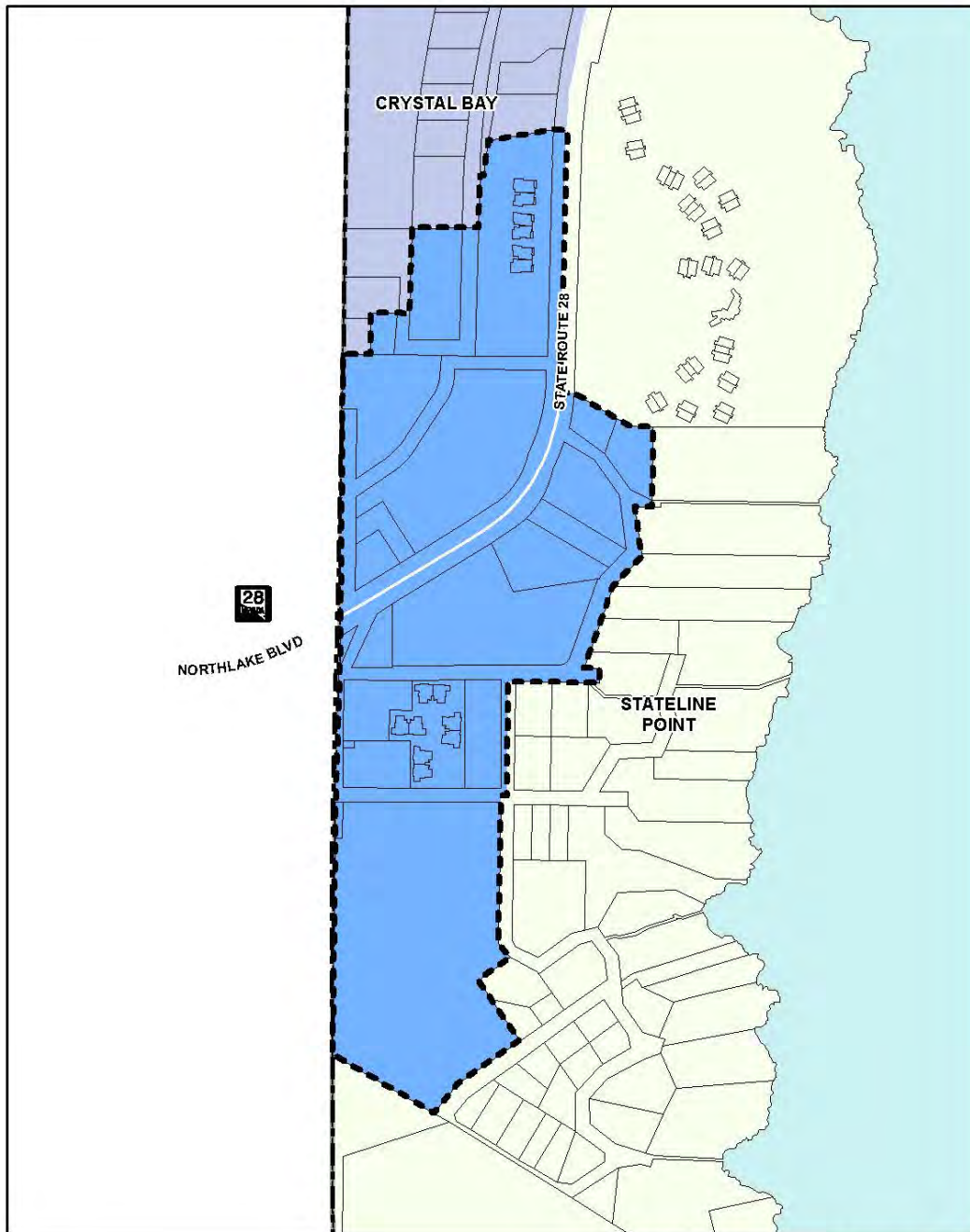


 Town Center
 Special Area
 NORTH

Washoe County, NV

Figure 110.220.01 Incline Village Tourist Town Center



CRYSTAL BAY TOURIST TOWN CENTER

 Town Center
 Special Area



 NORTH

Washoe County, NV

Figure 110.220.02 Crystal Bay Tourist Town Center

Area Wide Development Standards

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:

1. Natural Features. Existing natural features outside of the building site shall be retained and incorporated into the site design to the greatest extent feasible. Projects shall be designed to avoid disturbance to rock outcrops and stream environment zones and to minimize vegetation removal and maintain the natural slope of the project site.
2. Disturbed Areas. Projects shall be designed to use existing disturbed areas rather than undisturbed areas for the siting of all improvements except when:
 - a. The disturbed area is precluded from development by setbacks or other such limitations;
 - b. The disturbed lands are classified as sensitive lands and alternative sites classified as nonsensitive lands exist on the parcel;
 - c. The use of the disturbed lands would require more total disturbance than use of undisturbed lands;
 - d. Avoidance of other development impacts are of more importance than the preservation of undisturbed areas; and/or
 - e. The degree of existing disturbance is minor and the area shall be restored as part of the project.
3. Coverage Reduction. Projects containing land coverage greater than 70 percent shall reduce on-site coverage as follows:
 - a. Within Town Centers, coverage shall be reduced to no more than 70 percent as part of the project.
 - b. 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.
4. Development Standards. Commercial, tourist accommodation, public service, and multi-residential projects shall meet the following requirements:
 - a. Onsite parking areas shall be provided with landscaped perimeters. Onsite parking areas greater than one-quarter acre in size shall be provided with landscaped islands.
 - b. An active transportation circulation system shall be incorporated into the site plan to assure that all

active transportation users can move safely and easily both on the site and between properties and activities within the Regulatory Zone year-round.

- c. Entities responsible for the construction and maintenance of all projects containing active transportation facilities are required to submit a Maintenance Responsibilities Chart and Plan prior to permit issuance. These plans must clearly identify responsibilities for capital improvements and annual infrastructure operation and maintenance. Additionally, they must identify funding needs and sources. This information must be included in approved permits.
 - d. Adequate access shall be provided for emergency vehicles and for those persons attempting to render emergency services.
 - e. Screening of service yards, maintenance yards, warehousing, outdoor storage and trash and refuse collection areas shall be accomplished by the use of walls, fencing, landscape plantings, or some combination thereof. Screening shall be effective in both winter and summer.
 - f. Service yards, maintenance yards, warehousing, and outdoor storage areas shall be located in areas that are not highly visible from major transportation corridors, scenic turnouts, public recreation areas, or the waters of lakes in the region.
 - g. Parking areas shall be sloped at least two percent to prevent ponding and icing.
 - h. Projects shall provide, within the project area, snow storage areas of a size adequate to store snow removed from parking, driveway, and pedestrian access areas or have arrangements by means of recorded easements or equivalent arrangements to remove and store accumulated snow offsite.
 - i. All new on-site utilities shall be placed underground as part of project approval.
5. Unanticipated Cultural Resources. In the event that cultural resources are encountered during grading or construction activities, a professional archaeologist shall be consulted to assess the resources and prepare appropriate mitigation measures.
6. TRPA Standards. All land use and development proposals shall be reviewed for conformance with the standards TRPA Code of Ordinances, including, as applicable:
- a. Chapter 2, *Applicability of the Code of Ordinances*
 - b. Chapter 3, *Environmental Documentation*

- c. Chapter 4, *Required Findings*
 - d. Chapter 5, *Compliance*
 - e. Chapter 30, *Land Coverage*
 - f. Chapter 32, *Basic Services*
 - g. Chapter 33, *Grading and Construction*
 - h. Chapter 35, *Natural Hazard Standards*
 - i. Chapter 39, *Subdivisions*
 - j. Chapter 50, *Allocation of Development*
 - k. Chapter 51, *Banking, Conversion, and Transfer of Development*
 - l. Chapter 52, *Bonus Unit Incentive Program*
 - m. Chapter 53, *Individual Parcel Evaluation System*
 - n. Chapter 60, *Water Quality*
 - o. Chapter 61, *Vegetation and Forest Health*
 - p. Chapter 62, *Wildlife Resources*
 - q. Chapter 63, *Fish Resources*
 - r. Chapter 64, *Livestock Grazing*
 - s. Chapter 65, *Air Quality and Transportation*
 - t. Chapter 66, *Scenic Resources*
 - u. Chapter 67, *Historic Resource Protection*
 - v. Chapter 68, *Noise Limitations*
 - w. Chapters 80-84, *Shorezone*
7. Mixed-Use and Tourist Regulatory Zones. In addition to standards articulated in this article, all development inside the Crystal Bay Tourist, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch Regulatory Zones, as well as the Town Center overlay districts is subject to the standards articulated in Washoe County Development Code Article 110.220.1, *Tahoe Planning Area Design Standards*.
8. Outside of Mixed-Use and Tourist Regulatory Zones. Development outside of the mixed-use and tourist Regulatory Zones are subject to the standards established in this article, in Division Four of the Washoe County Development Code, and the following chapters of the TRPA Code of Ordinances:
- a. Chapter 34, *Driveway and Parking Standards*
 - b. Chapter 36, *Design Standards*
 - c. Chapter 37, *Height*
 - d. Chapter 38, *Signs*
9. Development Guidelines. The following guidelines should be followed to ensure attractive and compatible development:
- a. Building placement and design should be compatible with adjacent properties and designed in consideration of solar exposure, climate, noise, safety, fire protection, and privacy.

- b. The scale of structures should be compatible with existing and planned land uses.
- c. Viewsheds should be considered in all new construction. Emphasis should be placed on lake views from major transportation corridors.
- d. Native vegetation should be used whenever possible, consistent with defensible space requirements.
- e. Vegetation should be used to screen parking, give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture where feasible.
- f. Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety. Cutoff shields that extend below the lighting element should be used to minimize light pollution and stray light. Overall lighting levels should be compatible with the Regulatory Zone light level. Emphasis should be placed on a few, well-placed, low-intensity lights. Lights should not blink, flash, or change intensity except for temporary public safety signs.

The intent of Washoe County's standards is to achieve compatibility through integrative site design that primarily utilizes landscaping, architecture and an integrated non-motorized transportation network to achieve compatibility goals.

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. Parking standards in the Tahoe Planning Area are established in Article 110.220.1, *Tahoe Area Design Standards* for mixed-use and tourist Regulatory Zones and in Washoe County Development Code Article 410, *Parking and Loading*, for all other areas. 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 and pedestrian traffic flow, and vehicular and pedestrian safety. Off-site parking agreements are permitted in order to accommodate expected demand, provided pedestrian 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.

Section 110.220.50 Height of Structures. The maximum building height for structures is established by the TRPA’s height standards found in Chapter 37, *Height*, of the TRPA Code of Ordinances. Development within Town Centers may exceed the height limits of Chapter 37 and instead use the maximum height established in Section 110.220.35, *Town Center Overlay*. Additional regulations regarding height are found in Sections 110.220.80, *Accessory Structures and Uses* and 110.220.85, *Accessory Dwellings*.

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	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

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.

1. Primary buildings and accessory structures may be built 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 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:
 - a. The Engineering Division 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 structure's design to mitigate an impediment to county right-of-way maintenance and road work operations. The county may also require that the county be held harmless from liability resulting from its right-of-way maintenance and road work operations;
 - b. The Engineering Division must be able to determine that the speed of traffic and the volume of traffic on the street is such that the placing of the garage within the front yard setback will not cause a safety problem for vehicles using the street; and
 - c. The Engineering Division must be able to determine that the placement of the structure within the front yard setback will not impede the ability of the county 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.

- d. The placement of the structure is not sited closer than fifteen (15) feet from the edge of pavement of the abutting street.
- e. The maximum square footage of the portion of the structure designed to encroach on the established setback shall not exceed 25% of the size of the primary structure.
- f. Structures 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.

Section 110.220.65 Siting of Below Grade Parking Decks, Walkways and Decks. On any downslope lot, a parking deck, walkway or deck with handrails may be constructed within the front setback provided:

1. A parking deck, not utilized as a driveway to a garage, begins at the edge of pavement and has no greater upslope than one (1) percent;
2. A parking deck, utilized as a driveway to a garage, may begin at the edge of pavement and have no greater upslope than fourteen (14) percent; or
3. A walkway or entry deck is no higher than eighteen (18) inches above grade at the edge of pavement.

Section 110.220.70 Construction Below a Parking Deck. On a downslope lot, the area below an allowed parking deck may be utilized for habitable space within the front setback provided:

1. The Engineering Division is able to determine that:
 - a. County right-of-way maintenance and road work operations will not be impeded or sufficient measures have been incorporated in the structure's design to mitigate an impediment to county right-of-way maintenance and road work operations and/or the county has been held harmless from liability resulting from its right-of-way maintenance and road work operations; and
 - b. Construction of the habitable space below the parking deck in the front yard will not impede the ability of the county 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.
2. Electrical and mechanical rooms as accessory to the main dwelling unit may be established.
3. The habitable space contains no plumbing fixtures.

Section 110.220.75 Conformance of Setbacks on Existing Residences.

Existing setbacks for a home legally constructed prior to 2020 that do not meet the standards established in Section 110.220.55, *Yard and Lot Standards*, shall be deemed the legal and conforming setbacks for said parcel. Proposals for new structures or expansions of existing structures may utilize the existing setbacks when the following conditions are present:

1. The building pad is not delineated on the final subdivision map;
2. The home was constructed with all required permits prior to 2020;
3. No further intrusion into the setback is requested;
4. Development will occur no closer than 20 feet to the rights-of-way of State Routes 28 or 431; and
5. The Engineering Division is able to determine that county right-of-way maintenance and road work operations will not be impeded and/or the county has been held harmless from liability resulting from its right-of-way maintenance and road work operations.

Section 110.220.80 Accessory Structures and Uses. Accessory structures and uses in the Tahoe Planning Area are regulated pursuant to the standards established in Section 21.3, *Accessory Uses*, of the Tahoe Regional Planning Agency Code of Ordinances. In addition to these standards Washoe County will apply the following additional development regulations to all accessory structures:

1. Property Line Setback. Accessory structures one (1) story in height, with maximum ten (10) feet high walls (measured from grade level to top plate) and a maximum roof pitch of 7/12, shall maintain a five (5) foot minimum setback from the rear and side property line. When the height of an accessory structure exceeds this height limitation, the structure shall maintain the yard setbacks for the main dwelling units stipulated in this article, Section 110.220.55 *Yard and Lot Standards*. Accessory structures may only be approved within 20 feet of the rights-of-way of State Routes 28 or 431 pursuant to TRPA Code of Ordinances Subparagraph 36.5.4.A.2.
2. Height and Story Limit.
 - a. The maximum building height for any accessory structure shall be calculated by Chapter 37, *Height*, of the Tahoe Regional Planning Agency Code of Ordinances.
 - b. An accessory structure within the front yard shall not exceed one (1) story.
 - c. An accessory structure may be two (2) stories in height when the main dwelling unit is two (2) stories, the

structure is erected outside the required yard setbacks, and 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.

- d. Below Grade Story. When the structure is at or below street grade, a first story may be constructed below grade providing the ceiling height is no greater than nine-and-one-half (9.5) feet.
- e. Building Setback. An accessory structure shall be located not closer than ten (10) feet to any main building on an adjoining parcel.

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):

1. When the primary use is residential, all accessory dwellings must obtain a detached accessory dwelling administrative review, as described in Washoe County Development Code Section 110.306.25(i);
2. When the primary use is residential, the accessory dwelling (secondary residence) shall be limited to 50% of the size of the main dwelling or 1,500 square feet, whichever is smaller;
3. When the primary use is non-residential, the accessory dwelling shall be limited to 1,500 square feet;
4. 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;
5. Additional requirements as defined in Washoe County Development Code Article 306, *Accessory Uses and Structures*; and,
6. The parcel on which the accessory dwelling will be located is a minimum of 1 acre in size.
7. Detached accessory dwellings are subject to the standards for detached accessory structures as found above in Section 110.220.80, *Accessory Structures and Uses*.

Section 110.220.90 Requirements for the Construction of a Garage.

An enclosed garage shall not be required to be constructed in accordance with Washoe County Development Code Article 410, *Parking and Loading*, when an existing dwelling unit is enlarged and one (1) of the following conditions exist:

1. There is no Tahoe Regional Planning Agency land coverage available for purchase within the land capability necessary for transfer;
2. Within a common open space subdivision or multi-family project, there is no new coverage or no relocation of coverage; or
3. Within a single-family dwelling, there is no new coverage or no relocation of coverage.

Section 110.220.95 Removal of Abandoned Foundation or Structure.

Prior to the issuance of a building permit for a new structure, any existing abandoned or unfinished foundation or structure, not being incorporated into the new structure, shall be removed. Any portion of an existing foundation incorporated into the new structure shall be certified for structural integrity by a civil or structural engineer registered in the State of Nevada.

Section 110.220.100 Transmission and Receiving (Communication)

Facilities. Transmission and receiving facilities are subject to the provisions of Washoe County Development Code Article 324, *Communication Facilities*. Transmission and receiving facilities that are required to obtain a special use permit are subject to the following additional standards:

1. Any required screening of the facility must be constructed of wood, stone or other natural material and designed to be blend in with and be compatible with the forested and alpine character of the planning area. Chain-link type fencing with slats inserted as a visual barrier is prohibited.
2. Buildings permitted as part of the facility must be constructed of wood, masonry/stone, or other material designed to be compatible with the forested and alpine character of the planning area.
3. As part of any special use permit approval, the Board of Adjustment includes a finding that the overall design of the facility is compatible with the forested and alpine character of the planning area.
4. New communication poles or towers shall not exceed a maximum height of 75 feet unless the Board of Adjustment makes a

finding that additional height is necessary for the maintenance of the public's health, safety or welfare.

Section 110.220.105 Scenic Threshold Achievement. All permits must comply with Chapter 66, *Scenic Quality*, of the TRPA Code of Ordinances. Consistent with Section 66.1. of the TRPA Code of Ordinances, permits approved in the planning area must provide a finding that the project will not degrade numerical scenic threshold scores. The scenic thresholds and scenic travel units are identified and described in the Tahoe Area Plan Conservation Element.

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

Section 110.220.115 Urban Bears and Other Wildlife Issues. All permitted development and permitted activities in the planning area must comply with the most current Washoe County Urban Bear Strategy and other relevant regulations and policies regarding co-existence with wildlife in developed areas.

Section 110.220.120 Urban Forestry. *Reserved.*

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.

1. Flood. All development in the plan area that is subject to floods must meet the design and development standards established in Washoe County Development Code Article 416, *Flood Hazards*.
2. Seismic. The building codes adopted by Washoe County require all development to meet building standards based on the identified seismic zone. The currently adopted codes are the

2018 International Building Code and the 2018 International Residential Code, with the Northern Nevada Amendment package.

3. Avalanche. All development within an identified avalanche hazard area must complete an appropriate geo-technical study as determined by the Washoe County Community Services Department and comply with the study's final recommendations.
4. Wildfire. All development in the plan area is subject to additional standards for protection from potential wildfire hazards. The current required standards are those of the 2018 International Wildland Urban Interface Code.
5. Landslide. Development on slopes of 15% or greater may require an appropriate geo-technical study and to comply with the final recommendations of the study. The county engineer will determine when a study is appropriate. Additionally, Washoe County Building Codes require all development to meet building standards based on soil type. The currently adopted codes are the 2018 International Building Code and the 2018 International Residential Code, with the Northern Nevada Amendment package.
6. Tsunami/Seiche. In the Tahoe basin all land below 6,259' is within the potential tsunami/seiche inundation zone. Washoe County will inform all applicants for development within the identified inundation zone that the property is within the identified zone.

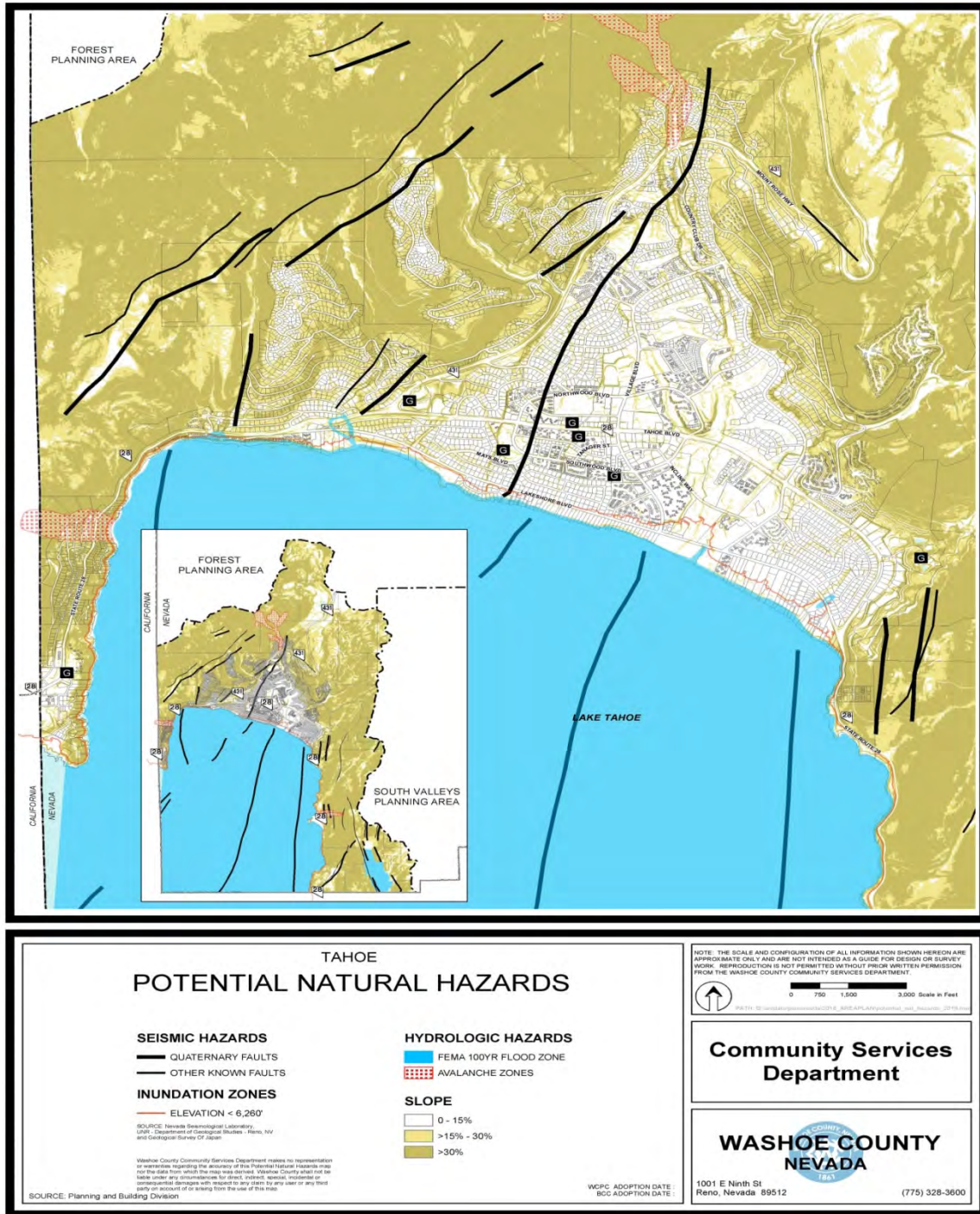


Figure 110.220.03 Potential Natural Hazards

Regulatory Zone Development Standards

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 subject to an administrative permit pursuant to Article 808, *Administrative Permits* of this chapter; S = Board of Adjustment Special Use Permit pursuant to Article 812, *Special Use Permits* of this chapter. 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 TRPA Code of Ordinance section 21.2.1 and special uses ("S") shall be processed as TRPA special use in accordance to 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.

Standards for Mixed-Use and Tourist Regulatory Zones.

Section 110.220.135 Crystal Bay Tourist Regulatory Zone.

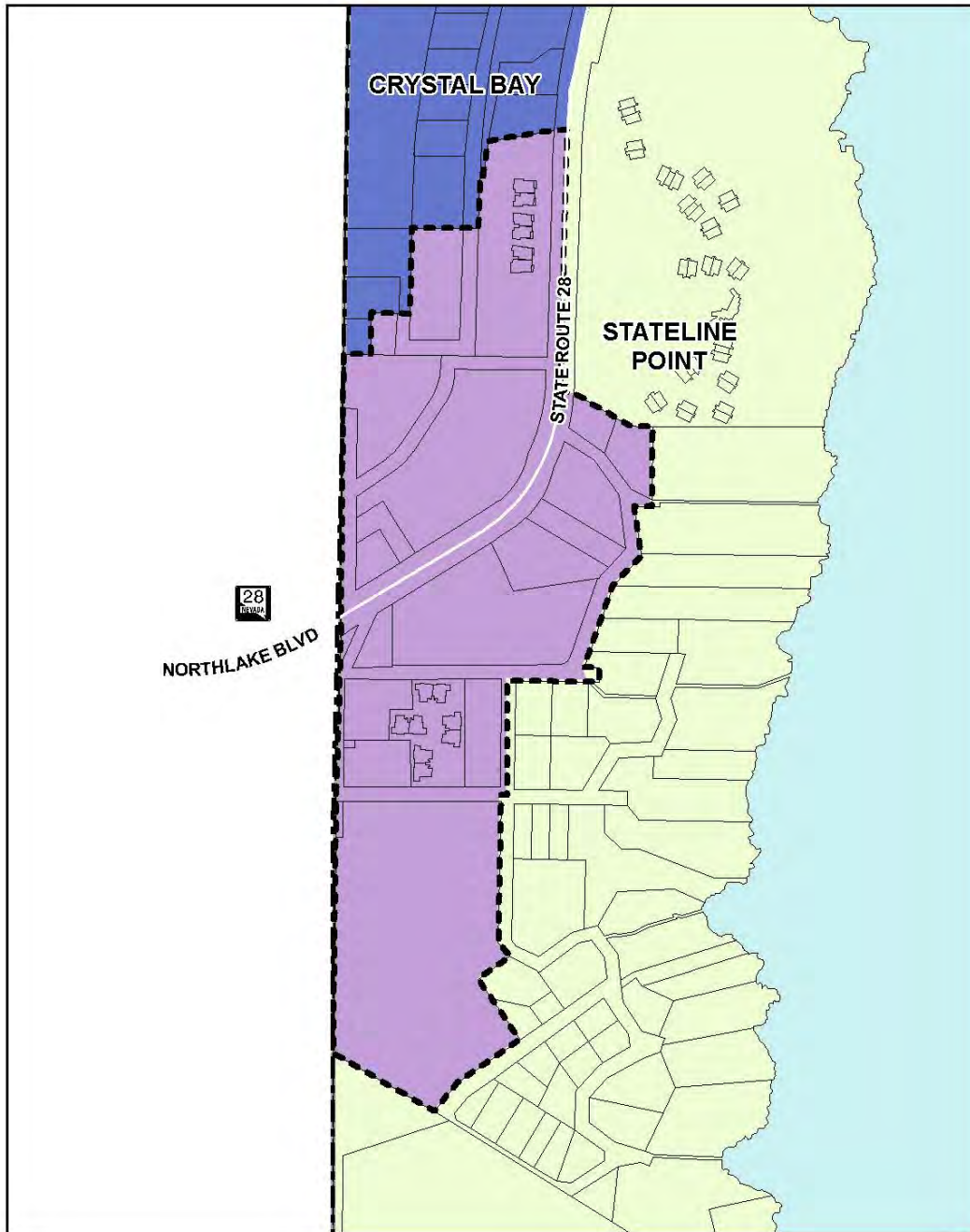
CRYSTAL BAY TOURIST REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Add 'l Regs.
Residential		
Employee Housing	S	Based on other residential use densities
Multiple Family Dwelling	S	15 units per acre minimum 25 units per acre maximum
Multi-Person Dwelling	S	25 people per acre
Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodations		
Bed and Breakfast Facilities	A	5 units per site 10 units per acre
Hotels, Motels and Other Transient Dwelling Units	A	40 units per acre
Timeshare (Hotel/Motel Design)	S	Based on hotel/motel and other transient use densities set forth above

Commercial		
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Service Stations	S	
General Merchandise Stores	S	
Amusements and Recreation Services	S	
Gaming Non-restricted	A	
Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Broadcasting Studios	A	
Business Support Services	A	
Financial Services	A	
Health Care Services	A	
Personal Services	A	
Professional Offices	A	
Repair Services	S	
Schools - Business and Vocational	S	
Vehicle Storage and Parking	S	
Public Service		
Churches	S	
Cultural Facilities	S	
Day Care Centers/Preschools	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	S	
Pipelines and Power Transmission	S	
Public Utility Centers	S	
Transit Stations and Terminals	S	
Transportation Routes	S	

Transmission and Receiving Facilities	S	
Recreation		
Day Use Areas	A	
Participant Sports Facilities	S	
Sport Assembly	S	
Outdoor Recreation Concessions	A	
Visitor Information Center	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

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.

1. The Crystal Bay Tourist Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:
 - a. Preferred Affordable Housing Area
 - b. Scenic Restoration Area
2. Wassou Road should be clearly defined and delineated as separate from the Biltmore parking lot.
3. Protect and enhance views to the lake from the commercial areas
4. Notwithstanding the setback standards in Section 110.220.55, any structure with an existing non-conforming setback from a property line that runs concurrent with the state line may maintain such existing non-conformity as part of a reconstruction or redevelopment project.



CRYSTAL BAY TOURIST
Regulatory Zoning

 SPECIAL AREAS
SPECIAL EVENTS AREA
TOWN CENTER

 NORTH
Washoe County, NV

Figure 110.220.04 Crystal Bay Tourist Regulatory Zone Location Map

Section 110.220.145 Incline Village Commercial Regulatory Zone.

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	Based on other residential use densities
Multiple Family Dwelling	S	15 units per acre minimum 25 units per acre maximum
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care Memory Care (Section 110.220.410) Other Nursing and Personal Care	S	40 people per acre 25 people per acre
Residential Care Memory Care (Section 110.220.410) Other Residential Care	S	40 people per acre 25 people per acre
Single Family Dwellings	S	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	A	5 units per site
Hotels, Motels and Other Transient Dwelling Units	A	40 units per acre
Timeshare (Hotel/Motel Design)	S	Based on hotel, motel and other transient use densities

		set forth above
Timeshare (Residential Design)	S	Based on hotel, motel and other transient use densities set forth above
Commercial		
Auto, Mobile Home and Vehicle Dealers	A	
Building Materials and Hardware	A	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Outdoor Retail Sales	S	
Service Stations	A	
Amusements and Recreation Services	S	
Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Animal Husbandry Services	A	
Auto Repair and Service	S	
Broadcasting Studios	A	
Business Support Services	A	
Financial Services	A	
Contract Construction Services	A	
Health Care Services	A	
Laundries and Dry Cleaning Plant	A	
Personal Services	A	
Professional Offices	A	
Repair Services	A	
Sales Lot	S	
Schools - Business and Vocational	A	
Secondary Storage	S	
Food and Kindred Products	S	
Fuel and Ice dealers	S	
Industrial Services	S	
Printing and Publishing	A	
Small Scale Manufacturing	S	

Storage Yards	S	
Vehicle and Freight Terminals	S	
Vehicle Storage and Parking	S	
Warehousing	S	
Wholesale and Distribution	S	
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
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	
Pipelines and Power Transmission	S	
Schools - Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Day Use Areas	A	
Participant Sports Facilities	A	
Outdoor Recreation Concessions	S	
Recreational Centers	A	
Riding and Hiking Trails	S	
Sport Assembly	S	
Visitor Information Centers	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation	A	

Management		
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA 1		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Multiple Family Dwelling	A	15 units per acre minimum 25 units per acre
Employee Housing	A	Based on other residential use densities
Nursing and Personal Care Memory Care (Section 110.220.410) Other Nursing and Personal Care	S	40 people per acre 25 people per acre
Residential Care Memory Care (Section 110.220.410) Other Residential Care	S	40 people per acre 25 people per acre
Commercial		
Building Materials and Hardware	S	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	

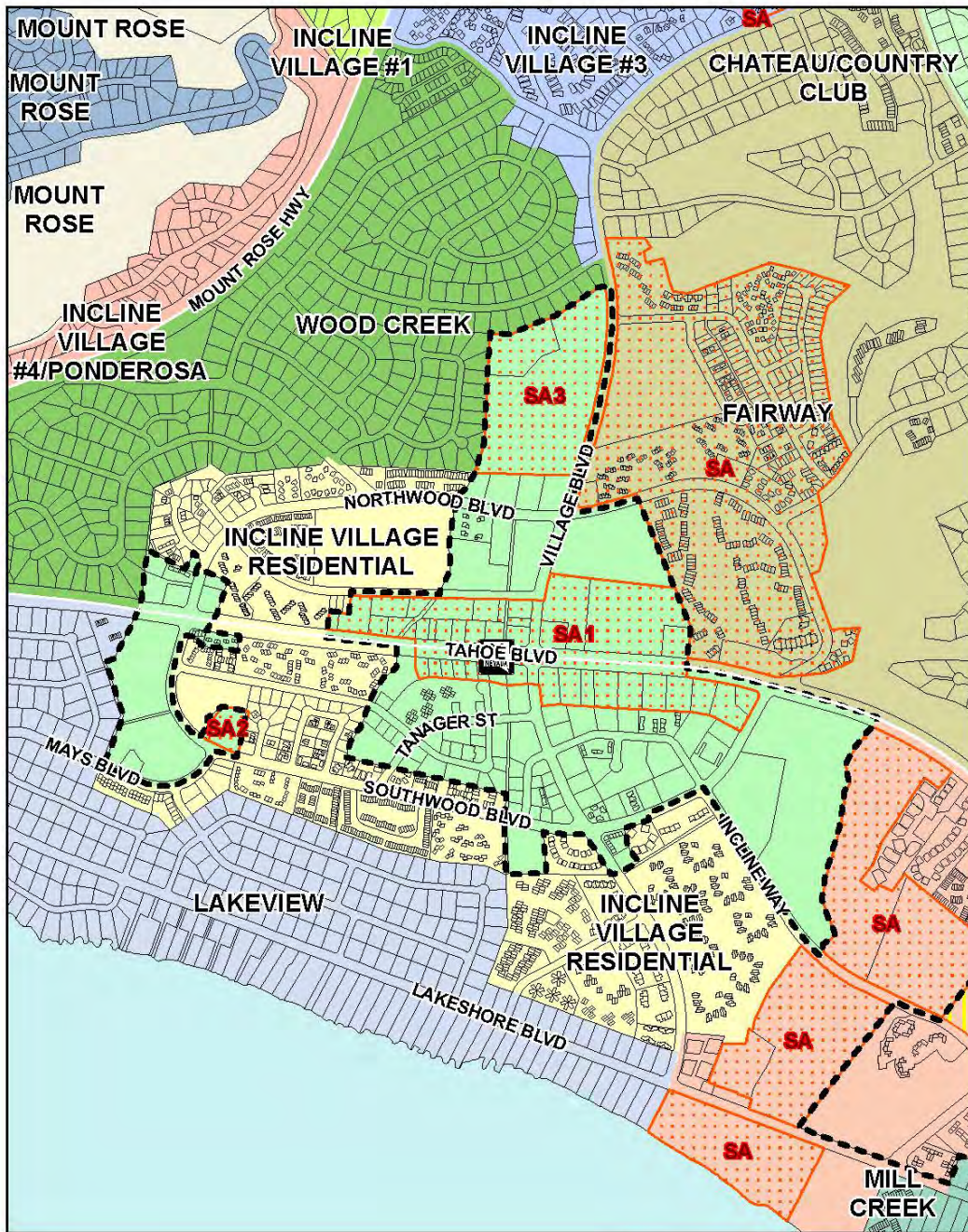
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Outdoor Retail Sales	S	
Service Stations	S	
Privately Owned Assembly and Entertainment	S	
Broadcasting Studios	A	
Financial Services	A	
Health Care Services	A	
Personal Services	A	
Professional Offices	A	
Repair Services	A	
Schools - Business and Vocational	A	
Printing and Publishing	S	
Public Service		
Churches	A	
Cultural Facilities	A	
Day Care Centers/Preschools	A	
Government Offices	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	A	
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	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #2		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Commercial		
General Merchandise Stores	A	
Mail Order and Vending	A	

Building Materials and Hardware	S	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings, and Equipment	A	
Professional Offices	A	
Broadcasting Studios	A	
Schools - Business and Vocational	A	
Financial Services	A	
Health Care Services	A	
Printing and Publishing	S	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #3		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
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	
Pipelines and Power Transmission	S	
Schools - Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	S	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	

Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

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.

1. The Incline Village Commercial Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:
 - a. Preferred Affordable Housing Area
 - b. Scenic Restoration Area
2. Parking areas should be developed taking access from local streets such as Alder Avenue and Incline Way.



INCLINE VILLAGE COMMERCIAL
Regulatory Zoning

SPECIAL AREAS
 SPECIAL EVENTS AREA
 TOWN CENTER
 NORTH
 Washoe County, NV

Figure 110.220.005 Incline Village Commercial Regulatory Zone Location Map

Section 110.220.155 Incline Village Tourist Regulatory Zone.

INCLINE VILLAGE TOURIST REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	S	Based on other residential use densities
Multiple Family Dwelling	S	15 units per acre minimum 25 units per acre maximum
Within the Town Center		
Outside of the Town Center		
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care	S	40 people per acre 25 people per acre
Memory Care within the Town Center (Section 110.220.410)		
Other Nursing and Personal Care		
Residential Care	S	40 people per acre 25 people per acre
Memory Care within the Town Center (Section 110.220.410)		
Other Residential Care		
Single Family Dwellings	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	A	5 units per site
Hotels, Motels and Other Transient Dwelling Units	A	40 units per acre 40 units per acre 15 units per acre
Within the Town Center		
Outside of the Town Center, with less than 10% of units with kitchens		
Outside of the Town Center, with 10% or more of units with kitchens		

Timeshare (Residential Design)	S	Based on hotel, motel and other transient use densities set forth above
Timeshare (Hotel/Motel Design)	S	Based on hotel, motel and other transient use densities set forth above
Commercial		
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	S	
Outdoor Retail Sales	S	
Service Stations	S	
Amusements and Recreation Services	S	
Gaming - Non-restricted	A	
Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Broadcasting Studios	A	
Business Support Services	A	
Financial Services	A	
Health Care Services	A	
Personal Services	A	
Professional Offices	A	
Schools - Business and Vocational	S	
Vehicle Storage and Parking	S	
Public Service		
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	
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	
Recreation		
Beach Recreation	A	
Boat Launching Facilities	S	
Cross Country Skiing Courses	S	
Day Use Areas	A	
Golf Courses	S	
Marinas	S	
Outdoor Recreation Concessions	A	
Participant Sports Facilities	S	
Recreation Centers	S	
Riding and Hiking Trails	A	
Sport Assembly	S	
Visitor Information Centers	A	
Resource Management		
Reforestation	A	
Regeneration Harvest	S	
Sanitation Salvage Cut	A	
Special Cut	S	
Thinning	A	

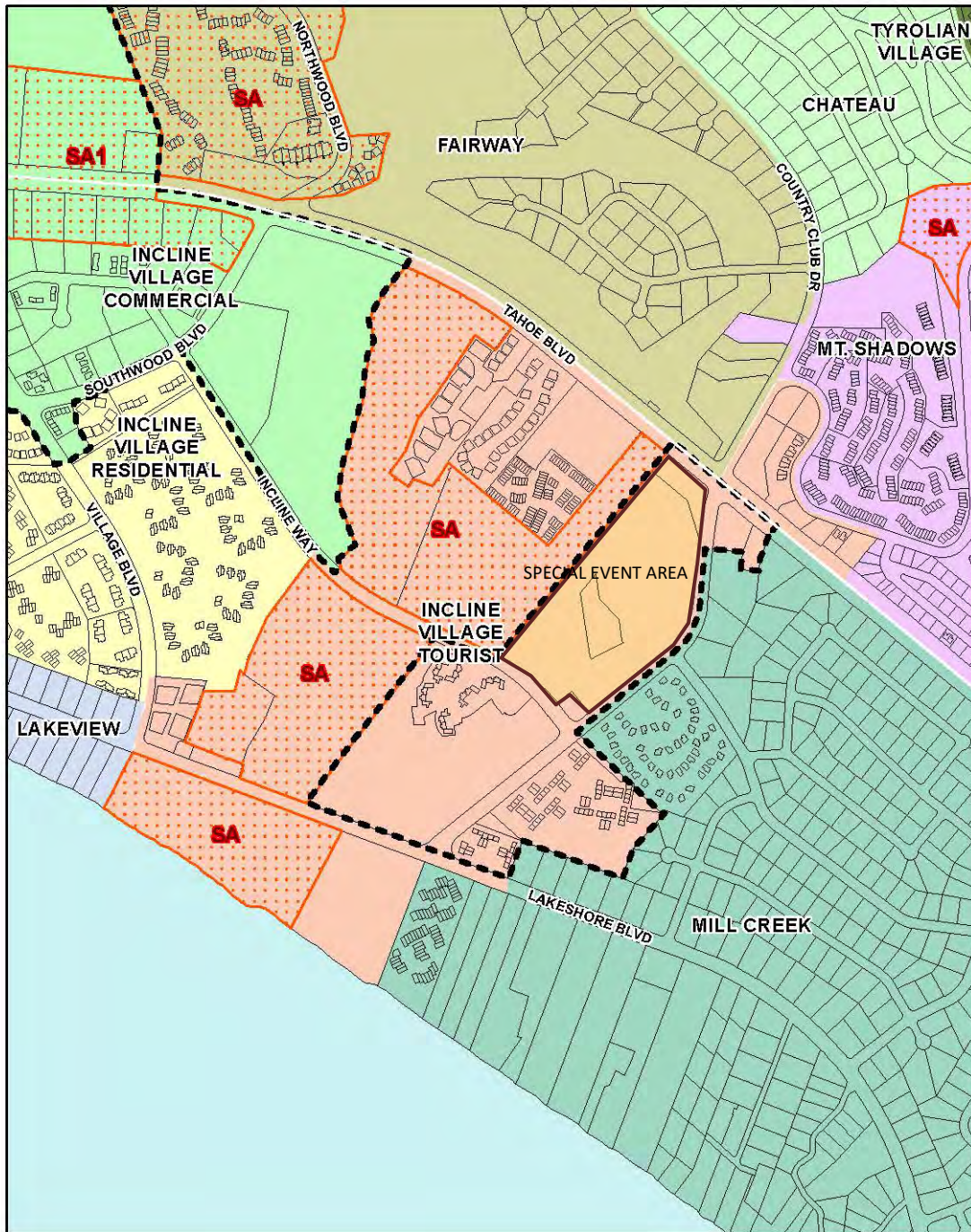
Timber Stand Improvements	S	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	
INCLINE VILLAGE TOURIST REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Public Service		
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	
Schools - College	S	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Beach Recreation	A	
Boat Launching Facilities	S	
Cross Country Skiing Courses	S	
Day Use Areas	A	
Golf Courses	S	
Marinas	S	
Outdoor Recreation Concessions	A	
Participant Sports Facilities	S	
Recreation Centers	S	
Riding and Hiking Trails	A	
Sport Assembly	S	
Visitor Information Centers	A	
Resource Management		
Reforestation	A	
Regeneration Harvest	S	
Sanitation Salvage Cut	A	
Special Cut	S	
Thinning	A	
Timber Stand Improvements	S	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	

Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	
SHOREZONE - TOLERANCE DISTRICT 7		
The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Water-Oriented Outdoor Recreation	A	
Beach Recreation	A	
Water Borne Transit	S	
Tour Boat Operations	S	
Safety and Navigation Facilities	A	
Salvage Operations	S	
Marinas	S	
Boat Launching Facilities	S	
Accessory Structure		
Buoys	A	
Piers	A	
Fences	S	
Boat Ramps	A	
Breakwaters or Jetties	S	
Floating Docks and Platforms	A	
Shoreline Protective Structures	S	
Water Intake Lines	A	

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.

1. The following location is established as a Special Event Area in accordance with TRPA Code of Ordinances Subsection 22.6.3, *Special Event Areas*:
 - a. Sierra Nevada College and the UC Davis Tahoe Environmental Research Center, as encompassed by 2020 Assessor Parcel Numbers 127-040-04, 127-040-09, and 127-040-10 and indicated in Figure 110.220.006.
2. The Incline Village Tourist Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:
 - a. Preferred Affordable Housing Area



**INCLINE VILLAGE TOURIST
NEIGHBORHOOD**

-  TOWN CENTER
-  SPECIAL AREAS
-  SPECIAL EVENT AREA



**Figure 110.220.006 Incline Village Tourist Regulatory Zone
Location Map**

Section 110.220.165 Ponderosa Ranch Regulatory Zone.

PONDEROSA RANCH REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Commercial		
Auto, Mobile Home and Vehicle Dealers	S	
Building Materials and Hardware	A	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Animal Husbandry Services	A	
Auto Repair and Service	A	
Broadcasting Studios	A	
Business Support Services	A	
Contract Construction Services	A	
Laundries and Dry Cleaning Plant	A	
Repair Services	A	
Sales Lot	A	
Secondary Storage	S	
Batch Plants	S	
Food and Kindred Products	S	
Fuel and Ice dealers	S	
Industrial Services	S	
Printing and Publishing	A	
Recycling and Scrap	S	
Small Scale Manufacturing	A	
Storage Yards	A	
Vehicle and Freight Terminals	A	
Vehicle Storage and Parking	A	
Warehousing	A	
Wholesale and Distribution	A	
Public Service		
Collection Stations	S	
Day Care Centers/Preschools	A	
Local Post Office	A	
Local Public Health and Safety Facilities	S	
Public Utility Centers	S	
Regional Public Health and Safety Facilities	S	

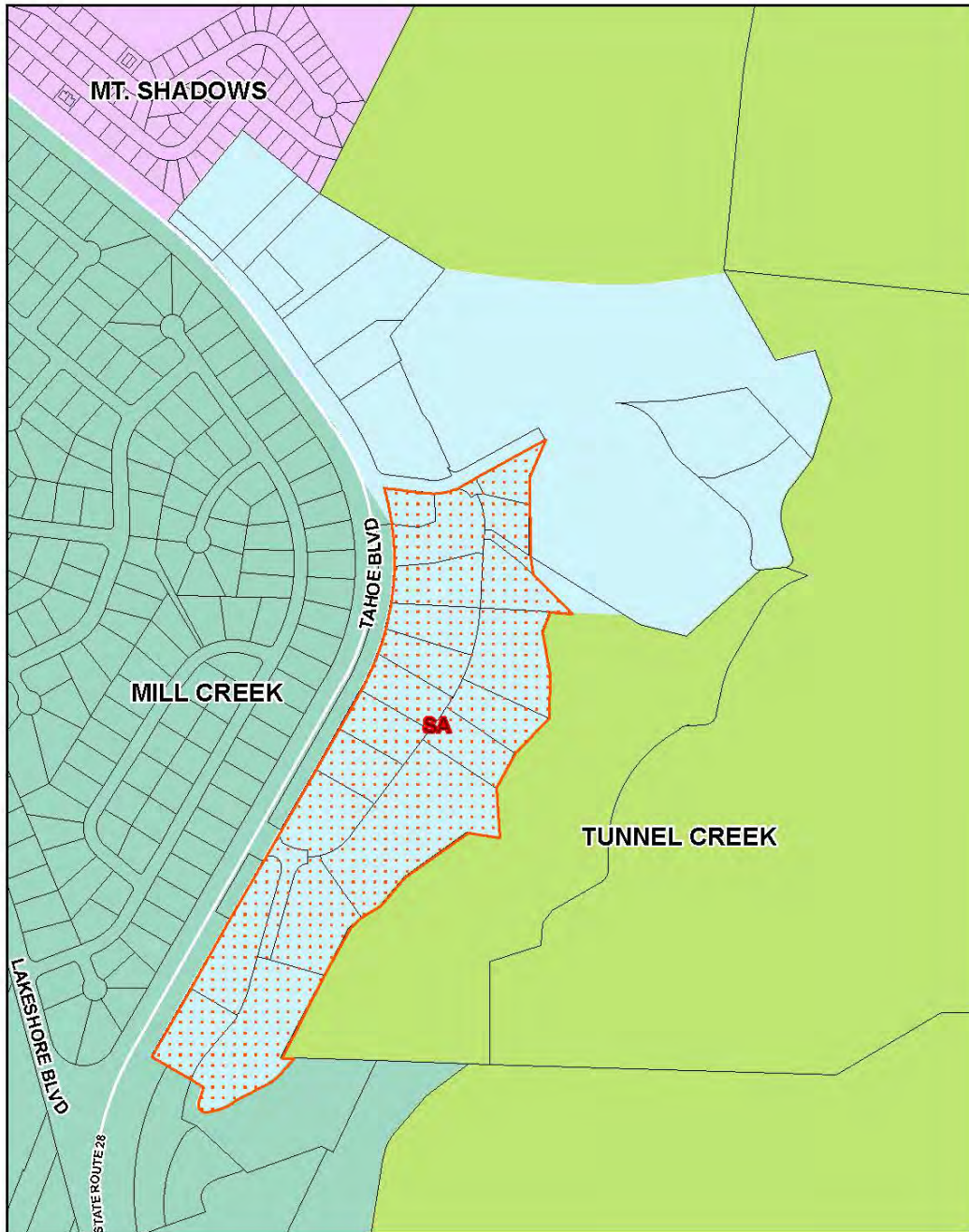
Social Service Organizations	S	
Pipelines and Power Transmissions	S	
Transit Stations and Terminals	A	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Cross Country Ski Courses	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Regeneration Harvest	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fuels Treatment/Management	S	
Insect and Disease Suppression	S	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	
PERMISSIBLE USES - PONDEROSA RANCH REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	15 units per acre
Nursing and Personal Care	S	25 people per acre
Residential Care	S	25 people per acre
Tourist Accommodations		
Hotels, Motels and Other Transient Dwelling Units Less than 10% of units with kitchens 10% or more of units with kitchens	A	40 units per acre 15 units

		per acre
Commercial		
Eating and Drinking Places	A	
Amusements and Recreation Services (Limited, See Ponderosa Ranch Special Policies)	A	
Business Support Services (Limited - See Ponderosa Ranch Special Policies)	A	
Professional Offices	A	
Animal husbandry (Limited - See Ponderosa Ranch Special Policies)	A	
Financial Services	A	
Vehicle Storage and Parking	S	
Public Service		
Same as General List with the Addition of Cultural Facilities	A	
Recreation		
Cross Country Ski Courses	S	
Day Use Areas	A	
Group Facilities	S	
Outdoor Recreation Concessions	A	
Riding and Hiking Trails	A	
Rural Sports	A	
Undeveloped Campgrounds	S	
Visitor Information Centers	S	
Resource Management		
Same as General List with the Addition of Farm/Ranch Accessory Structures	A	

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

1. In the Special Area, certain allowed uses are further limited to the following specific use-type examples.
 - a. Amusement and recreational use-type is limited to indoor movie theater, athletic clubs, sauna/spa/hot tubs.
 - b. Animal husbandry use-type is limited to animal hospitals and veterinary offices.
 - c. Business support services use-type is limited to blue printing, commercial art and design, and computer/IT support.

2. The Ponderosa Ranch Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, Special Designations:
 - a. Preferred Affordable Housing Area, within the Special Area only
 - b. Scenic Restoration Area
 - c. Preferred Industrial Area, outside of the Special Area only
3. Additional development on the visible narrow benches above the parking lot in the Ponderosa Ranch Regulatory Zone shall include adequate mitigation measures to mitigate scenic impacts caused by the development when viewed from scenic threshold travel routes.



PONDEROSA RANCH
Regulatory Zoning

 SPECIAL AREAS
SPECIAL EVENTS AREA

 NORTH
 Washoe County, NV

Figure 110.220.007 Ponderosa Ranch Regulatory Zone Location Map

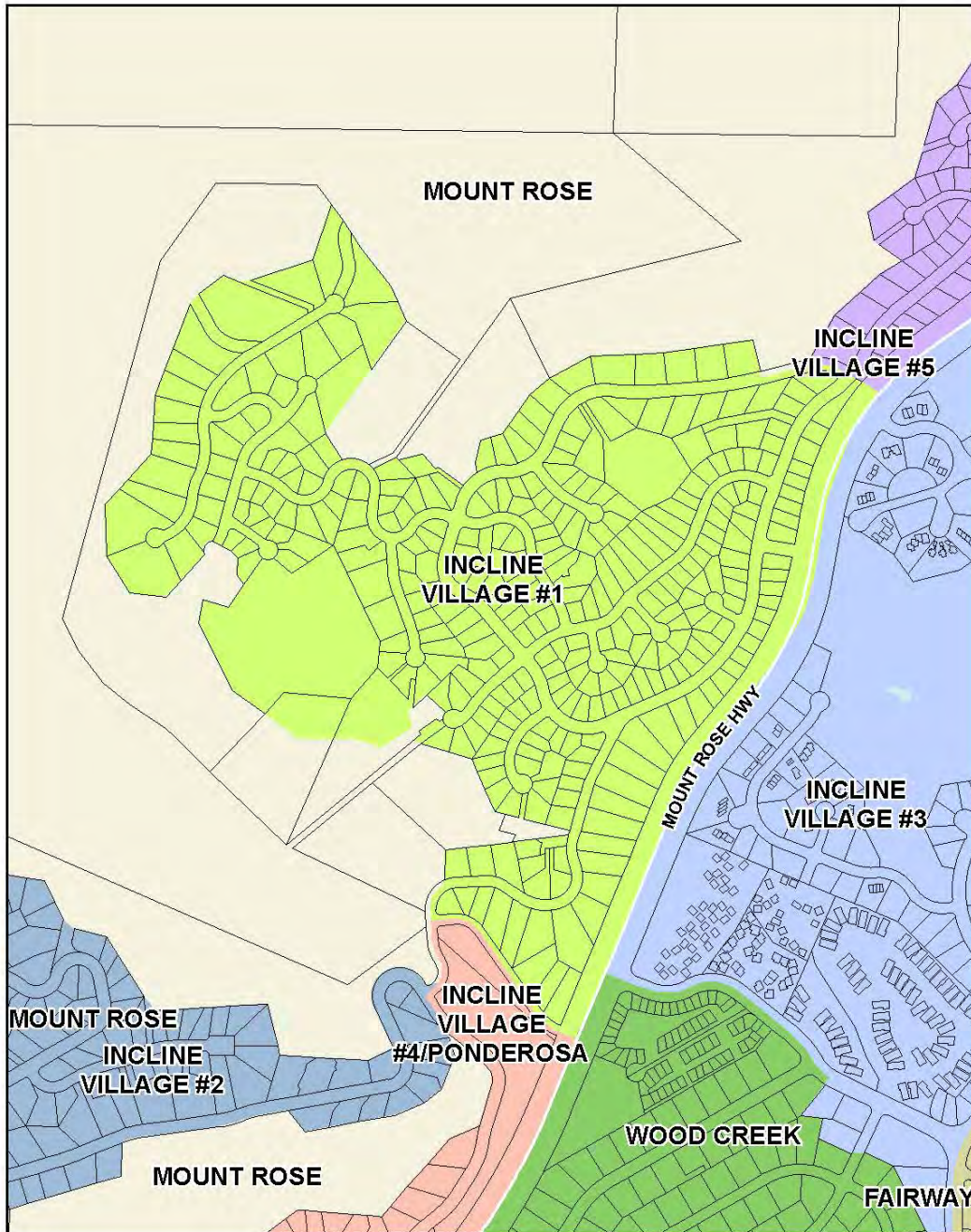
Development Standards for Residential Regulatory Zones.

Section 110.220.175 Incline Village 1 Regulatory Zone.

INCLINE VILLAGE 1 REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	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	
Local Post Offices	S	
Recreation		
Participant Sports Facilities	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
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 110.220.180 Incline Village 1 Regulatory Zone Special Policies. The following special policies will be implemented in the Incline Village 1 Regulatory Zone.

1. Projects which may be developed on Assessor's Parcel Numbers 125-211-06 and 125-211-07 shall utilize TRPA's Visual Magnitude / Contrast Rating System to minimize impacts to shorezone scenic resources thresholds. Projects which may be developed on these parcels shall also correct drainage problems on Ida Court by implementing Best Management Practices to the satisfaction of TRPA.



**INCLINE VILLAGE #1
Regulatory Zoning**

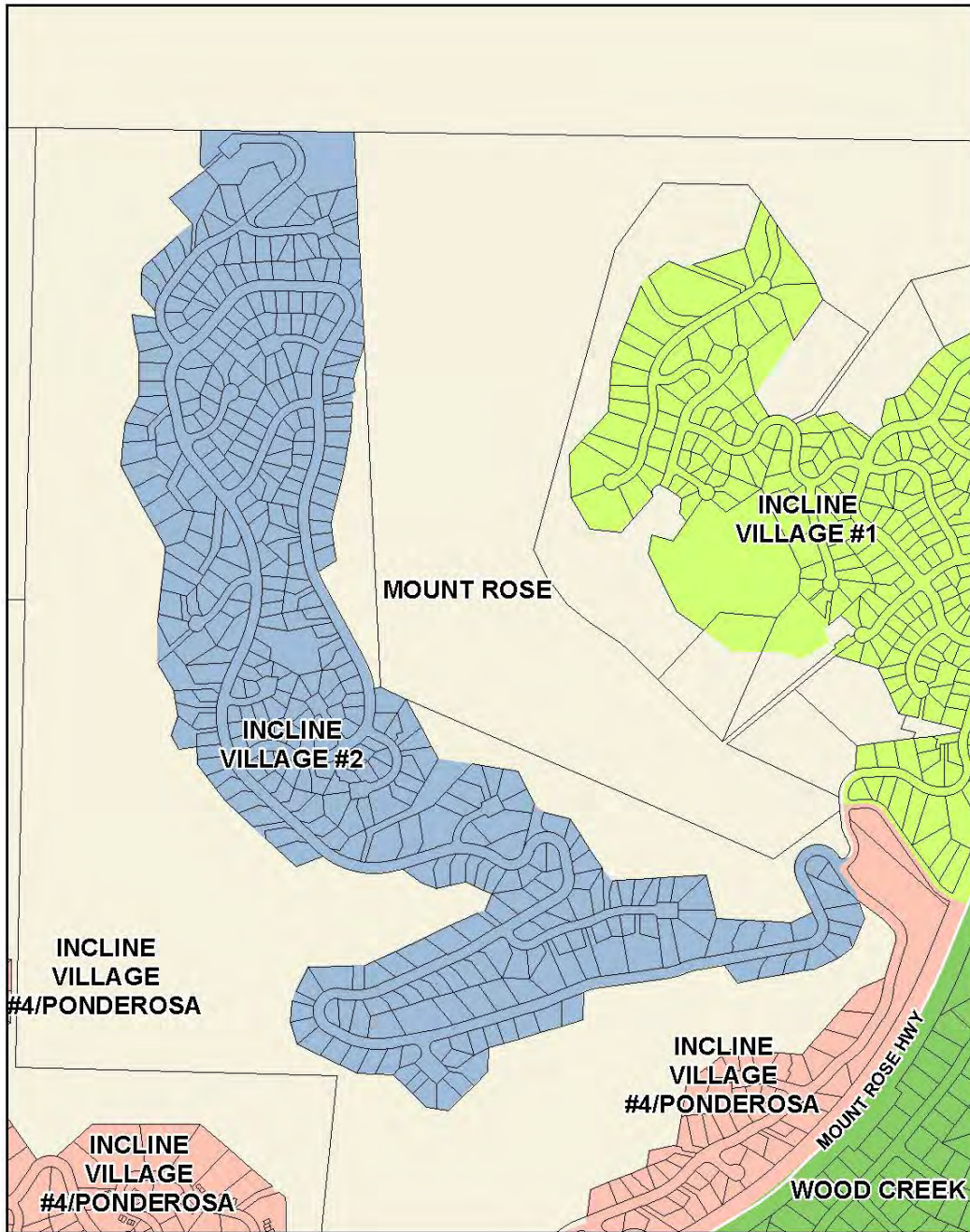


Figure 110.220.008 Incline Village 1 Regulatory Zone Location Map
Section 110.220.185 Incline Village 2 Regulatory Zone.

INCLINE VILLAGE 2 REGULATORY ZONE

Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	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	
Local Post Offices	S	
Recreation		
Participant Sports Facilities	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management		
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

Section 110.220.190 Incline Village 2 Regulatory Zone Special Policies. Reserved.



INCLINE VILLAGE #2
Regulatory Zoning



Figure 110.220.009 Incline Village 2 Regulatory Zone Location Map

Section 110.220.195 Incline Village 3 Regulatory Zone.

INCLINE VILLAGE 3 REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Multiple Family Dwellings	A	Per Special Policy 2
Mobile Home Dwellings	A	8 units per acre
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	
Churches	S	
Schools - College	A	
Local Post Offices	S	
Day Care Centers/Pre-Schools	S	
Recreation		
Participant Sports Facilities	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Outdoor Recreation Concessions	A	
Golf Courses	A	
Resource Management		
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	
PERMISSIBLE USES - INCLINE VILLAGE 3 REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Multiple Family Dwelling	S	8 units per acre
Single Family Dwellings	A	1 unit per parcel
Employee Housing	A	Based on other residential use densities
Public Service		
Same as General List		
Recreation		
Same as General List		
Resource Management		
Same as General List		

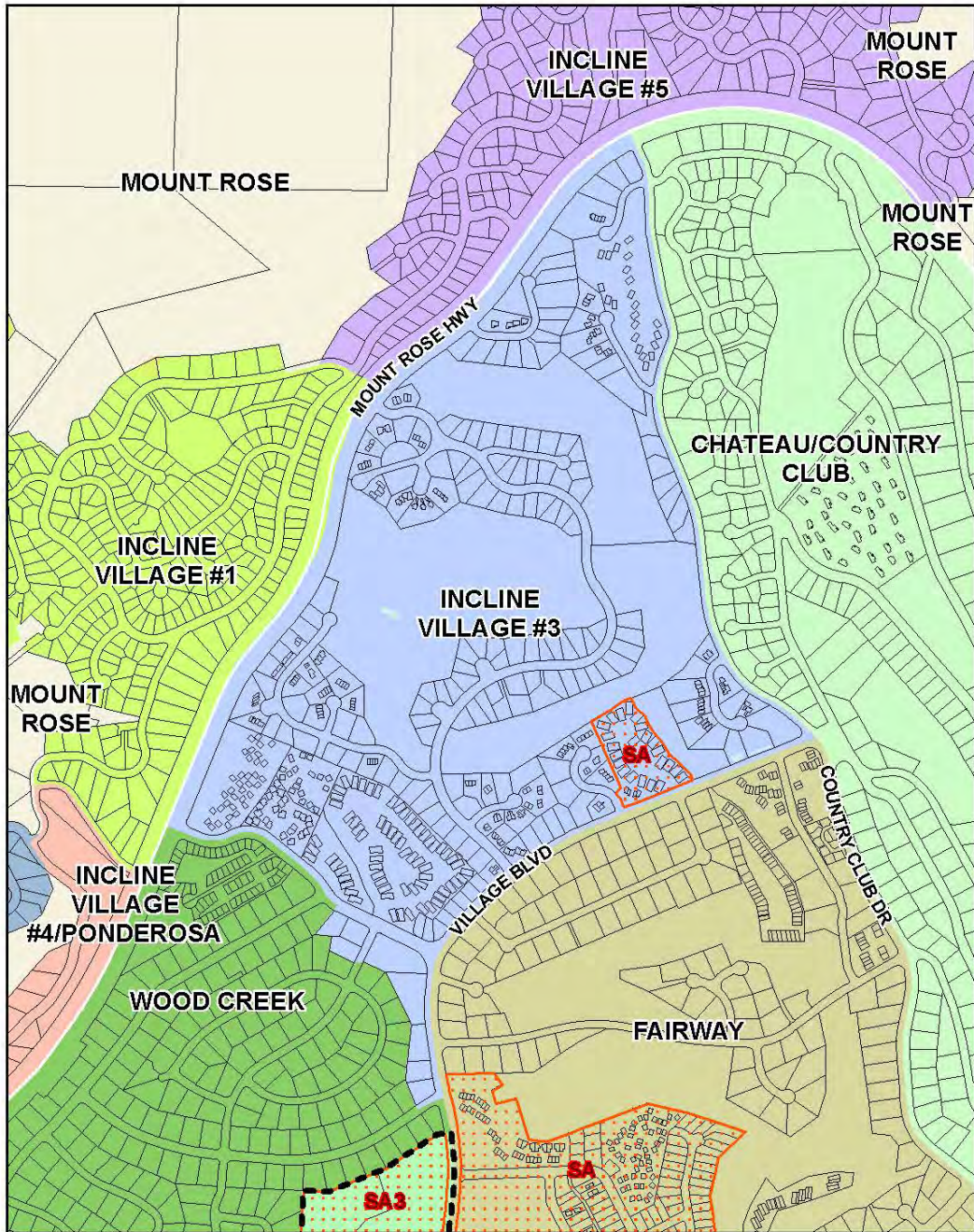
Section 110.220.200 Incline Village 3 Regulatory Zone Special Policies. The following special policies will be implemented in the Incline Village 3 Regulatory Zone.

1. The existing golf course is recognized as appropriate and conforming uses.
2. Multi-family residential development shall be restricted to those lots designated as eligible for multi-density under the approved subdivision map for Incline Village Unit #3. The following table identifies lots eligible for multi-family residential density based on the recorded map for Incline Village #3 (Washoe County Tract No. 1117):




Block	Lots	Maximum Density
A	1-12	4 units ea.
A	17-24	4 units ea.

Block	Lots	Maximum Density
B	1-6	2 units ea,
B	7	4 units
B	8-9	2 units ea.
B	10-11	4 units ea.
B	12-13	2 units ea.
C	1	4 units
C	2-3	2 units ea.
C	4-5	4 units ea.
C	6-12	2 units ea.
D	All	4 units ea.
G	12-17	4 units ea.
H	1-5	4 units ea.
J	1	4 units
L	1-4	4 units ea.
L	19-26	4 units ea.
Q	1-2	2 units ea.
Q	3-9	4 units ea.
Q	10	2 units
Q	11-12	4 units ea.

3. Multi-family residential development in the Special Area shall have a minimum density of 5.47 units per acre and a maximum density of 8 units per acre.



INCLINE VILLAGE #3
Regulatory Zoning

 SPECIAL AREAS
 SPECIAL EVENTS AREA
 TOWN CENTER



 NORTH
 Washoe County, NV

Figure 110.220.010 Incline Village 3 Location Map

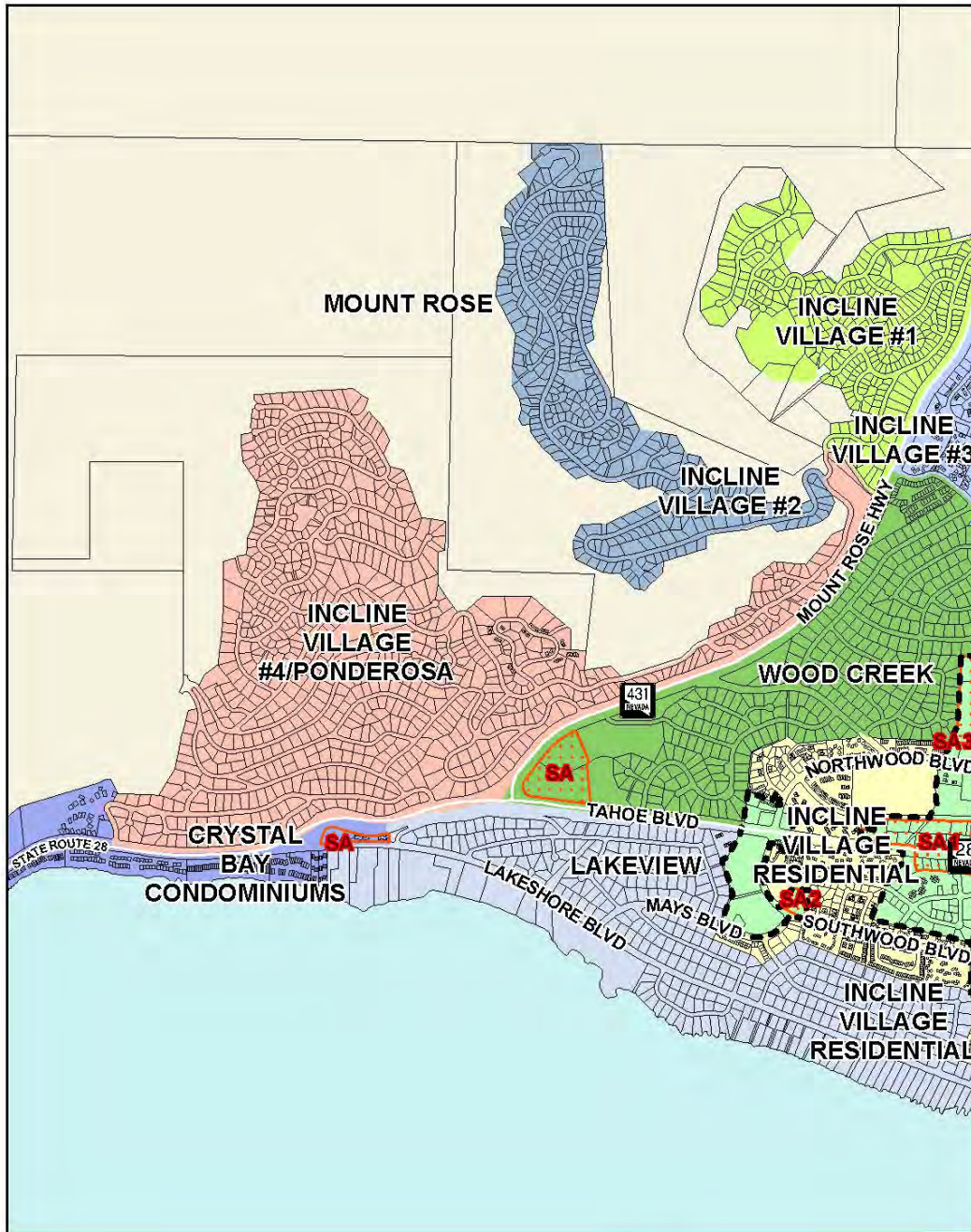
Section 110.220.205 Incline Village 4 Regulatory Zone.

INCLINE VILLAGE 4 REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Multiple Family Dwellings	A	See Special Policy 1
Public Service		
Local Public Health and Safety Facilities	S	
Transit Stations and Terminals	S	
Pipelines and Power Transmissions	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
Local Post Offices	S	
Recreation		
Participant Sports Facilities	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
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 110.220.210 Incline Village 4 Regulatory Zone Special Policies. The following special policies will be implemented in the Incline Village 4 Regulatory Zone.

1. The lots in Incline Village #4 designated as eligible for multiple units under the approved subdivision map shall be eligible for such density with transfer of development rights. The following table identifies lots eligible for multi-family residential density based on the recorded map for Incline Village #4 (Washoe County Tract No. 1136):

Block	Lots	Maximum Density
B	7-11	4 units ea.
C	1	4 units
C	2	2 units
C	3-9	4 units ea.
D	1	4 units
D	7-9	4 units ea.
D	11-18	4 units ea.



INCLINE VILLAGE #4
Regulatory Zoning

SPECIAL AREAS
SPECIAL EVENTS AREA
TOWN CENTER

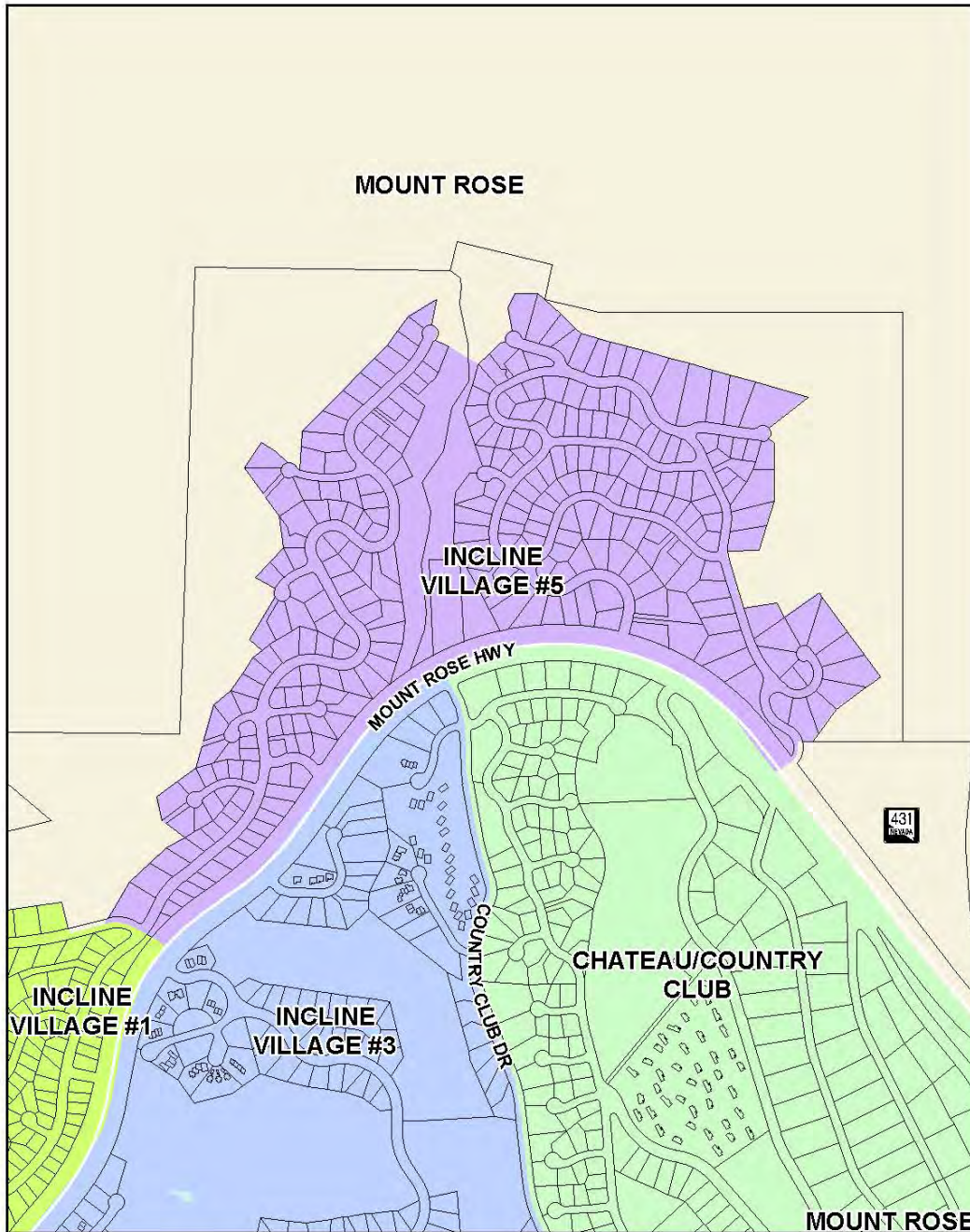
NORTH
Washoe County, NV

Figure 110.220.011 Incline Village 4 Regulatory Zone Location Map
Section 110.220.215 Incline Village 5 Regulatory Zone.

INCLINE VILLAGE 5 REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	S	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	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
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.

1. Until this Regulatory Zone has been classified as to avalanche danger, all development shall be subject to a special use permit.



**INCLINE VILLAGE #5
Regulatory Zoning**



Figure 110.220.012 Incline Village 5 Regulatory Zone Location Map
Section 110.220.225 Incline Village Residential Regulatory Zone.

INCLINE VILLAGE RESIDENTIAL REGULATORY ZONE

Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	S	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Multiple Family Dwellings	A	15 units per acre
Multi-Person Dwellings	S	20 persons per acre
Employee Housing	S	Based on other residential use densities
Nursing and Personal Care	S	20 persons per acre
Residential Care	S	20 persons per acre
Tourist Accommodation		
Timeshare (Residential Design)	S	15 units per acre
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	
Churches	S	
Local Post Offices	S	
Schools - Pre-schools	A	
Cultural Facilities	S	
Publicly Owned Assembly and Entertainment	S	
Schools - Kindergarten through Secondary	S	
Day Care Centers/Pre-schools	S	
Recreation		




Participant Sports Facilities	S	
Day Use Areas	A	
Sports Assembly	S	
Rural Sports	S	
Outdoor Recreation Concessions	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management		
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 110.220.30 Incline Village Residential Regulatory Zone Special Policies. The following special policies will be implemented in the Incline Village Residential Regulatory Zone.

1. The Incline Village Residential Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:
 - a. Preferred Affordable Housing Area
 - b. Scenic Restoration Area



INCLINE VILLAGE RESIDENTIAL Regulatory Zoning

 SPECIAL AREAS
 SPECIAL EVENTS AREA
 TOWN CENTER



 NORTH
 Washoe County, NV

Figure 110.220.013 Incline Village Residential Regulatory Zone Location Map

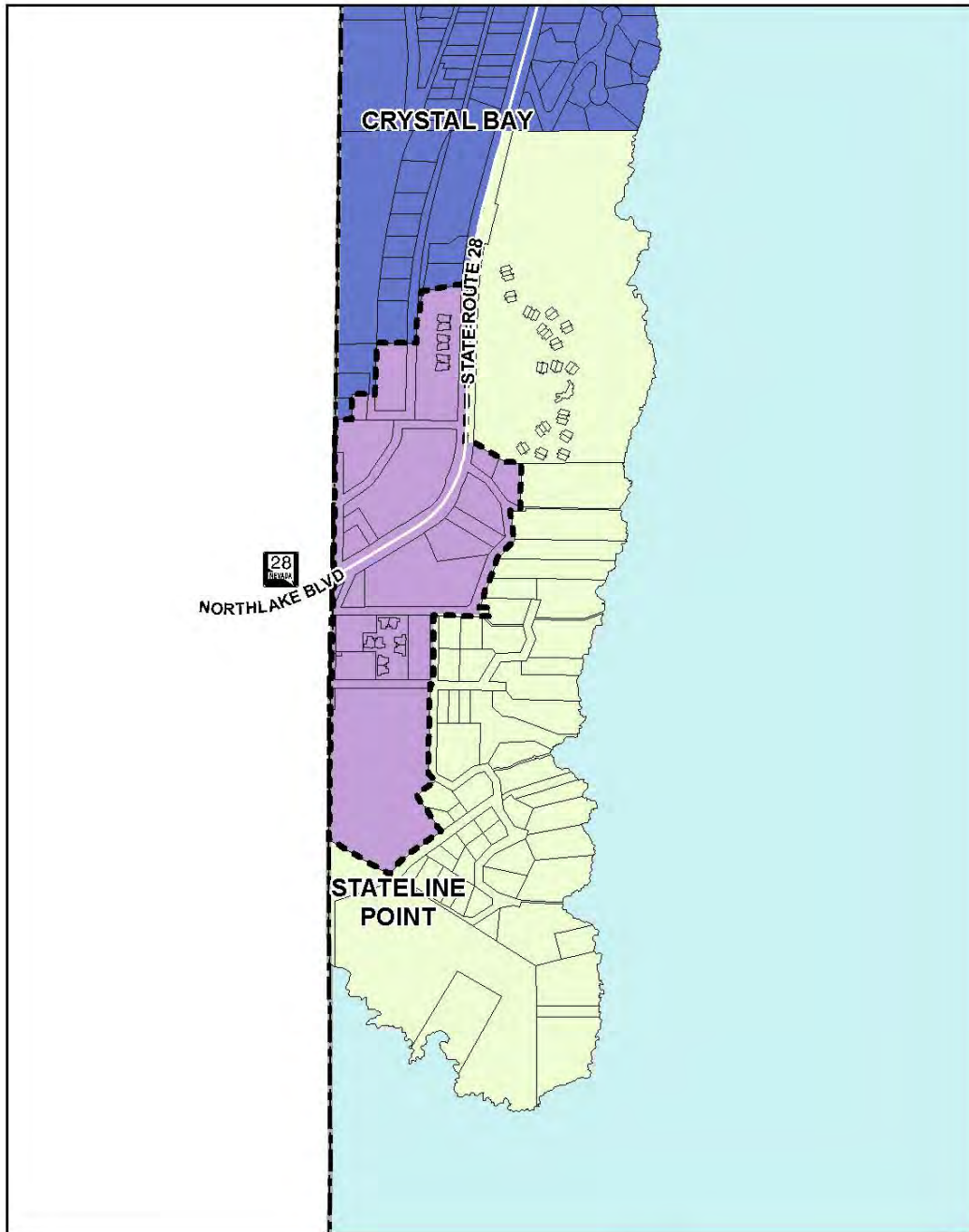
Section 110.220.235 Stateline Point Regulatory Zone.

STATELINE POINT REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	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	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
Resource Management		
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	

SHOREZONE - TOLERANCE DISTRICT 3
The following structures may be permitted in the shorezone as

an allowed (A) or special (S) use only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Salvage Operations	A	
Safety and Navigation Devices	A	
Accessory Structure		
Buoys	A	
Piers	A	
Floating Docks and Platforms	A	
Fences	S	
Boat Ramps	S	
Breakwaters or Jetties	S	
Shoreline Protective Structures	S	
Water Intake Lines	S	

Section 110.220.240 Stateline Point Regulatory Zone Special Policies. Reserved.



STATELINE POINT
Regulatory Zoning

 SPECIAL AREAS
SPECIAL EVENTS AREA
TOWN CENTER

 NORTH

 Washoe County, NV

Figure 110.220.014 Stateline Point Location Map

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	S	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	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
Recreation		
Riding and Hiking Trails	A	
Resource Management		
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	

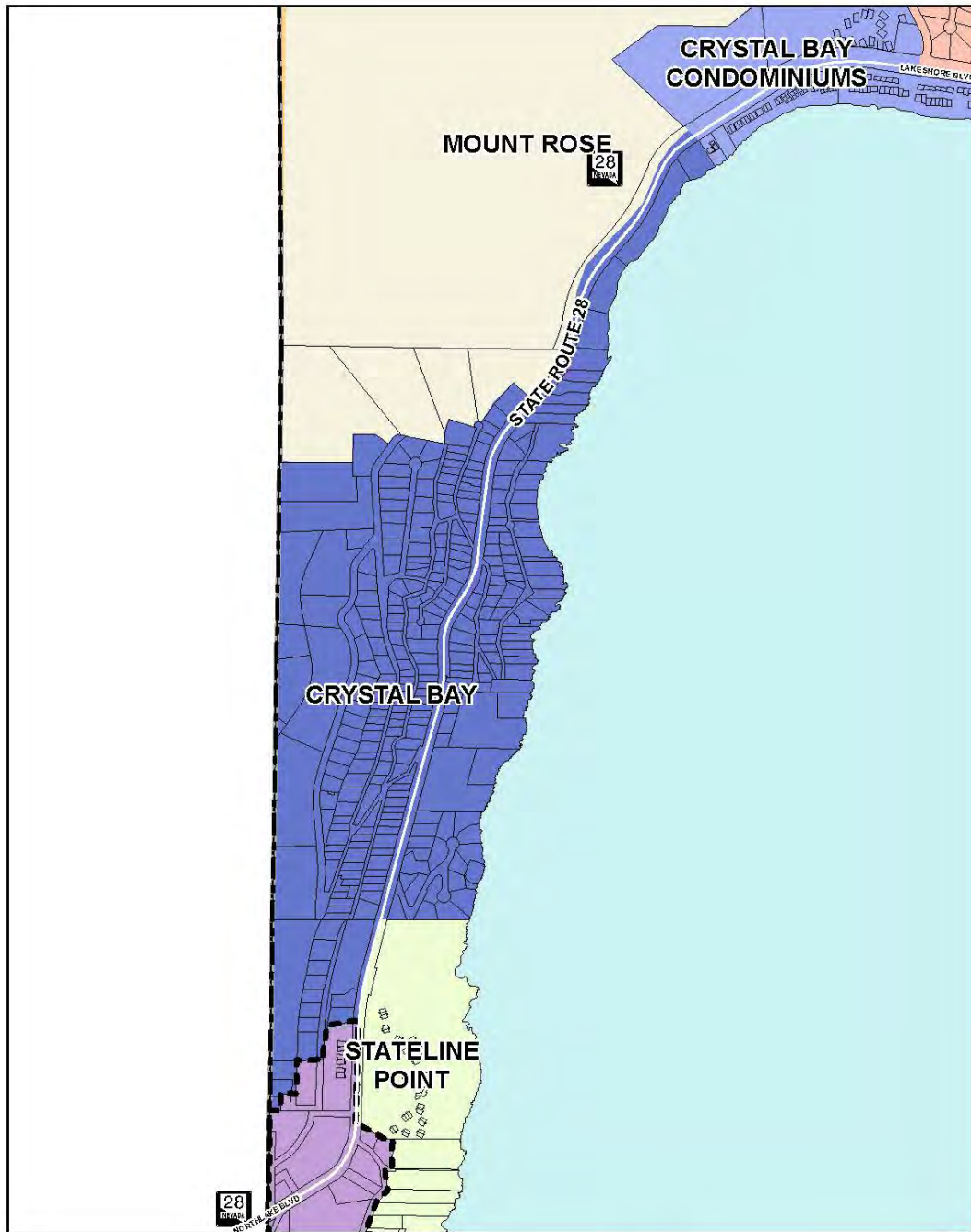
SHOREZONE - TOLERANCE DISTRICT 3
 The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory

to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Salvage Operations	A	
Safety and Navigation Devices	A	
Accessory Structure		
Buoys	A	
Piers	A	
Floating Docks and Platforms	A	
Fences	S	
Boat Ramps	S	
Breakwaters or Jetties	S	
Shoreline Protective Structures	S	
Water Intake Lines	S	

Section 110.220.250 Crystal Bay Regulatory Zone Special Policies.

The following special policies will be implemented in the Crystal Bay Regulatory Zone.

1. 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.
2. Further encroachment permits onto Highway 28 should be discouraged.
3. Due to the sensitivity of the area and the public safety issues, all further development will be considered a special use.
4. 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.



CRYSTAL BAY
Regulatory Zoning

 SPECIAL AREAS
SPECIAL EVENTS AREA
TOWN CENTER

 NORTH

 Washoe County, NV

Figure 110.220.015 Crystal Bay Regulatory Zone Location Map

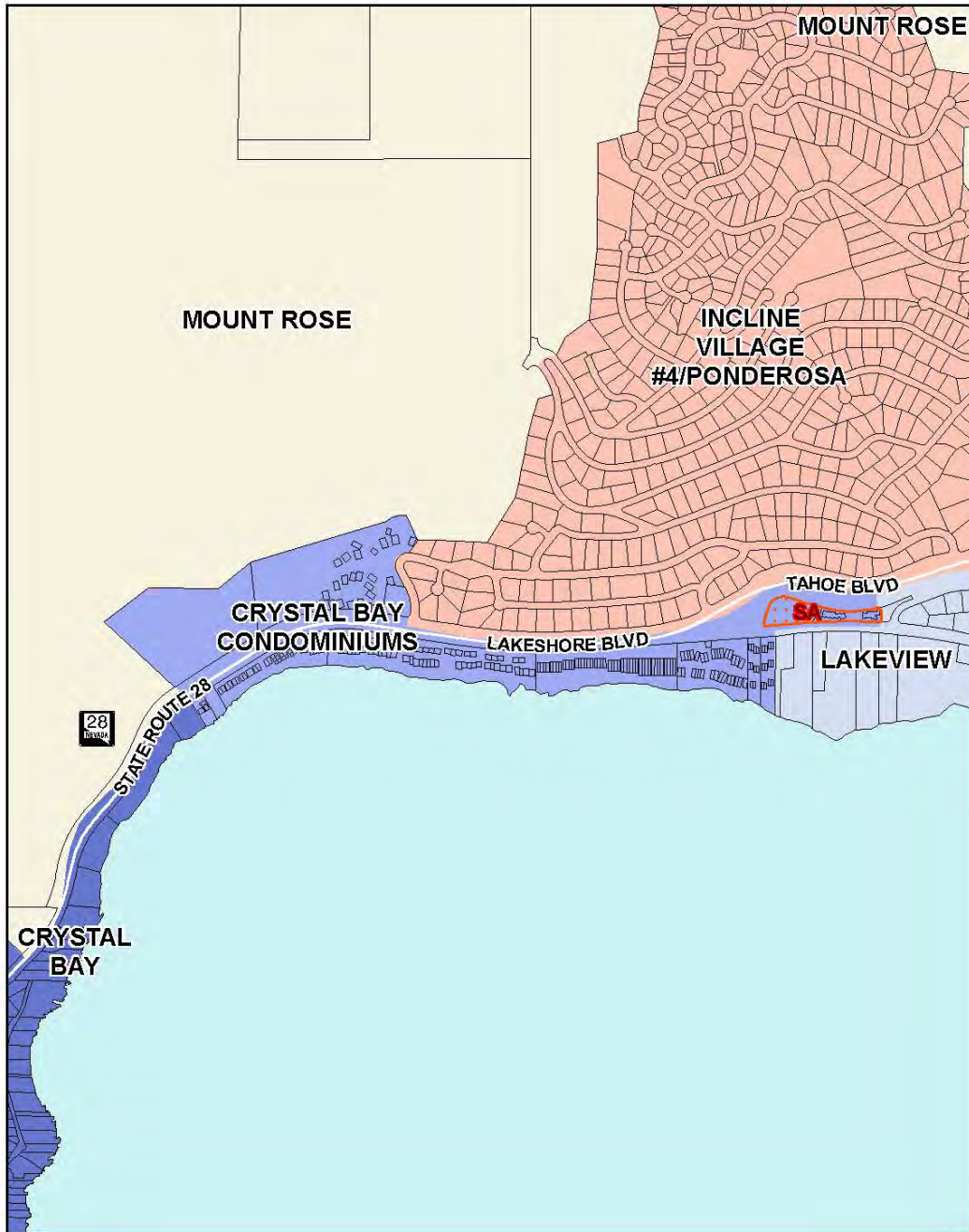
Section 110.220.255 Crystal Bay Condominiums Regulatory Zone.

CRYSTAL BAY CONDOMINIUMS REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	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	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
Resource Management		
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	
PERMISSIBLE USES - CRYSTAL BAY CONDOMINIUMS REGULATORY ZONE		

SPECIAL AREA		
Allowable Land Uses	Land Use Permit	Add'l Regs.
Residential		
Single Family Dwelling	A	1 unit per parcel
Multiple Family Dwellings	A	4 units per acre
Commercial		
Eating and drinking Places	A	
Food and Beverage Retail Sales	A	
Service Station	A	
Outdoor Retail Sales	S	
Professional Offices	S	
Furniture, Home Furnishings and Equipment	S	
General Merchandising Stores	S	
Public Service		
Same as General List		
Recreation		
Same as General List		
Resource Management		
Same as General List		
SHOREZONE - TOLERANCE DISTRICT 2 AND 3		
The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Salvage Operations	A	
Safety and Navigation Devices	A	
Accessory Structure		
Buoys	A	
Piers	A	
Floating Docks and Platforms	A	
Fences	S	
Boat Ramps	S	
Breakwaters or Jetties	S	
Shoreline Protective Structures	S	
Water Intake Lines	S	

Section 110.220.260 Crystal Bay Condominium Regulatory Zone Special Policies. The following special policies will be implemented in the Crystal Bay Condominiums Regulatory Zone.

1. The Crystal Bay Condominiums Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:
 - a. Scenic Restoration Area



CRYSTAL BAY CONDOMINIUMS
Regulatory Zoning



Figure 110.220.016 Crystal Bay Condominiums Regulatory Zone Location Map

Section 110.220.265 Lakeview Regulatory Zone.

LAKEVIEW REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	S	5 units per parcel
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	
Local Post Offices	S	
Recreation		
Participant Sports	S	
Temporary Events	A	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
Resource Management		
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	A	

Management		
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
SHOREZONE - TOLERANCE DISTRICT 7		
The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Beach Recreation	A	
Salvage Operations	A	
Safety and Navigation Devices	A	
Accessory Structure		
Buoys	A	
Piers	A	
Floating Docks and Piers	A	
Fences	S	
Boat Ramps	A	
Breakwaters or Jetties	S	
Shoreline Protective Structures	S	
Water Intake Lines	A	
TOLERANCE DISTRICT 2		
Primary Uses		
Safety and Navigation Devices	A	
Salvage Operations	A	
Accessory Structures		
Buoys	A	
Piers	A	
Floating Docks and Piers	A	
Fences	S	
Boat Ramps	S	
Breakwaters or Jetties	S	
Shoreline Protective Structures	S	
Water Intake Lines	A	

Section 110.220.270 Lakeview Regulatory Zone Special Policies.

The following special policies will be implemented in the Lakeview Regulatory Zone.

1. Special consideration should be given to protecting public views from Lakeshore Boulevard.



LAKEVIEW
Regulatory Zoning

 SPECIAL AREAS
SPECIAL EVENTS AREA
TOWN CENTER

 NORTH
Washoe County, NV

Figure 110.220.017 Lakeview Regulatory Zone Location Map

Section 110.220.275 Wood Creek Regulatory Zone.

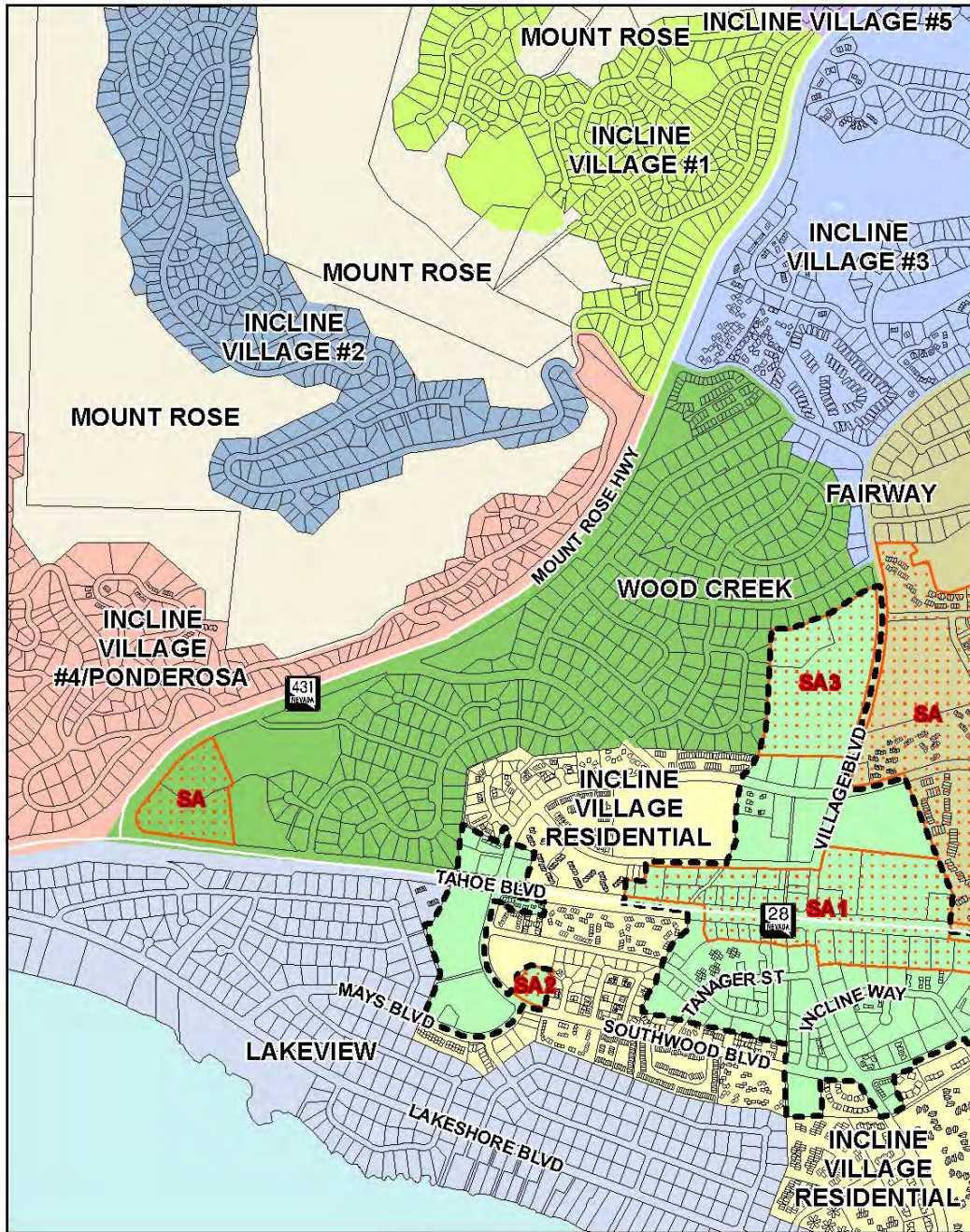
WOOD CREEK REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	S	5 units per parcel
Public Service		
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	
Churches	S	
Day Care Centers/Pre-Schools	S	
Recreation		
Participant Sports Facilities	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
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	
WOOD CREEK REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Commercial		
Privately Owned Assembly and Entertainment	S	
Public Service		
Same as General List, Plus:		
Regional Public Health and Safety Facilities	S	
Cultural Facilities	S	
Government Offices	S	
Local Assembly and Entertainment	S	
Recreation		
Same as General List, Plus:		
Sport Assembly	S	
Outdoor Recreation Concessions	A	
Rural Sports	S	
Visitor Information Center	S	
Resource Management		
Same as General List		

Section 110.220.280 Wood Creek Regulatory Zone Special Policies.

The following special policies will be implemented in the Wood Creek Regulatory Zone.

1. A rehabilitation program should be implemented for the county/state maintenance yard in the Special Area. Such types of uses shall be limited to this area.



WOOD CREEK
Regulatory Zoning

Legend:
SPECIAL AREAS (Red dotted pattern)
SPECIAL EVENTS AREA (Yellow dotted pattern)
TOWN CENTER (Black dashed line)
NORTH (North arrow)
Washoe County, NV (Logo)

Figure 110.220.018 Wood Creek Regulatory Zone Location Map

Section 110.220.285 Chateau Regulatory Zone.

CHATEAU REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	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	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
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 110.220.290 Chateau Regulatory Zone Special Policies.
Reserved.

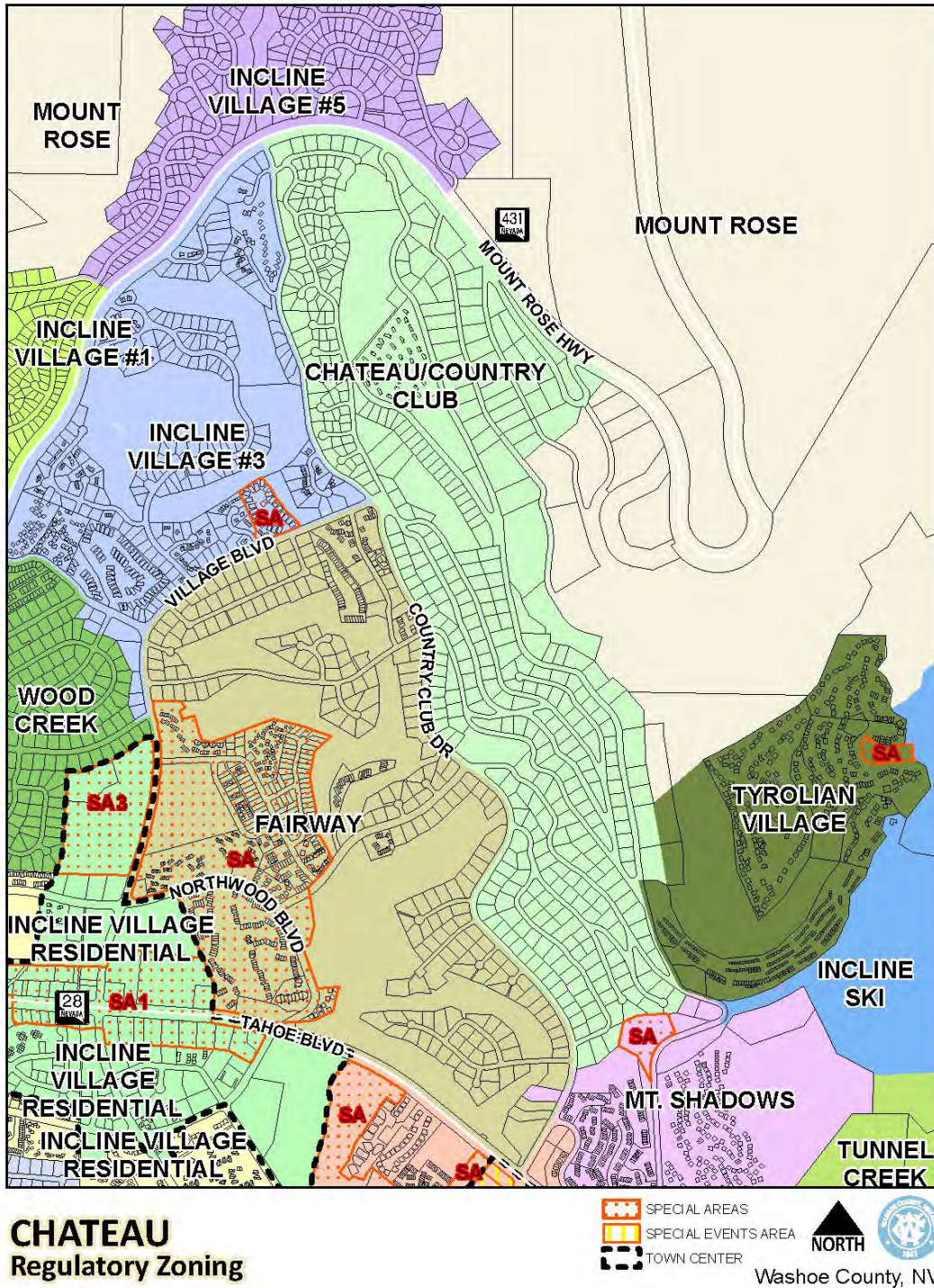


Figure 110.220.019 Chateau Regulatory Zone Location Map

Section 110.220.295 Fairway Regulatory Zone.

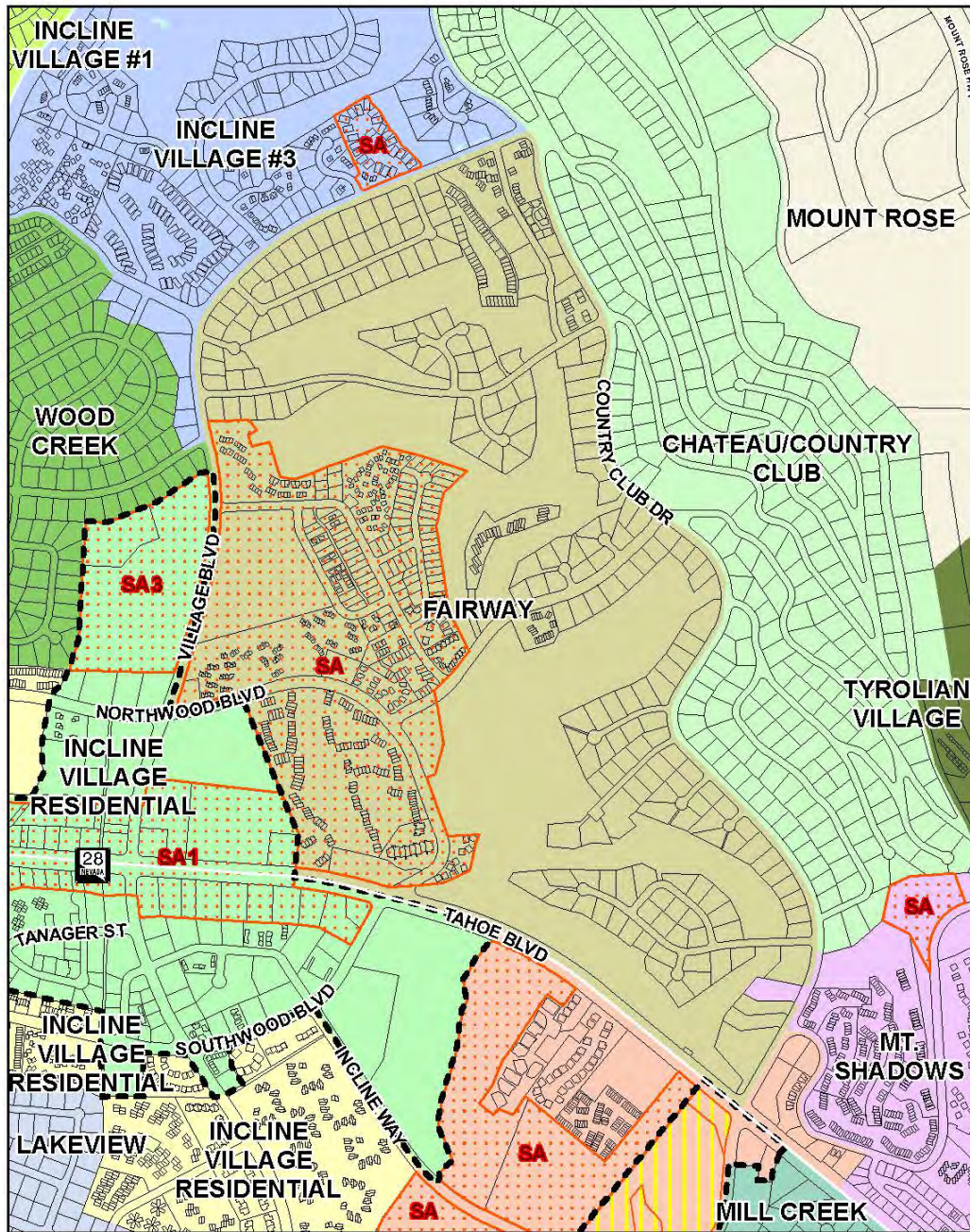
FAIRWAY REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Public Service		
Churches	S	
Cultural Facilities	S	
Local Public Health and Safety Facilities	S	
Public Utility Centers	S	
Pipelines and Power Transmission	S	
Transit stations and terminals	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Publicly Owned Assembly and Entertainment	S	
Day Care Centers/Pre-schools	S	
Recreation		
Cross Country Skiing Courses	A	
Day Use Areas	A	
Golf Courses	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	

Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
PERMISSIBLE USES - FAIRWAY REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	Based on other residential use densities
Multiple Family Dwellings	A	15 units per acre
Nursing and Personal Care	A	25 persons per acre
Residential Care	A	25 persons per acre
Tourist Accommodation		
Hotel, Motels, and Other Transient Dwelling Units Less than 10% of units with kitchens 10% 5 or more units with kitchens	S	40 units per acre 15 units per acre
Timesharing (Hotel/Motel Design)	S	As per the limitations set forth in this table
Timesharing (Residential Design)	S	As per the limitations set forth in this table
Commercial		
Eating and Drinking Places	S	
Food and Beverage Retail Sales	S	
General Merchandise Stores	S	
Nursery	S	
Amusements and Recreation Services	S	
Financial Services	S	
Health Care Services	S	

Personal Services	S	
Professional Offices	S	
Public Service		
Government Offices	S	
Membership Organizations	S	
Public Assembly and Entertainment Facilities	S	
Schools - Kindergarten through Secondary	S	
Social Service Organizations	S	
Recreation		
Participant Sports Facilities	S	
Sport Assembly	S	
Resource Management		
Same as General List		

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

1. The development of commercial facilities on vacant parcels in the Special Area shall be limited to the parcels abutting Northwood Boulevard.
2. Multi-residential units permitted in the Special Area may be converted to residential timeshare uses. The conversion of such units shall not be counted under the tourist accommodation allocation limitations if they were originally counted under the residential allocation limitations.
3. The Special Area should be considered for future inclusion in the Incline Village Commercial Regulatory Zone and the Town Center.



FAIRWAY
Regulatory Zoning

Legend:
SPECIAL AREAS (dotted pattern)
SPECIAL EVENTS AREA (diagonal lines)
TOWN CENTER (dashed line)
NORTH (North arrow)
Washoe County, NV (Logo)

Figure 110.220.020 Fairway Regulatory Zone Location Map

Section 110.220.305 Mill Creek Regulatory Zone.

MILL CREEK REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	S	5 units per parcel
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	
Churches	S	
Local Post Offices	S	
Day Care Centers/Pre-schools	S	
Recreation		
Participant Sports Facilities	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Beach Recreation	A	
Resource Management		
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	

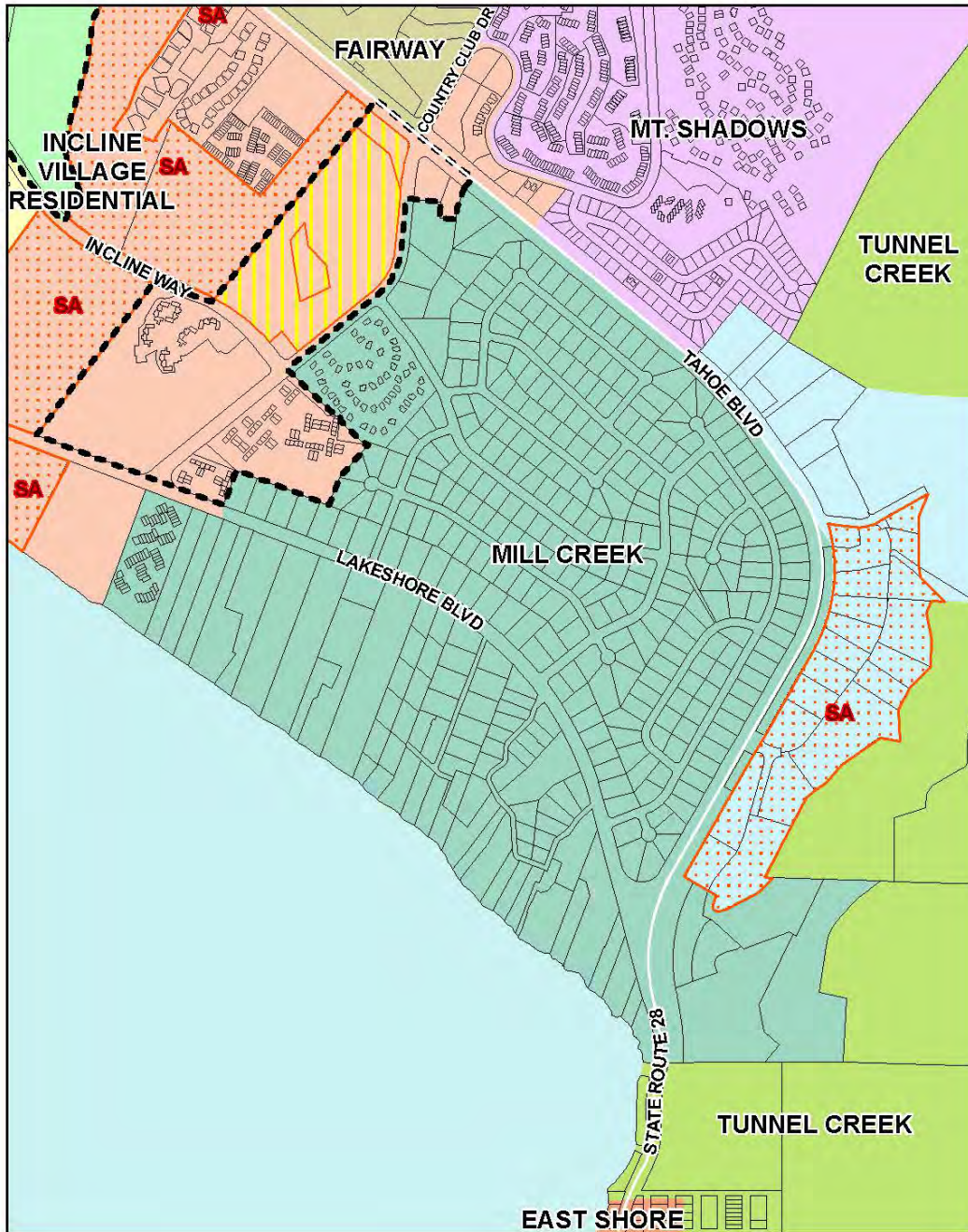
SEZ Restoration	A	
Runoff Control	A	
SHOREZONE - TOLERANCE DISTRICT 7		
The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Beach Recreation	A	
Salvage Operations	A	
Safety and Navigation Devices	A	
Accessory Structure		
Buoys	A	
Piers	A	
Floating Docks and Piers	A	
Fences	S	
Boat Ramps	S	
Breakwaters or Jetties	S	
Shoreline Protective Structures	S	
Water Intake Lines	S	
SHOREZONE TOLERANCE DISTRICT 3		
Primary Uses		
Safety and Navigation Devices	A	
Salvage Operations	A	
Accessory Structures		
Buoys	A	
Piers	A	
Floating Docks and Piers	A	
Fences	S	
Boat Ramps	S	
Breakwaters or Jetties	S	
Shoreline Protective Structures	S	
Water Intake Lines	S	

Section 110.220.310 Mill Creek Regulatory Zone Special Policies.

The following special policies will be implemented in the Mill Creek Regulatory Zone.

1. The Mill Creek Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:

- a. Scenic Restoration Area



MILL CREEK
Regulatory Zoning

 SPECIAL AREAS
SPECIAL EVENTS AREA
TOWN CENTER

 NORTH
Washoe County, NV

Figure 110.220.021 Mill Creek Regulatory Zone Location Map.

Section 110.220.315 Mt. Shadows Regulatory Zone.

MT. SHADOWS 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
Multiple Family Dwellings	S	15 units per acre
Public Service		
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	
Government Offices	S	
Churches	S	
Recreation		
Participant Sports Facilities	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
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	A	

Management		
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
PERMISSIBLE USES - MT. SHADOWS REGULATORY ZONE SPECIAL AREA		
Allowable land uses by land use classification	Land Use Permit	Density
Commercial		
Eating and Drinking Places	A	
Food and Beverages Retail Sales	S	
Personal Services	A	
Professional Offices	A	

Section 110.220.320 Mt. Shadows Regulatory Zone Special Policies.

The following special policies will be implemented in the Mt. Shadows Regulatory Zone.

1. Landscaping improvements and slope stabilization shall be required for Highway 28 road cuts in this area.
2. The off-street parking plan and building site location for Tyrolian Unit #7 should be reevaluated.
3. The Mt. Shadows Regulatory Zone includes the following special designations as defined in TRPA Code of Ordinances Section 11.6.3, *Special Designations*:
 - a. Scenic Restoration Area

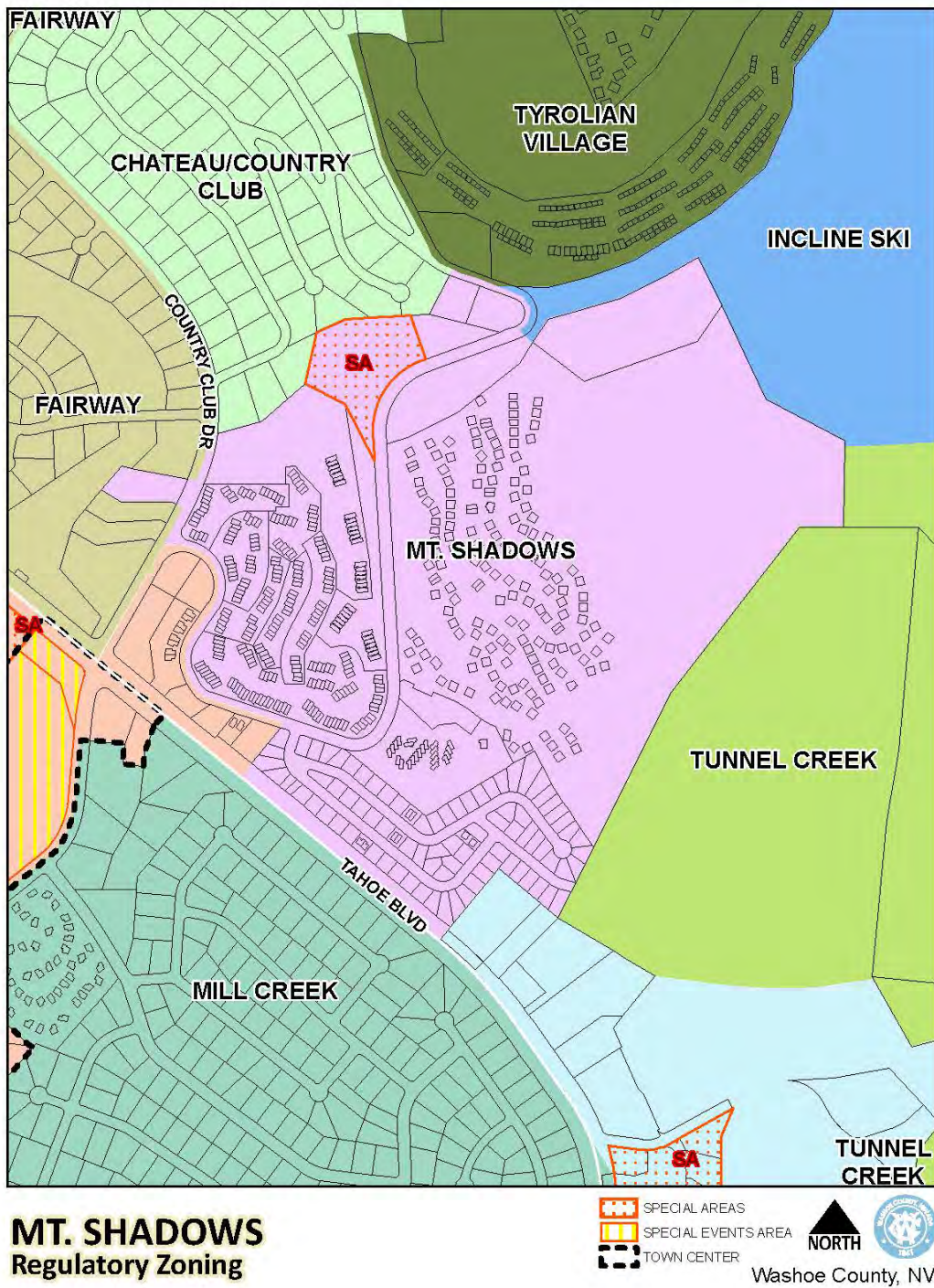


Figure 110.220.022 Mt. Shadows Regulatory Zone Location Map.

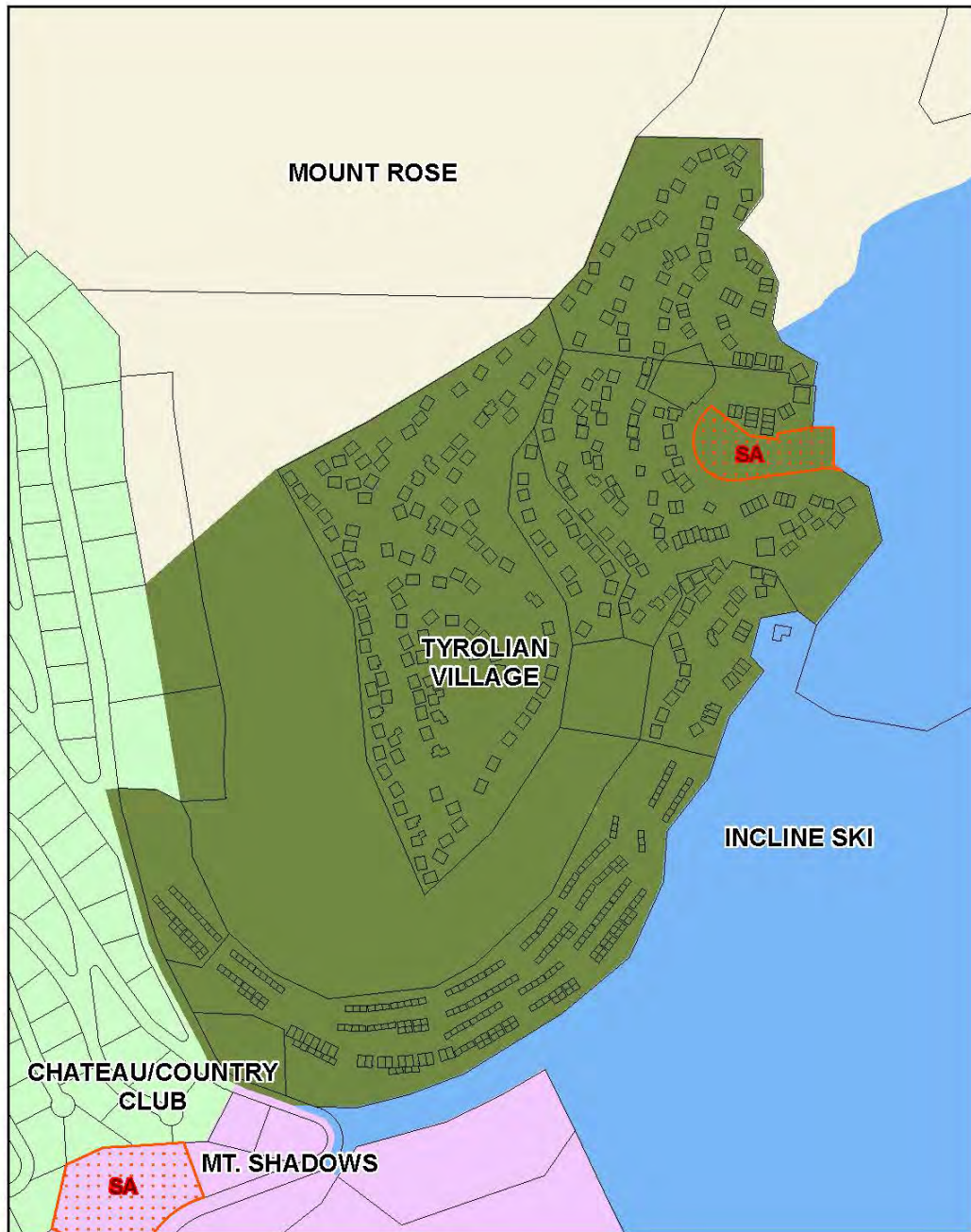
Section 110.220.325 Tyrolian Village Regulatory Zone.

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	
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	
PERMISSIBLE USES - TYROLIAN VILLAGE REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density

Use Classification	Permit	
Residential		
Same as General List		
Tourist Accommodations		
Time Sharing - Residential Design (See Special Policies)	S	15 units per acre
Bed and Breakfast Facilities	S	10 units per acre
Public Service		
Same as General List		
Recreation		
Same as General List		
Resource Management		
Same as General List		

Section 110.220.330 Tyrolian Village Regulatory Zone Special Policies. The following special policies will be implemented in the Tyrolian Village Regulatory Zone.

1. Roofs and eaves may overhang the property line in order to accomplish any necessary design standards.
2. Garages may be constructed in the common parcel, provided the following conditions are met:
 - a. One detached garage, no more than 24 x 24 feet (576 square feet), measured at the foundation line;
 - b. Limited to one story;
 - c. Use of garage is limited to vehicle parking;
 - d. Garage shall not be converted or used for living space, commercial use, work or storage space (excluding parking);
 - e. Homeowner shall enter into a garage license agreement with Tyrolian Village Association, Inc., and abide by the requirements of relevant CC&R provisions, and other governing documents;
 - f. The homeowner is responsible for payment of taxes or assessments due to be paid by reason of the existence of the easement or garage structure;
 - g. The homeowner is solely responsible for maintenance and upkeep of the garage; and



TYROLIAN VILLAGE
Regulatory Zoning



Figure 110.220.023 Tyrolian Village Regulatory Zone Location Map

Standards for Conservation Regulatory Zones

Section 110.220.335 Marlette Lake Regulatory Zone.

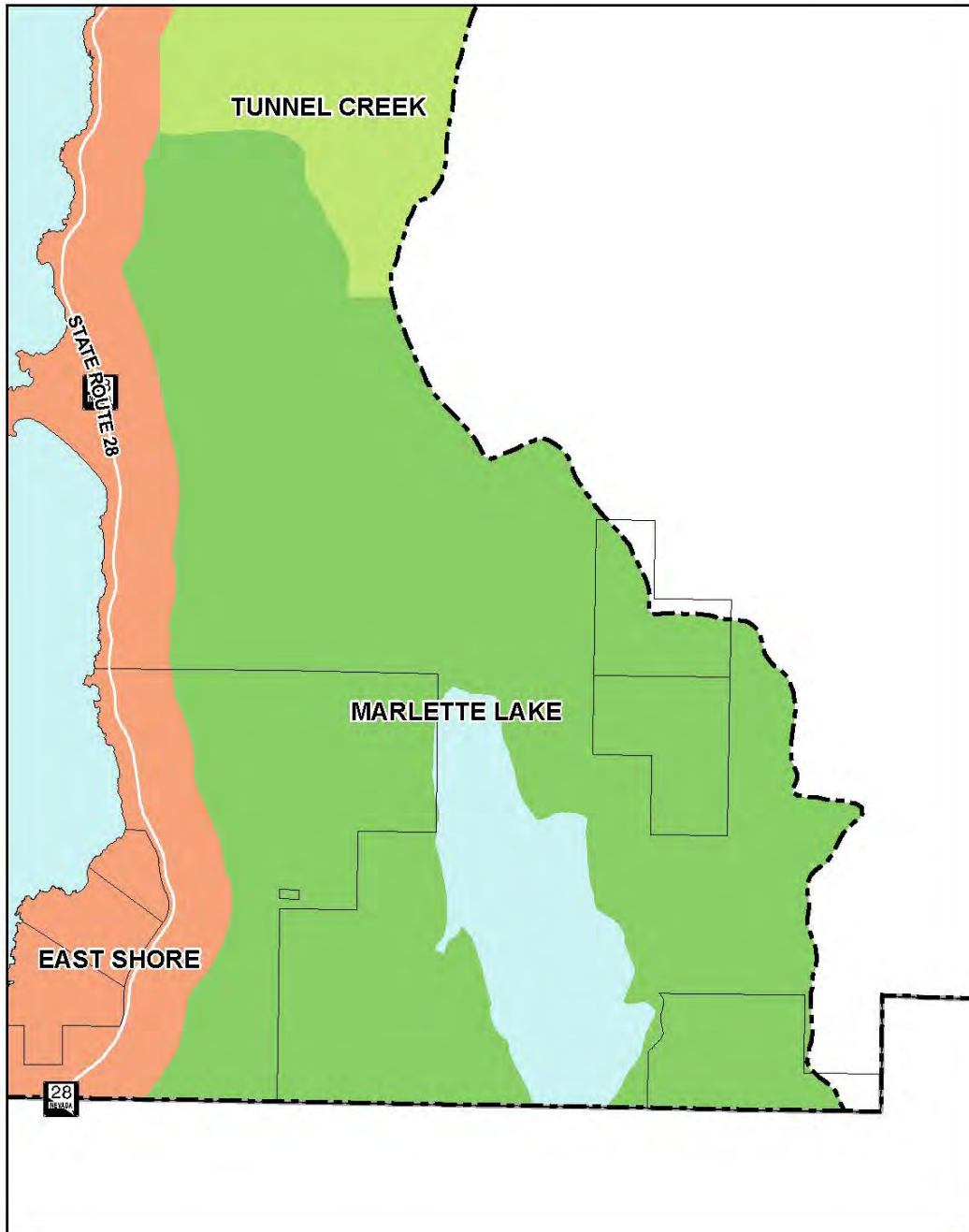
MARLETTE LAKE REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Summer Homes	S	1 unit per parcel
Public Service		
Local Public and Safety Facilities	S	
Recreation		
Day Use Areas	S	
Cross Country Skiing Courses	S	
Riding and Hiking Trails	A	
Undeveloped Campgrounds	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Selection 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	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

Section 110.220.340 Marlette Lake Regulatory Zone Special

Policies. The following special policies will be implemented in the Marlette Lake Regulatory Zone.

1. Vehicle access into this Regulatory Zone shall continue to be restricted. Service roads should continue to have limited use. Service roads should be decommissioned and restored where appropriate.
2. The domestic water supply of the Marlette / Hobart watershed shall be protected.

3. Capacity of undeveloped campsites on Nevada State Parks lands shall not exceed the capacity of trailheads outside of the Regulatory Zone.
4. The existing water transfer / pump system (local public health and safety facility) within this Regulatory Zone may be modified as new and more efficient technology is developed. The system shall be equipped with a fish screen to reduce impacts to fish.
5. Trailhead facilities should be screened from Highway 28 and designed to blend in with the natural character of the area.



MARLETTE LAKE
Regulatory Zoning



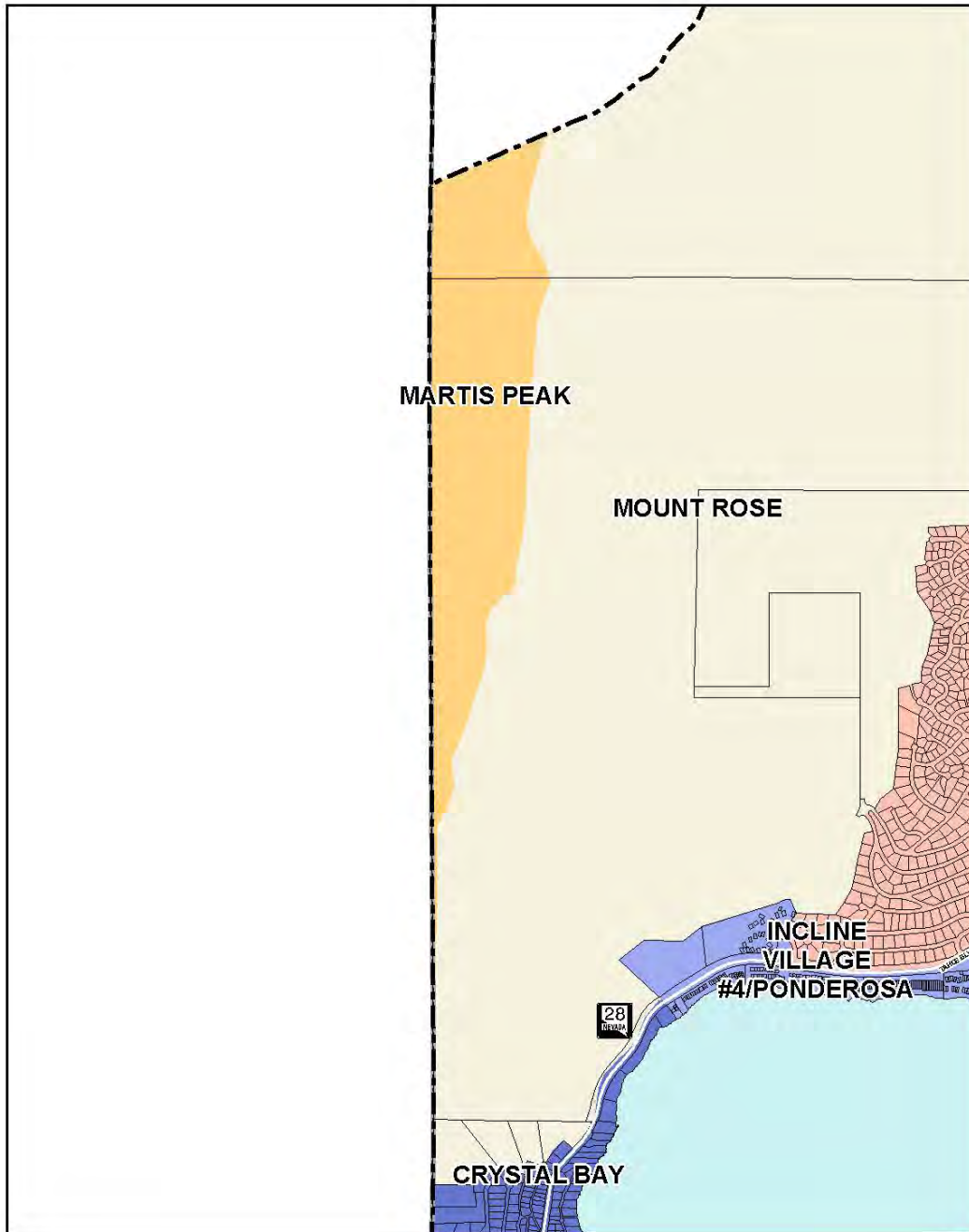
Figure 110.220.024 Marlette Lake Regulatory Zone Location Map

Section 110.220.345 Martis Peak Regulatory Zone.

MARTIS PEAK REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Summer Homes	S	1 unit per parcel
Public Service		
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Pipelines and Power Transmission	S	
Local Public Health and Safety Facilities	S	
Recreation		
Day Use Areas	S	
Developed Campgrounds	S	8 sites per acre
Riding and Hiking Trails	A	
Rural Sports	S	
Off-Road Vehicle Courses	S	
Outdoor Recreation Concessions	S	
Snowmobile Courses	S	
Group Facilities	S	25 persons per acre
Undeveloped Campgrounds	S	
Resource Management		
Reforestation	A	
Regeneration Harvest	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	S	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	S	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	

Farm/Ranch Accessory Structures	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

Section 110.220.350 Martis Peak Regulatory Zone Special Policies.
Reserved.



MARTIS PEAK
Regulatory Zoning



Figure 110.220.025 Martis Peak Regulatory Zone Location Map

Section 110.220.355 Mount Rose Regulatory Zone.

MOUNT ROSE REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Summer Homes	S	1 unit per parcel
Public Service		
Local Public Health and Safety Facilities	S	
Transportation Routes	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Recreation		
Cross Country Ski Courses	S	
Outdoor Recreation Concessions	S	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Timber Stand Improvement	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	

SEZ Restoration	A	
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Section 110.220.360 Mount Rose Regulatory Zone Special Policies.

The following special policies will be implemented in the Mount Rose Regulatory Zone.

1. Forest management practices should be limited to those activities that allow control of insect and disease, watershed protection, recreational enhancement, and wildlife habitat improvement. No new highways or roadways should be built in this area.
2. Developed facilities should be limited to those accessible to State Route 431 and should conform to special design criteria so as not to detract from the high-quality views from the roadway.

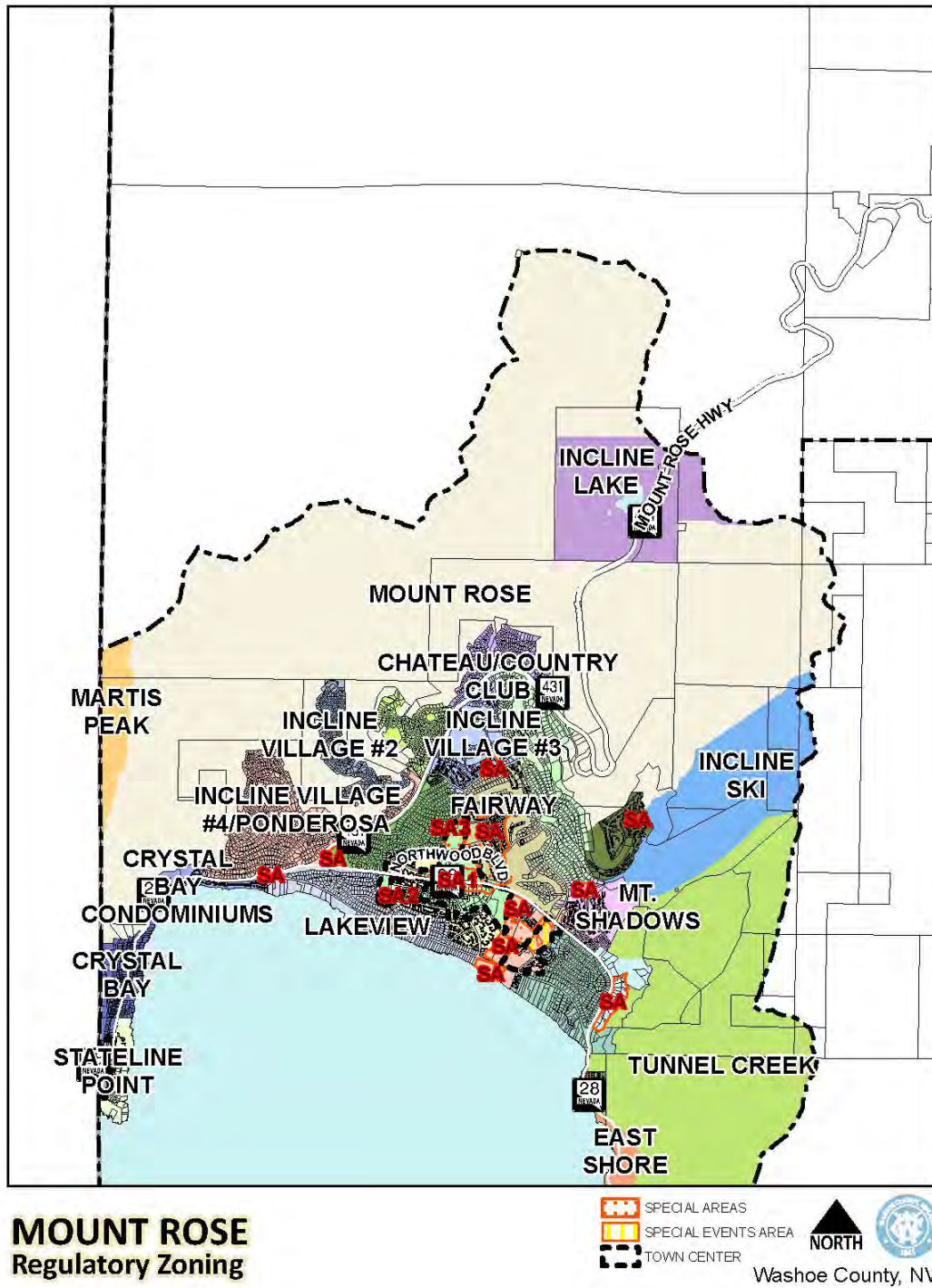


Figure 110.220.026 Mount Rose Regulatory Zone Location Map

Section 110.220.365 Tunnel Creek Regulatory Zone.

TUNNEL CREEK REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Domestic Animal Raising	S	
Single Family Dwelling	S	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Summer Homes	S	1 unit per parcel
Public Service		
Transmission and Receiving Facilities	S	
Pipelines and Power Transmission	S	
Transportation Routes	S	
Local Public Health and Safety Facilities	S	
Recreation		
Day Use Areas	S	
Cross Country Skiing Courses	A	
Developed Campgrounds	S	8 sites per acre
Outdoor Recreation Concessions	S	
Riding and Hiking Trails	A	
Rural Sports	S	
Undeveloped Campgrounds	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	

Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Farm/Ranch Accessory Structures	S	
Grazing	S	
Range Pasture Management	A	
Range Improvement	S	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	
SHOREZONE - TOLERANCE DISTRICT 3		
The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Salvage Operations	S	
Safety and Navigation Devices	A	
Accessory Structure		
Buoys	S	
Floating Docks and Platforms	A	
Piers	A	
Fences	S	
Shoreline Protective Structures	S	
Water Intake Lines	S	

Section 110.220.370 Tunnel Creek Regulatory Zone Special Policies. Reserved.

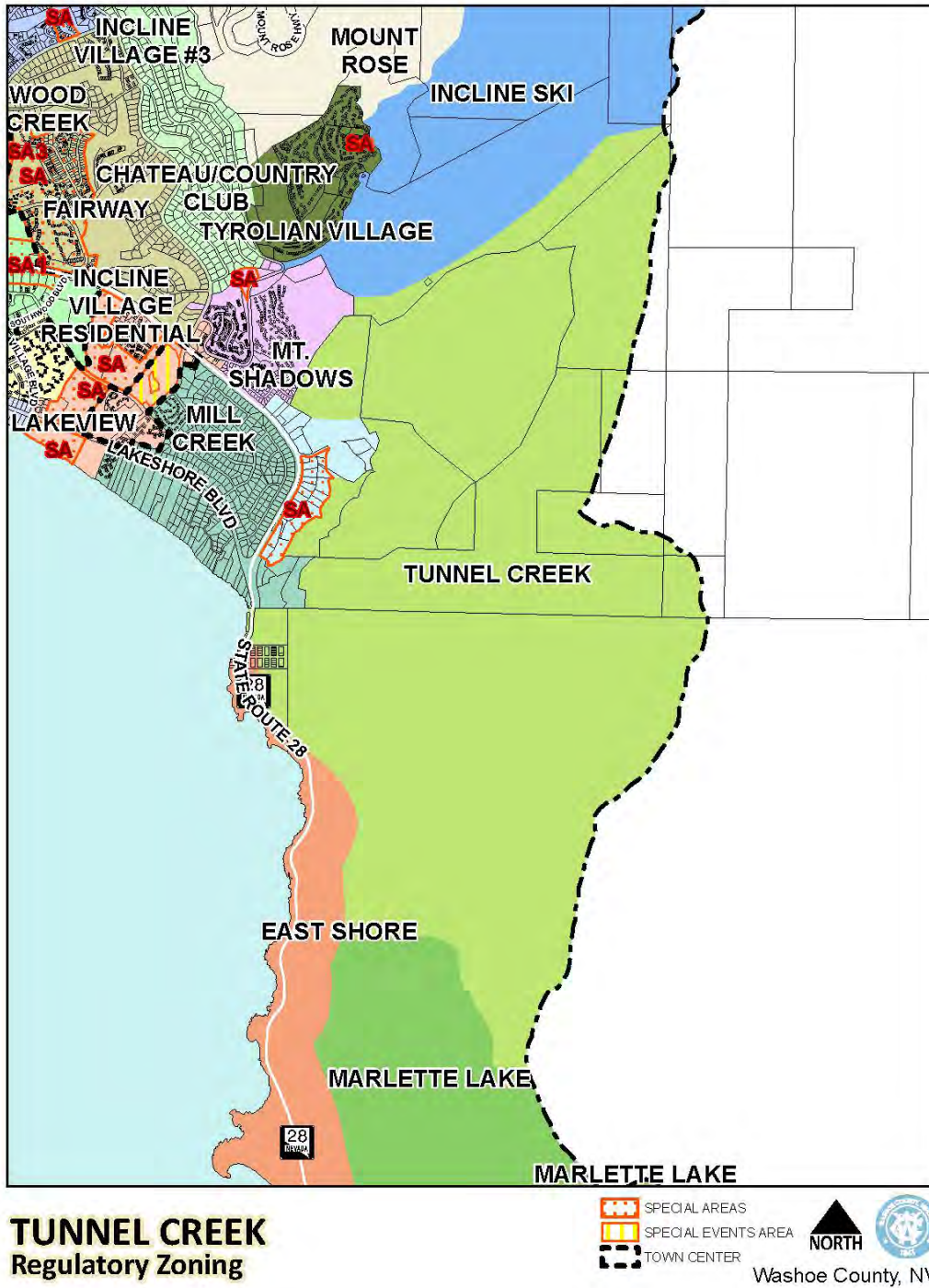


Figure 110.220.027 Tunnel Creek Location Map

Standards for Recreation Regulatory Zones

Section 110.220.375 Incline Meadows Regulatory Zone.

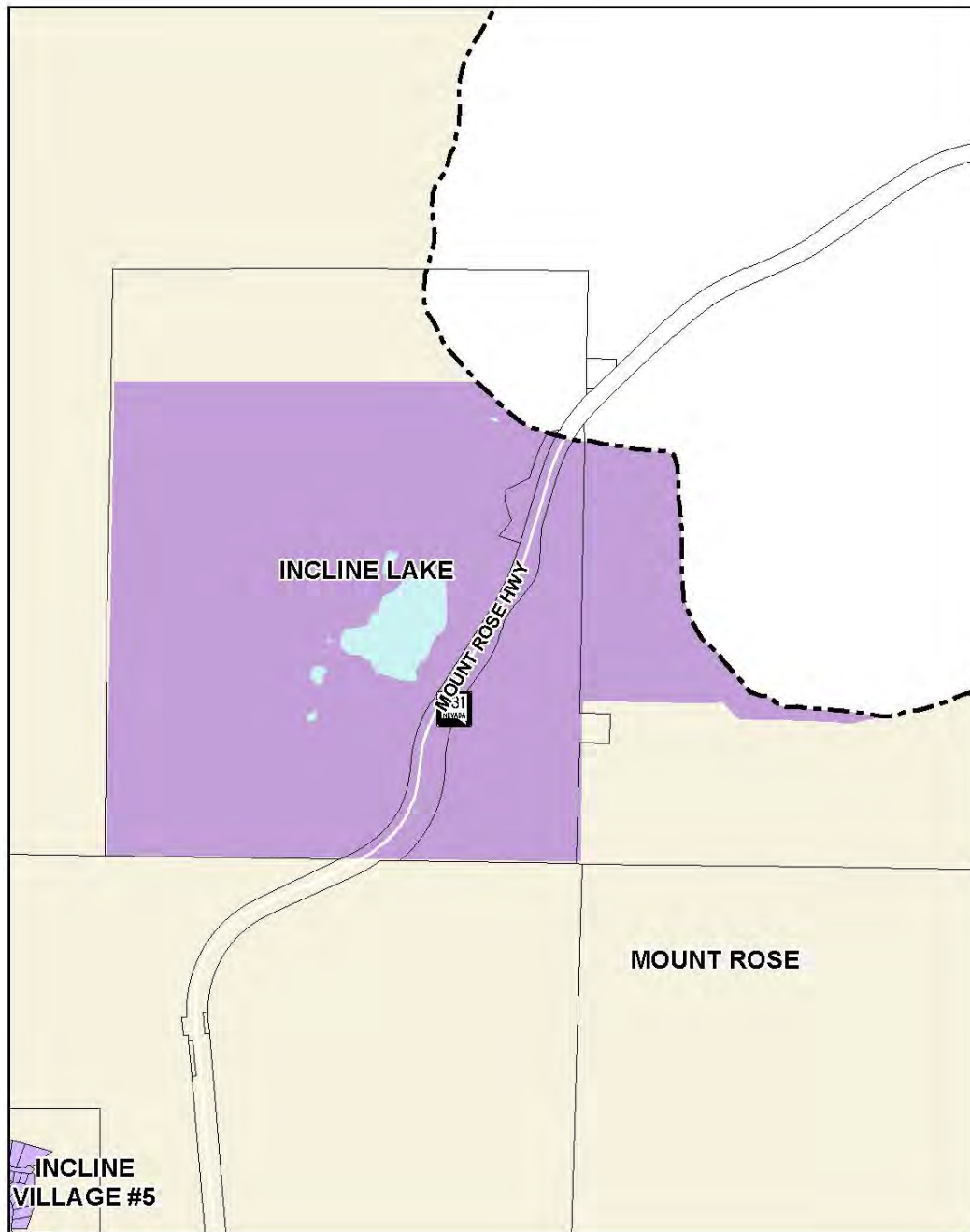
INCLINE MEADOWS REGULATORY ZONE		
Allowable Land Uses by Land use Classification	Land Use Permit	Density
Residential		
Summer Homes	S	1 unit per parcel
Public Service		
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Local Public Safety Facilities	S	
Public Utility Centers	S	
Transportation Routes	S	
Transit Stations and Terminals	S	
Recreation		
Cross Country Skiing Courses	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Undeveloped Campgrounds	S	
Outdoor Recreation Concessions	S	
Snowmobile Courses	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	S	
Thinning	A	
Timber Stand Improvement	S	
Tree Farms	S	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	S	
Structural Wildlife Habitat Management	S	
Grazing	S	
Range Pasture Management	A	
Range Improvement	S	
Fire Detection and Suppression	A	
Fuels Treatment	S	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	

Runoff Control	A	
SEZ Restoration	A	

Section 110.220.380 Incline Meadows Regulatory Zone Special Policies.

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

1. Additional development on private lands shall only be permitted if linked to an approved TRPA Master Plan for development of the entire Regulatory Zone.
2. To encourage decreased density in any master plan for development of private lands, Transfer of Development Rights (TDR) credits shall be permitted for all parcels retired from development.
3. Due to distance involved for connection to a traditional sewer system, any master plan for this area should consider the use of alternative sewage disposal systems.
4. Common facilities should be emphasized over individual accessory uses.



INCLINE MEADOWS
Regulatory Zoning



Figure 110.220.028 Incline Meadows Regulatory Zone Location Map

Section 110.220.385 East Shore Regulatory Zone.

EAST SHORE REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	S	5 units on State Parks Lands
Single Family Dwelling	S	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Summer Homes	S	1 unit per parcel
Public Service		
Pipelines and Power Transmission	S	
Local Public Safety Facilities	S	
Publicly Owned Assembly and Entertainment	S	
Cultural Facilities	S	
Transportation Routes	S	
Government Offices	S	
Transit Stations and Terminals	S	
Recreation		
Marinas	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Undeveloped Campgrounds	A	
Participant Sports	S	
Developed Campgrounds	A	8 sites per acre
Outdoor Recreation Concessions	A	
Rural Sports	S	
Group Facilities	S	25 persons per acre
Beach Recreation	A	
Boat Launching Facilities	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	S	

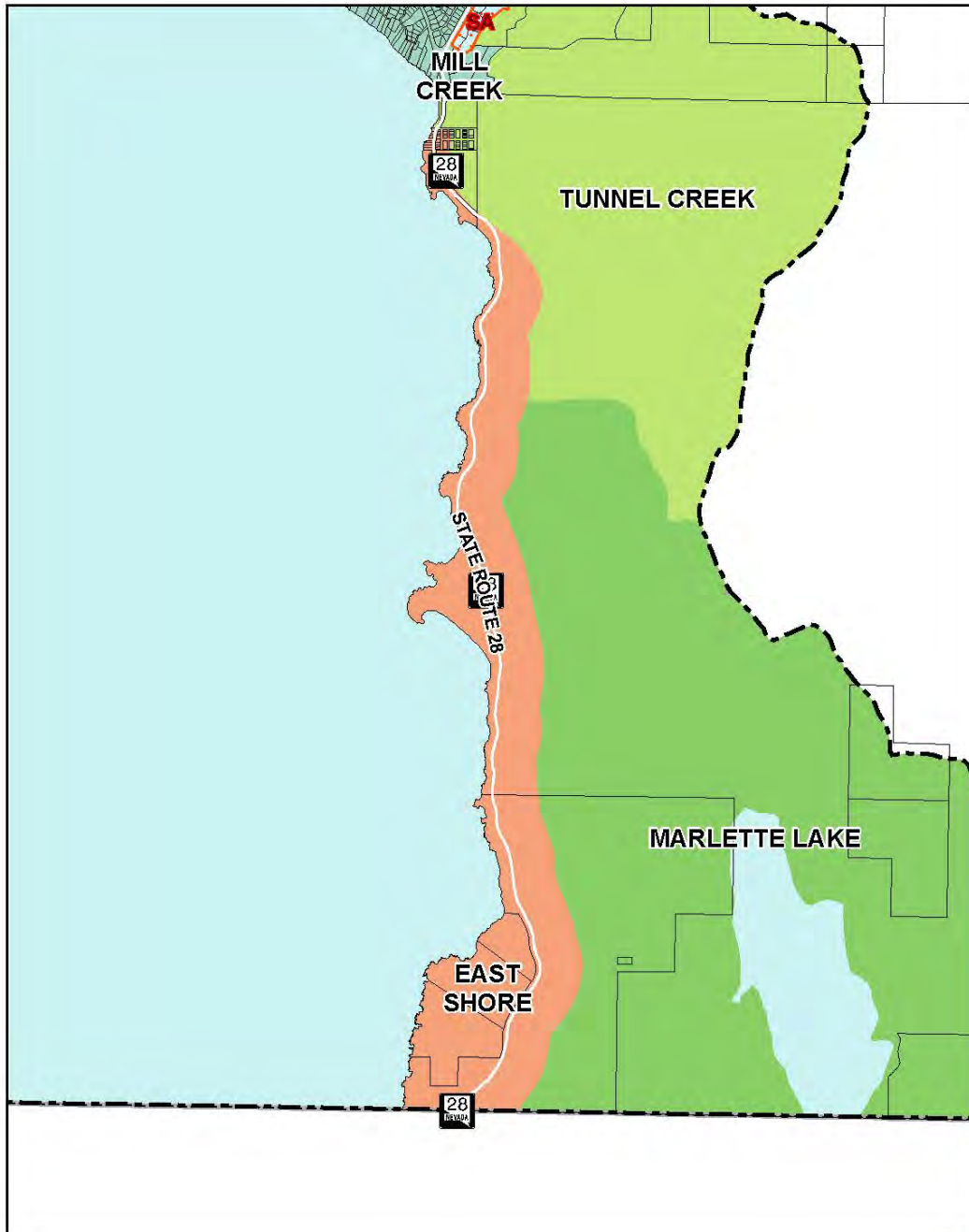
Selection Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
SHOREZONE - TOLERANCE DISTRICTS 1, 3 and 5		
The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Beach Recreation	A	
Water-oriented Recreation Concessions	A	
Safety and Navigation Devices	A	
Tour Boat Operations	S	
Marinas	S	
Waterborne Transit	S	
Boat Launching Facilities	S	
Accessory Structure		
Buoys	A	
Piers	A	
Floating Docks and Piers	A	
Fences	S	
Boat Ramps	A	
Breakwaters or Jetties	S	
Shoreline Protective Structures	S	
Water Intake Lines	A	

Section 110.220.390 East Shore Regulatory Zone Special Policies.

The following special policies will be implemented in the East Shore Regulatory Zone.

1. The maximum carrying capacity for activities at Thunderbird Lodge shall be consistent with the Project Description and Capacity Analysis dated May 17, 2001 and submitted to TRPA.

2. Any change in use at Thunderbird Lodge shall require approval by the TRPA Governing Board.
3. Access to the undeveloped portions of the shorezone should be restricted to a developed system of trails.
4. Disturbing activities should be limited in the vicinity of osprey nest sites.
5. Ecologically designed trails should be provided to improve shorezone access.
6. Roadside parking should be replaced by offsite parking in association with transit service and trails connecting to the shorezone. Roadway parking controls should be used to eliminate parking problems.
7. Development should be permitted only where there is sufficient tree cover to visually absorb new structures, road cuts, and other attendant improvements.



**EAST SHORE
Regulatory Zoning**



Figure 110.220.029 East Shore Regulatory Zone Location Map

Section 110.220.395 Incline Ski Regulatory Zone.

INCLINE SKI REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Public Service		
Pipelines and Power Transmission	S	
Public Safety Facilities	S	
Public Utility Centers	S	
Publicly Owned Assembly and Entertainment	S	
Transportation Routes	S	
Transit Stations and Terminals	S	
Transmission and Receiving Facilities	S	
Recreation		
Cross Country Skiing Courses	S	
Day Use Areas	A	
Outdoor Recreation Concessions	S	
Riding and Hiking Trails	A	
Skiing Facilities	S	
Snowmobile Courses	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Prescribed Fire Management	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
SEZ Restoration	A	

Section 110.220.400 Incline Ski Regulatory Zone Special Policies.

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

1. While not exactly coincident, the boundary of the Incline Ski Regulatory Zone closely matches the boundary of the Incline Ski TRPA approved master plan. This plan, which is incorporated by reference, provides more detailed standards and allowable uses and activities. See section 110.220.405 TRPA Approved Master Plans for more information on master plans.
2. The diversion on Incline Creek shall be operated consistent with adopted instream flow standards.

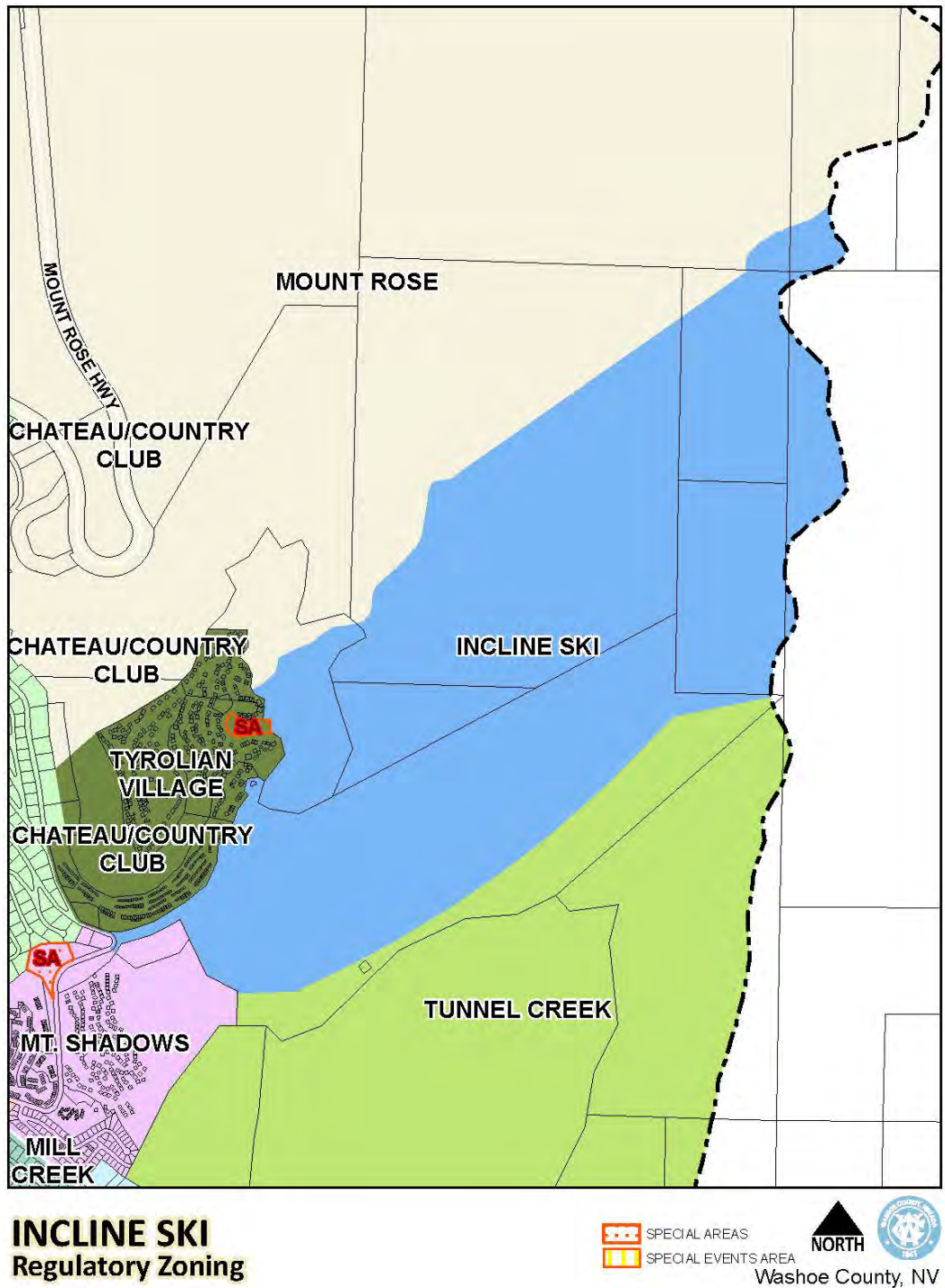


Figure 110.220.030 Incline Ski Location Map

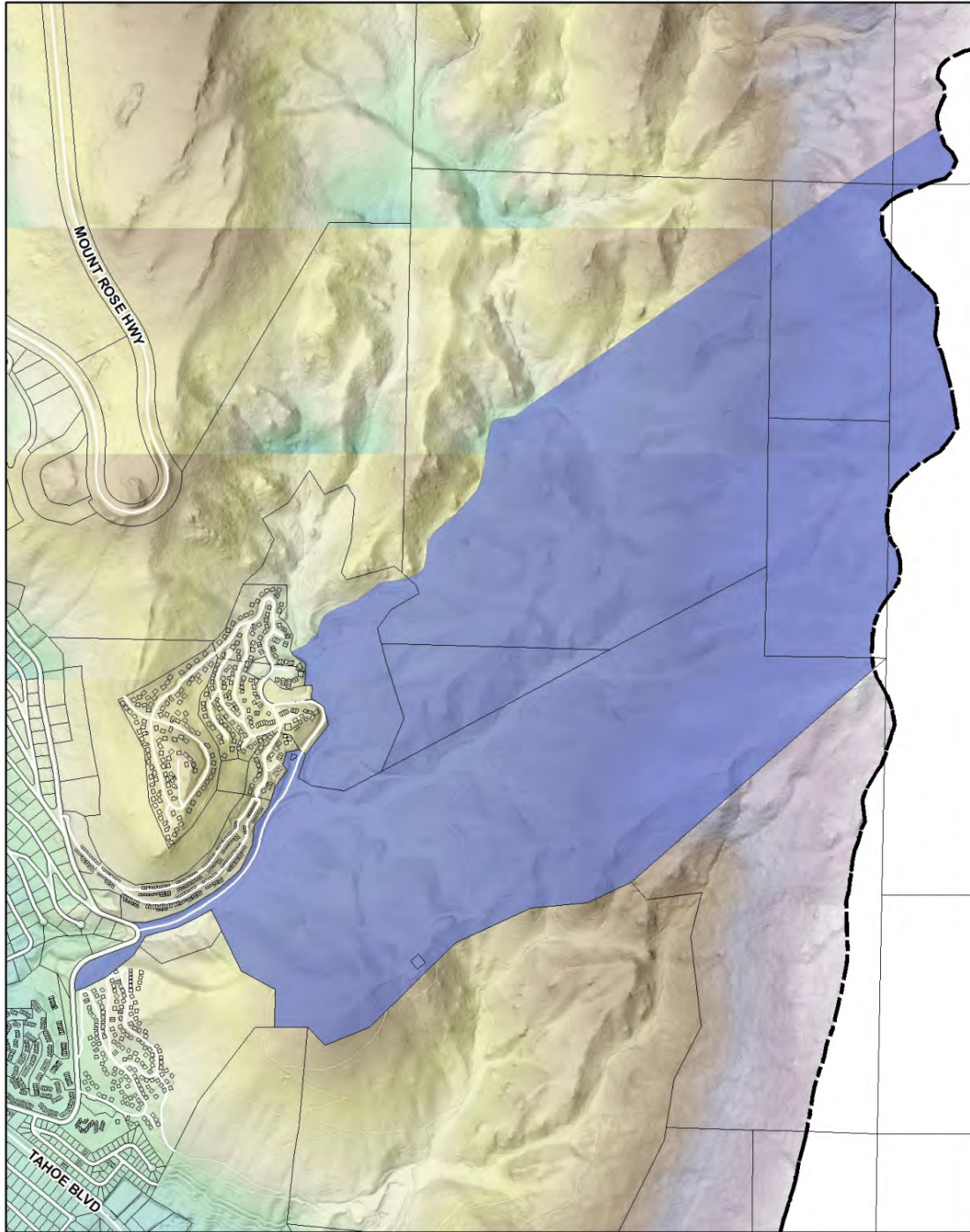
Special Regulations

Section 110.220.405 TRPA Approved Master Plans. TRPA master plans are a planning tool reviewed, approved and amended according to




the processes and standards contained in Chapter 14, *Specific and Master Plans*, of the TRPA Code of Ordinances. Master plans function similarly to specific plans, establishing more detailed development plans and standards for specified activities in specified areas. Approved master plans do not require additional discretionary review for uses or structures that are identified and approved as part of the Washoe County Master Plan, under the following conditions:

1. The uses and structures are in substantial compliance with the approved Washoe County Area Plan;
2. Each phase of development includes construction of necessary improvements identified as necessary to mitigate the impacts of the development included in the phase. Typical improvements include but not limited to, parking facilities, housing, and road improvements;
3. Changes to property lines, easement abandonments, variances or other similar actions shall require discretionary approval by Washoe County.

The Diamond Peak Ski Area Master Plan is the only approved master plan in the Tahoe Planning Area (Figure 110.220.120.31 Incline Ski TRPA Master Plan)



INCLINE SKI
TRPA APPROVED MASTER PLAN

-  Town Center
-  Special Area
-  INCLINE SKI



Washoe County, NV

Figure 110.220.031 Diamond Peak Ski Area Master Plan

Section 110.220.410 Residential Care/Nursing and Personal Care Density Exceptions.

The maximum allowed density for any residential care or nursing and personal care permissible use within a Town Center that is dedicated primarily to the care of memory impaired persons is 40 persons per acre.

Section 110.220.415 Greenhouse Gas Reduction. In order to reduce the amount of greenhouse gas production and increase the overall sustainability of the plan area, certain development activities are subject to the following standards and incentives:

1. Standards. All new structures built by Washoe County that will contain habitable space and will be open to the public, such as administration offices, libraries, senior centers, and other projects of a civic nature; and, all new multi-family development must be designed and built to an industry recognized sustainable building construction and greenhouse gas reduction standard, such as Living Building Challenge (LBC), Net Zero Energy Building (NZEB), LEEDS, Energy Star, Green Globes, National Green Building Standard, or other similar standard. The Washoe County Director of Planning and Building Division will determine if a proposal meets this standard. The Director of the Washoe County Planning and Building Division will be responsible for making the determination of compliance with proposed standards, with the exception of projects using the Energy Star standard, which must be certified according to that program's process. Projects may propose to use a combination of different standards; however, the Director must determine that the greenhouse gas reduction and overall sustainability intent of the standards is preserved.
2. Incentives. The Washoe County fee for any required residential allocation, commercial floor area, or tourist accommodation unit, as described in Section 110.220.20, *Tahoe Regional Planning Agency Growth Management*, will be waived for projects that meet the above standard as determined by the Director of the Planning and Building Division.

Section 110.220.420 Maximum Community Noise Equivalent Level.

The maximum community noise equivalent level (CNEL), as defined by the TRPA Code of Ordinances for the Tahoe Planning Area is determined by the following table:

<u>LOCATION</u>	<u>Maximum CNEL</u>
Highways 431, 267 and 28 corridors.	55
<u>Regulatory Zones</u>	

Ponderosa Ranch (outside of the Special Area)	65
Ponderosa Ranch Special Area, Incline Village Commercial, Crystal Bay Tourist	60
Incline Village Tourist, Crystal Bay Condominiums, Lakeview, Wood Creek, Incline Village 2, Incline Village 3, Incline Village 4, Incline Village Residential, Fairway, Mt. Shadows, Incline Ski	55
Stateline Point, Crystal Bay, Incline Village 1, Incline Village 5, Chateau, Tyrolian Village, Mill Creek, East Shore, Incline Meadows, Marlette Lake, Martis Peak	50
Tunnel Creek	45
Mount Rose	40

Section 110.220.425 Performance Standards for Stationary or Industrial Noise Sources. The following performance standards shall apply for stationary or industrial noise sources or projects affected by stationary or industrial noise sources as measured at the property line of a noise-sensitive receiving use:

1. Maximum Hourly Leq: 55 dB daytime (7 a.m. – 7 p.m.)
45 dB nighttime (7 p.m. – 7 a.m.).
2. Maximum Level: 75 dB daytime (7 a.m. – 7 p.m.)
65 dB nighttime (7 p.m. – 7 a.m.).

Section 110.220.430 Uses Requiring Additional Review and Approval. Projects that meet one or more of the following criteria shall require review and approval by TRPA and may not be delegated to Washoe County under the Memorandum of Understanding:

1. Shorezone Development. All development within the Shorezone of Lake Tahoe. The shorezone refers to the area along the Lake Tahoe shoreline that includes the nearshore, foreshore, and backshore as defined in TRPA Code Section 90.2. Development within the shorezone is regulated by Chapters 80-85 of the TRPA Code of Ordinances.
2. Large Developments. Large developments as described below:
 - a. Within a designated Town Center:
 - i. Residential developments with over 50,000 square feet of new building floor area.

- ii. Commercial and mixed-use developments with floor area over 40,000 square feet of new building floor area.
- b. Outside of a designated Town Center:
 - i. Residential developments with over 25,000 square feet of new building floor area.
 - ii. Commercial and mixed-use developments with over 12,500 square feet of new building floor area.
- 3. Development in Backcountry and Wilderness Areas. All development in the portions of the Mount Rose and Martis Peak Regulatory Zones that are within the Backcountry or Wilderness land use categories, as shown in Map 1, *Conceptual Regional Land Use*, of the TRPA Regional Plan.

Section 110.220.435 Appeals. An "aggrieved person" as defined in Article VI(j)(3) of the Tahoe Regional Planning Compact may appeal a final determination on a development permit by the County to TRPA pursuant to Section 13.9, *Appeals* of the TRPA Code of Ordinances. Appellants shall exhaust all administrative remedies provided by Washoe County prior to appealing the decision to TRPA.

Section 110.220.440 Variances. The provisions of Article 804, *Variances* of this chapter shall not apply to any regulations established by the TRPA Code of Ordinances.

SECTION 2. Article 220.1 *Tahoe Area Design Standards*, is hereby added as follows:

INTRODUCTION

PURPOSE

The scenic beauty of the Lake Tahoe Region has been recognized as a national treasure through many eyes, including those of the U.S. Congress. The visual quality of the natural landscape is the primary contributor. National treasure status has afforded the Region unparalleled stewardship. The concept of stewardship carries through to the design and development of the built environment and the way the built environment it fits into the natural setting becomes critical. This manual of Signage, Parking and Design Standards and Guidelines represents a concerted effort to keep this area a national treasure while accommodating the sensitive development and use of land.

INTENT OF THIS MANUAL

The standards and guidelines standards of this manual are intended to streamline the development and approval of good project design, for the benefit of the patron, the businessperson, and the community at large. The adopted design standards and guidelines are not intended to inhibit innovative design. Nothing herein alters the provisions of Article VI of the Compact related to gaming. Other codes, e.g., the TRPA Code of Ordinances, the Washoe County Development Code, outline the parameters which you are entitled to use in developing your property. This manual will tell you how to aesthetically and sensitively refine those parameters into a project that will fit into the natural setting. For example, there are codes that set parameters for height and coverage, however, these do not tell you how to aesthetically and sensitively apply them to your site. This manual will give you the guidance, through standards and guidelines, to accomplish this.

ORGANIZATION OF THIS MANUAL

This manual is laid out to identify what is required (the Standard) and, if appropriate, provide design solutions (the Guidelines) to meet that Standard.

Design Standards are ordinance requirements, usually fixed amounts or percentages for certain aspects of a project design. They are intended to ensure a minimum level of design quality.

Design Guidelines are recommended design approaches to certain design problems. These are meant to provide direction, not to dictate the actual design requirements of the project.

Because TRPA and Washoe County have the potential to create different standards and guidelines for the Regulatory Zones and the Tahoe Plan Area of Washoe County, this manual is composed into two parts:

1. General standards and guidelines for all projects within the mixed-use Regulatory Zone Areas, and
2. Special mixed-use Regulatory Zone standards and guidelines for projects within mixed-use Regulatory Zone areas.

The General Standards and Guidelines for the mixed-use Regulatory Zone Areas are listed first and are organized by the design subject, i.e., Site Design, Building Design, Setbacks, etc. (see Table of Contents). Each design subject is divided into Standards and Guidelines.

The Special mixed-use Regulatory Zone Standards and Guidelines applicable only to Crystal Bay Tourist Regulatory Zone are listed in Section 12. In some instances, the mixed-use Regulatory Zone-specific guidelines and standards replace those presented in Sections 1 through 11. In the event of a conflict between the terms of Sections 1 through 11 and Section 12, the latter Section shall control with regard to the North Stateline plan area.

HOW TO USE THIS MANUAL

To use this manual the following steps should be taken:

1. Besides this set of regulations review all TRPA and Washoe County codes applicable to your property. If there are questions, you should contact the Washoe County Department of Comprehensive Planning or the TRPA.
2. Once all the code parameters are known, review the General Standards and Guidelines of this manual.
3. When the General Standards and Guidelines are known, review the mixed-use Regulatory Zone Standards and Guidelines for that specific mixed-use Regulatory Zone. Should a conflict occur within the General Standards and Guidelines, the mixed-use Regulatory Zone Standards and Guidelines would take precedence.
4. Begin the design process. Informal consultation with the two planning staffs is encouraged early in the process.

APPROVAL PROCESS

Applicability

TRPA: For the mixed-use and tourist Regulatory Zone Areas in Washoe County, the standards and guidelines presented in this document replace Chapter 34: *Driveways and Parking Standards*, Chapter 38, *Signs*, and Chapter 36, *Design Standards* of the TRPA Code and TRPA Design Review Guidelines. If there is a conflict with other adopted standards of TRPA, or Article VI of the Compact, such as those regarding land coverage, height, project definition, etc., the standards of those ordinances shall apply. In general, the standards and guidelines in this document govern new construction activities subject to ordinance standards and are applicable to redevelopment and modification to existing development where appropriate and feasible. New construction includes but is not limited to, construction of new buildings, remodeling and improvements to exterior spaces such as sidewalks and surface parking which require permits. Unless specified in each section, all activities shall comply with the following design standards except:

1. Projects, for which the cost of the required improvements exceeds 10% of the project cost, may submit schedules for compliance.
2. Projects which are in assessment districts (wherein the assessments have been levied or are contained in approved funded public works projects) which are committed to implement the improvements.
3. Projects for which TRPA and Washoe County have found the standard not to be applicable due to unique circumstances arising from or regarding the project, and all required findings have been made, including the finding that the waiver of standards will result in equal or superior result.

4. Activities whose primary purpose is to come into compliance with these standards and guidelines shall only be required to conform in areas directly altered by construction.

In no case will any project modification or expansion be approved that preempts future compliance with applicable standards. For structures housing gaming under Article VI of the Compact, all activities except external modifications requiring local government permit are subject only to Washoe County review.

Conditions of Approval

All projects approved under design review are subject to standard conditions of approval. TRPA and Washoe County may impose additional conditions of approval for a project as needed. For minor projects, such as remodeling or signs, TRPA and Washoe County may ask for minor improvements in order to gradually upgrade the appearance of existing buildings or properties. In such cases, each project will be considered individually and the staffs will work with the applicant to arrive at a plan that will make the property more attractive and still be economically feasible for the owner or tenant.

Decision Authority

Design and environmental review is conducted by the Washoe County and TRPA staff. TRPA may delegate design and environmental review to Washoe County through adoption of a memorandum of understanding (MOU). For TRPA, action on projects is taken by TRPA staff, the Hearings Officer, or the TRPA Governing Board pursuant to Chapter 2 of the TRPA Code. For Washoe County, action on projects is taken pursuant to the Washoe County Development Code and any adopted MOU with TRPA.

Permit Coordination

In order to save time and effort, a project which requires both Washoe County and TRPA action, joint design review may occur or TRPA may delegate design review authority to Washoe County through a Memorandum of Understanding.

THE DESIGN PROCESS: ADVOCATING A DESIGN HOLISM

These development guidelines and standards are intended to advocate a holistic approach to design, that is where the whole is greater than the sum of the individual parts. As an example, the parts of a development project might include the building style, landscaping, signage, parking, interior floor plan and so forth. The whole is the complete site, from end to end, and from top floor to ground level.

The holistic approach to design begins with a strong design concept. Once a design concept is formulated each design decision can then be made within the concept's framework. It is believed that this approach can provide a more complete, more coordinated final product than an approach which designs each project element as an isolated piece.

While there is no one universally accepted theory on how to produce good design, there exists an identifiable set of steps which are followed in almost everyone's design process:

1. Looking at what exists on the site;
2. Analyzing what you see in terms of constraints and opportunities relative to the intended use; and
3. Synthesizing a design or arrangement of spaces which matches the program of elements to the existing conditions of the land.

Although it appears straight-forward, there are many complex and subtle decisions made during the design process which only experienced and "open eyes" can foresee. Based on these intricacies and the Basin's complex regulations, Washoe County and TRPA would strongly suggest that you retain design and engineering professionals (architects, landscape architects, interior designers, civil engineers and the like) to help prepare your plans.

REGIONAL VISUAL ENVIRONMENTS

At first glance the Lake Tahoe Region may appear to be a relatively homogenous forested landscape. Upon closer inspection, however, one finds a variety of visual environments including: urban centers, residential Regulatory Zones, small commercial nodes which serve the residential Regulatory Zones, large-scale recreation areas, and undeveloped stretches of wild and rural landscapes. Recognition of distinct visual environments within the Region has led to the establishment of three visual environments: urban, natural, and a transition environment between urban and natural areas.

These visual environments are described below: The regional design goals for site development in each environment are set forth in the table, entitled, Regional Design Principles. Please review this table prior to design development.

VISUAL ENVIRONMENT DESCRIPTIONS

Urban Areas: Commercial areas should retain a small-scale, compact character that is well-integrated with the surrounding natural environment. The goal is to create urban areas that complement the existing environment and utilize it to enhance the quality of the built environment. Existing examples: Tahoe City, South Lake Tahoe, Stateline, Kings Beach, and Incline Village.

Transition Areas: The visual appearance of transition areas should be a balance between man-made development and natural landscape features. In terms of site planning it is appropriate to fit the development into the natural landscape, taking advantage of existing site planning and design opportunities, while recognizing potential limitations of the landscape. Commercial and public service activities in transition areas are among the most visible uses in these areas. It will be especially important for both new and redeveloping commercial and public service uses to make use of design and site planning guidelines in order to minimize their visual impact in transition areas. Existing Examples: Round Hill, Zephyr Cove, Christmas Valley, Tahoma, Sunnyside, and Homewood.

Natural Areas: Natural Areas should retain the overall appearance and feeling of dominance by natural elements and processes. From a preservation of scenic quality standpoint new development in natural areas should not be visually evident from the travel route. Where existing development is visually evident in the landscape, modification to or redevelopment of it should be sited or screened so as to be visually subordinate. Existing Examples: Emerald Bay, Luther Pass, and East Shore Forests.

REGIONAL DESIGN PRINCIPLES

The following list of Regional Design Principles establishes the intent of the Design Review Guidelines in the three visual environments. In many cases, design guidelines specified to each type of visual environment which meet the adopted design standard are recommended. Users of this manual are strongly encouraged to solve design problems using the concept of differing visual environments. An example of meeting a design standard in each visual environment is provided below. Additionally, design standards specific to each visual environment have been adopted for certain design elements located within TRPA-designated Scenic Highway Corridors. These standards are established in Section 66.2 of the TRPA Code.

A. Urban Visual Environments

1. Scale of Development: Human scaled; places for people, especially pedestrians and bicycles; low vehicle speeds make detail appropriate.
2. Level of Human Activity: Highest of three environments; centers of commerce and activity where people create the interest in being there.
3. Access/Parking: Access constant and expected; parking is organized and readable; should be designed and sited to provide pleasing and attractive "car park" wherever possible.
4. Architectural Style: Responds to context and setting; reflects community values and desires in terms of form, color, and material; pedestrian-oriented.
5. Landscaping: Embellish buildings; create interesting spaces which attract people; soften and screen undesirable views; most appropriate places for non-native plant palette, but native plants are recommended in areas outside immediate building sites.

6. Building Materials and Colors: Widest variety of colors and materials appropriate; reflects community or traditional values; community character strongly influenced by architecture.
7. Lighting: Appropriate to the use and to surrounding Regulatory Zone lighting levels.
8. Signage: Orient individual signs to pedestrians, not autos; orient business/shopping complex identification signs to autos; widest range of colors and materials appropriate; competition of signs is inappropriate.

B. Transition Visual Environments

1. Scale of Development: Linear experience of spaces for vehicles, pedestrian and bicycles; moderate vehicle speeds means less detail needed.
2. Level of Human Activity: Moderate; primarily residential, recreation activities with well-organized landmarks of neighborhoods commercial nodes.
3. Access/Parking: Access is controlled; Parking integrated with setting; well buffered and sensitively sited; out of sight except in commercial/public service uses.
4. Architectural Style: Responds to context and setting; blends and appears to achieve a high degree of fit with the surrounding landscape.
5. Landscaping: Functional; used to highlight changes in use, access, etc., limited palette with some non-native species is appropriate, overall goal is to blend with setting.
6. Building Materials and Colors: More narrow range of materials and colors than in urban settings; responds to and blends with context of setting; natural appearing materials and colors are most appropriate.
7. Lighting: Intermittent, as needed; primarily uses at intersections, nodes, and other activity areas.
8. Signage: Existence of sign itself will draw attention to the use; moderate range of materials and colors with emphasis on those which responds to context and setting; in most cases internal lighting is not necessary; competition of signs is inappropriate.

C. Natural Visual Environments

1. Scale of Development: Moderate-high vehicle speeds; humans become temporary yet participatory part of the landscape, less detail needed.
2. Level of Human Activity: Lowest of three environments, primarily recreation, sight-seeing and conservation activities; places where nature creates the focal interest.
3. Access/Parking: Points of access are nominal; parking is hidden except for existing uses and roadside scenic viewpoints.
4. Architectural Style: Responds to context and setting; typically, small scale which does not dominate surrounding landscape.
5. Landscaping: Responsive to plant communities in setting; very few opportunities for non-native species except for foundation plantings and planters.

6. Building Materials and Colors: Narrowest range of colors and materials is appropriate; colors should be dark toned and harmonize with those in and around site; natural materials are most appropriate; natural appearing materials should be a minimum requirement.
7. Lighting: Minimal; only as necessary for safety and function.
8. Signage: Minimal need for signs; signs should be small scale as presence of sign alone will draw attention to use; limited to natural and natural-appearing colors and materials only.

CHAPTER 1

Site Design

Site design or site planning is the arrangement of indoor and outdoor spaces to accommodate the activities of a proposed use. An important goal of site design is to fit the buildings and other structures into the landscape in such a way that leaves the natural features of the site intact and functional. This is a small-scale application of the environmental carrying capacity concept upon which land use planning in the Tahoe Region is based.

Standards

A. Use the Site as a Design Determinant:

- (1) Existing Features: Existing natural features outside of the building site shall be retained and incorporated into the site design to the greatest extent feasible. Projects shall be designed to avoid disturbance to rock outcrops and stream environment zones and to minimize vegetation removal and maintain the natural slope of the project site.
- (2) Disturbed Areas: Projects shall be designed to use existing disturbed areas rather than undisturbed areas for the siting of all improvements except when:
 - (a) The disturbed area is precluded from development by setbacks or other such limitations;
 - (b) The disturbed lands are classified as sensitive lands and alternative sites classified as nonsensitive exist on the parcel;
 - (c) The use of the disturbed lands would require more total disturbance than use of undisturbed lands;
 - (d) Avoidance of other development impacts are of more importance than the preservation of undisturbed areas; or
 - (e) The degree of existing disturbance is minor and the area shall be restored as part of the project.

B. Screening Methods:

- (1) Screening: Screening of service yards, maintenance yards, warehousing, outdoor storage and trash and refuse collection areas shall be accomplished by the use of walls, fencing, landscape plantings or combinations thereof. Screening shall be effective in both winter and summer.
- (2) Location: Service yards, maintenance yards, warehousing, and outdoor storage areas shall be located in areas which are not highly visible from major transportation corridors, scenic turnouts, public recreation areas or the waters or lakes in the region.

- C. **Frontage Improvements in Mixed-Use and Tourist Regulatory Zones:** Projects shall be conditioned to meet the following standards where applicable. For purposes of this section, the frontage is the area between the curblines and the required setback. Consistent with the standards and guidelines of this section, specifications for the improvements shall be established by Washoe County in approved areawide improvement plans.
- (1) **State Route 28 (Main Street Area):** Projects fronting State Route 28 in the Main Street area of Crystal Bay Tourist Regulatory Zone shall provide the following improvements or commit to a schedule to implement the improvements along the frontage:
 - (a) Ten feet minimum wide sidewalks measured from the curblines or as specified in approved improvement plan.
 - (b) Six inch vertical concrete curbs or as specified by NDOT.
 - (c) Street trees planted every 50 feet, pockets of shrubs planted every 25 feet, a combination of both, or as specified in an approved improvement plan (minimum area of shrub pocket to be defined).
 - (d) Pedestrian street lights 12 feet high, 50 feet on center, or low level lights 25 feet on center, or as specified in an approved improvement plan.
 - (e) Building setbacks a minimum of 20 feet from the property line or as set forth in Subsection 12.A.
 - (2) **State Route 28:** Projects fronting Village Boulevard, Northwood Boulevard, Southwood Boulevard, Country Club Drive, Lakeshore Drive, Incline Way (Incline Village Tourist), and Alder Drive shall provide the following improvements or commit to a schedule to implement the improvements along the frontage.
 - (a) Five to eight foot wide sidewalks. A three foot minimum landscaped separation is required from the edge of State Route 28 pavement.
 - (b) Six inch vertical concrete curbs or as specified by NDOT.
 - (c) Street trees planted irregularly (maximum 50 foot separation) or pockets of shrubs (maximum 25 foot separation) or a combination (minimum area of shrub pockets to be defined).
 - (d) Pedestrian street lighting (maximum 12 feet height) as needed.
 - (e) Building setbacks a minimum of 20 feet from the property line.
 - (f) Vehicle barrier as needed (preferred style to be identified).
 - (3) **Other Streets:** Projects with frontage along Incline Way, Incline Court, Tanager, Enterprise, Oriole Way, Cal Neva Drive, and Stateline Road shall provide the following improvements on the frontage:
 - (a) Six feet wide minimum concrete sidewalks measured from the curblines.
 - (b) Pedestrian street lights 12 feet high 50 feet on center or low level lights 25 feet on center.

- (c) Building setbacks a minimum 10 feet from the property line.
- (d) Six inch vertical concrete curbs or as specified by Washoe County.
- (e) Street trees planted 50 feet on center or pockets of shrubs planted 25 feet on center or a combination, both subject to an approved landscape plan (minimum are of shrub pockets to be defined).

D. **Multi-Modal Circulation Improvements:** As a condition of project approval, appropriate multi-modal circulation improvements shall be required. Such improvements may include bus-turnouts, shelters, park-and-ride lots, planned bicycle/pedestrian facilities, bicycle parking, and other related facilities or programs.

Guidelines

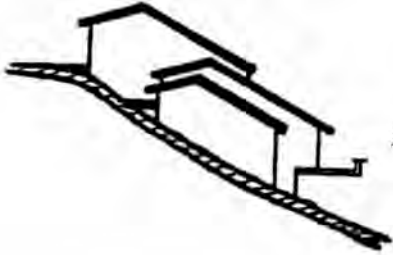
1. **Site Analysis:** Every project, no matter how large or small, should first prepare a site analysis. The analysis is a method to evaluate the existing conditions on or near the project site. The analysis should identify at a minimum the location and type of the following:
 - (a) Topography and landform;
 - (b) Access and parking;
 - (c) Vegetation;
 - (d) Views both onto the site and from the site;
 - (e) Places attractive to people (special places);
 - (f) Natural features;
 - (g) Aspect and orientation (sun/shadow patterns);
 - (h) Wind patterns;
 - (i) Location of utilities serving the site;
 - (j) Slope and drainage of the land;
 - (k) Impacts on the use of the site due to snow;
 - (l) Location of property boundaries and any required yard setbacks; and,
 - (m) Contextual setting (neighboring land uses and building styles, height, mass and form of neighboring structures).

The analysis of each of these elements should be further evaluated in terms of design opportunities and design constraints. Design opportunities are those situations where the

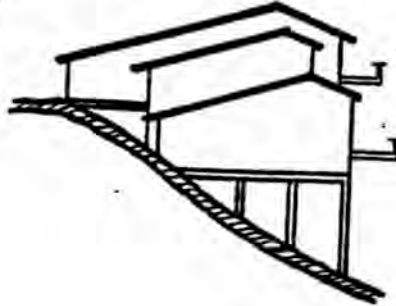
element in question will positively contribute to the overall project, while design constraints are situations where a specific element will detract or conflict with the overall project.

The opportunities and constraints identified in the site analysis should be used as design determinants in the design and development stages of the project. Additionally, if structures are planned as part of the project, an architectural analysis should be prepared. Please see Section 2. Building Design, for the contents of an architectural analysis.

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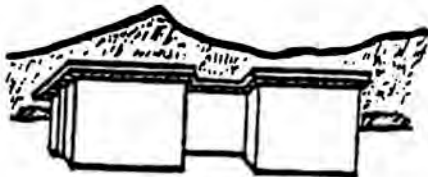
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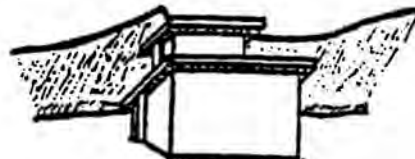
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2. **Incorporate Natural Features into the Site Design:** Incorporating natural landscape features into the site design can produce some of the most interesting and unusual designs possible. Integrating these features on a site-specific basis can result in harmony between the built and natural environments. The following are examples of incorporating natural features into the site design:
 - (a) Step a building around a mature tree or large boulder rather than remove them;
 - (b) Locate structures or impervious surfaces away from areas of significant vegetation, wetlands, and stream zones;
 - (c) Build a deck around rock outcroppings and incorporate them into the space;
 - (d) Bend a driveway around large boulders rather than removing large boulders or other features in order to create a straight driveway.

3. **Building and Site Design:** Buildings designed for sloping topography should conform to the natural topography rather than altering the natural topography to accommodate the structure. In areas where slopes exceed five percent, stepped foundations are recommended in order to avoid grading necessary for flat-pad foundations.

The form, mass, and profile of individual buildings and architectural features should be designed to blend with the natural terrain and preserve the character and profile of the site as much as possible. Techniques that should be considered include:

 - (a) Split pads, pier foundations, stepped footings, and grade separations to permit dwellings to step down or step up the natural slope.
 - (b) Flat roof lines and/or low profiles with roof lines following the lines of the natural slope;
 - (c) Detached garages, carports, or open parking to decrease apparent building mass;
 - (d) Varied and articulated elevations and roof lines to soften the appearance of large vertical surfaces and to avoid the appearance of a massive, rigid, vertical element.

4. **Use Existing Disturbed Areas:** Use existing disturbed areas onsite as areas to concentrate structures and other land coverage.
 - (a) Disturbed areas often have been compacted by previous activity. This makes them good sites for driveways, garages, parking areas and walkways.
 - (b) Disturbed areas which have been compacted are often inhospitable areas for landscaping and plant materials.

5. **Reclaim Disturbed Areas:** Reclaim all previously disturbed areas which are not covered with impervious surfaces. Reclaiming may include regrading, revegetation or landscaping. See also TRPA's Handbook of Best Management Practices for restoration techniques.

6. **View Corridors:** The siting and design of new development should preserve or change existing view corridors through to the lake, the surrounding ridgelines and the natural landscape.

- (a) Where new view corridors are opened up by new development, the siting and massing of buildings and landscaping should be designed to frame and enhance views.
 - (b) The size of the opening to be maintained as a view corridor should be sufficient to permit significant view penetration (i.e., wide enough to provide visual interest).
 - (c) Buildings should not appear to exceed the height of the mountain backdrop when viewed from the lakes, major public areas, or travel corridors.
 - (d) When a view of a mountain peak or other natural features is involved, the distance between buildings should be sufficient to permit views that allow the entire shape of the natural form to be apparent. This often can be accomplished by stepping back the upper stories of structures in combination with setting the bases of buildings farther apart.
 - (e) In developments with multiple structures, clustering the structures can create the open space necessary for view corridors.
7. **Mountain Backdrops:** Building sites with visually significant mountain backdrops should avoid siting tall structures which would obscure or compete with the mountain view. Low building forms should be used instead. Increasing the building setback from major public viewpoints (i.e. the road, beach, etc.) also can reduce the obstruction of views caused by a structure.
8. **Views from Roadway:** Along segments of the Basin's roadways, mountains and ridgelines often dominate straight ahead views (i.e., Mt. Tallac as seen from Highway 50 in South Lake Tahoe). Existing scenic features should be protected by not allowing structures to obscure the landform.
- Taller structures which would interrupt the profile of the ridge or hill should be avoided. Similarly, structures should be sited a sufficient distance from the roadway or stepped back to avoid disruption of view.
9. **View Protection:** Where possible, new hillside development should be sited at either sufficient horizontal or vertical distance from other structures that outward views are retained for both existing and new development. This recommendation can be most effectively implemented in planned unit developments and subdivisions. However, the siting and design of dwelling units downhill from existing development should consider their views.
10. **Limit Grading:** All grading should be kept to a minimum. Extensive regrading of a site to create building pads for construction is not recommended. Buildings should be fitted to the land with graded areas limited, whenever possible, to the portion of the site to be covered by the structure. When graded areas cannot be covered by the structure, they should preferably be screened from public views by the building.
11. **Visual Mitigation:** In order to minimize the visual impacts associated with grading, the following grading guidelines are recommended:
- (a) The overall shape, height, and grade of any cut or fill slope should be designed to simulate the existing natural contours and scale of the natural terrain of the site.
 - (b) The angle of a graded slope should be gradually adjusted so that it merges smoothly into the angle of the natural terrain. Flat planes and sharp angles which suggest a more formal landscape should be reserved for institutional and public service sites when a formal landscape is desired.

- (c) Graded slopes should be promptly revegetated with a ground cover or combination of ground cover, shrubs, and trees to reduce the visual impact of the graded slope and to stabilize the slope and minimize erosion.
12. **Roadway Dimensions:** Minimal roadway dimensions are recommended to reduce the amount of grading required, thus reducing the visual impact. A looped system of one-way streets can be used, or roadways may be split (i.e., one lane in either direction) in order to reduce the area of cut required on a hillside.
13. **Preserve Existing Vegetation:** Grading should be designed to minimize the disruption to existing vegetation (including ground covers and shrubs, as well as trees). Revegetation of graded areas should utilize plant materials that will blend well with the surrounding vegetation and are on TRPA's List of Approved Plant Species.
14. **Slope Configuration:** When graded slopes (either cut or fill) extend horizontally for more than 100 feet (such as along roadways), the contours should be curved to create an undulating bank with greater visual variety and a more natural appearance.

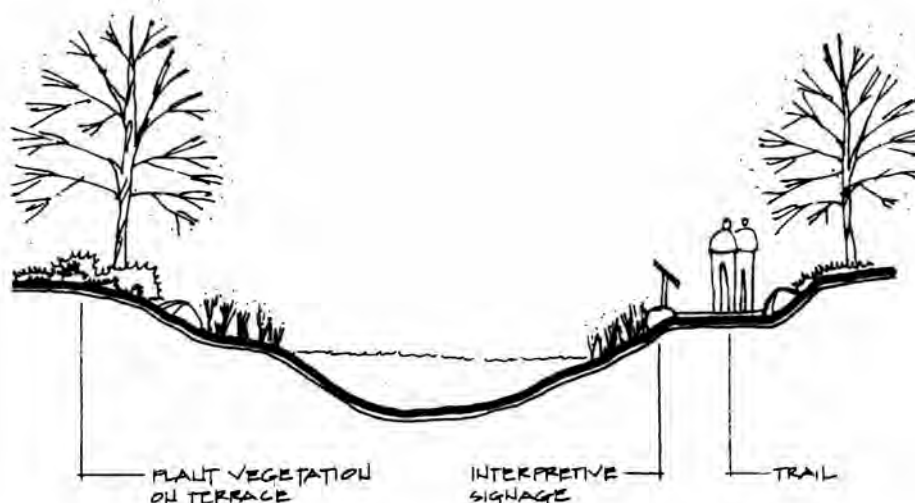
Long, straight engineered slopes look unnatural and detract from the scenic quality of the roadway landscape. Varying slope bank gradients (i.e., 2:1 in some areas, 3:1, 5:1, etc. in others) is another method for producing graded slopes that have a more natural appearance.

15. **Sediment Basins:** Also known as retention or detention basins, sediment basins are used to remove sediment from storm water and other surface water runoff. TRPA's Handbook of Best Management Practices provides standards and specifications dealing with the installation and operation of sediment basins and should be consulted early in the design process.

The appearance and integration of these systems into the landscape can be greatly improved over existing practices. In times of non-storm events the basins can serve as open spaces in neighborhoods or in existing recreation areas. Terrace basin slopes whenever possible as shown below in order to minimize the safety hazard of straight, deep slopes.

Terracing of side slopes also allows sediment basins to be integrated into other types of land uses such as trail systems, golf course hazards, or wetland systems. This may be an important consideration when siting a sediment basin.

Restricting access to sediment basins has often been accomplished by 6-foot-high cyclone or chain link fence with little or no additional landscape screening. A more visually successful solution is to combine changes in grade with low (3-4 feet high) wooden fencing, and a substantial landscape screen of trees shrubs, and ground cover. Formal landscape plantings will give a more formal or urban appearance, while native or naturalized grasses and riparian species can give the appearance of a wet meadow or wetland marsh. All mechanical equipment should be screened from view of the road or the lake.



The use of signs around sediment basins should be incorporated into the design. Signs should be of an interpretive nature as well as regulatory explaining in simple English the function and potential hazards of sediment basins. A well-thought-out signage plan can stress the importance of avoiding sediment basins during and after storm events. A combination of grading, landscaping, controlling access and signage can turn a traditionally attractive nuisance and visual eyesore into a pleasing and usable community resource. It is appropriate to increase the access restrictions to basins which are potentially more hazardous due to such factors as degree of side slope, depth, and volume.

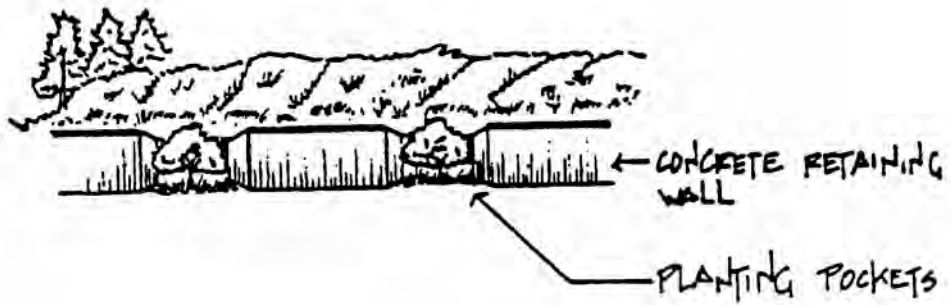
16. **Retaining Walls:** Maximum height of retaining walls should be limited to three to four feet. When slopes greater than three vertical feet must be retained, terraces should generally be used to create smaller grade changes (three to five feet or less). Areas between terraces should be wide enough to accommodate vegetation. Downhill sides of retaining walls should be planted in order to help screen the structure. Please also see the Handbook of Best Management Practices.

Long, straight unbroken retaining walls with no articulation or other surface features are strongly discouraged, especially when they are sited along roadways. Retaining walls which match the architectural style, color and materials of a projects primary structures are also appropriate. Retaining walls are often used as informal seating. In areas where this appears likely, consideration should be given to providing seating.

Urban Areas: Retaining walls in urban areas may be built from the widest range of materials including textured concrete, wood, stone, or brick. Wherever possible retaining walls should be accompanied with landscape planting pockets to soften the wall's appearance.

Transition Areas: In transition areas the setting and context of the site as well as the site's primary use should be used to determine whether retaining walls will have more of an urban appearance (i.e., form, color, materials), or a natural appearance.

Natural Areas: In natural areas the narrowest range of materials should be used. These should be limited to wood (including wood timbers and logs) or stone and combined with planting areas or pockets wherever possible.



17. **Mechanical Equipment:** Site design should consider the placement and screening of service areas and auxiliary structures. This includes service yards, maintenance areas, outdoor storage, fuel tanks, trash and refuse collection or disposal, and other utility meters and hardware. Utility meters and service functions should not be visible on the primary facades of buildings or in front yard areas.
18. **Auxiliary Structures:** Auxiliary structures should be architecturally compatible with the rest of the site development. A good building may be ruined by poorly located mechanical equipment or storage areas.
19. **Boats and Trailers:** Commercial uses involved in the storage, maintenance or repair of boats should provide adequate onsite parking for boats and trailers. Parking boats and trailers in front yard setbacks adjacent to the edge of the roadway without adequate screening are strongly discouraged and are prohibited in commercial uses.
20. **Service Areas:** Service areas should be located at the rear of the site wherever possible and should be screened by the main structures. Service areas near the building should be screened with a wall of the same construction and materials as the building wall. Consider snow accumulation in planning access to service areas and trash receptacles.

Urban Areas: Widest range of appropriate solutions. Use walls or fences of similar colors and materials as main building or structure. Avoid long straight runs of walls or fences with no articulation. Buffer walls and fences with landscape plantings. If chain link fence must be used, use only that which is coated in a dark color.

Transition Areas: Screening service areas in transition areas may be accomplished by using structural or vegetative screens, or a combination of both. Range of appropriate materials is narrower than in urban areas.

Natural Areas: Use landform and vegetation to screen the service area whenever possible. Use structural solutions only when no other solutions exist. Structural solutions are appropriate when buffering the service area from neighboring residents or recreational uses. Walls and fences of natural materials are appropriate in natural areas.

21. **Trash Enclosures:** Trash disposal areas should be enclosed by a fence or wall and equipped with doors and hardware of durable materials. The edge of the disposal area should be landscaped. The pad in front of the trash enclosure should be reinforced to carry the weight of service vehicles. In accordance with BMP standards, trash enclosures are to be covered and located upstream of treatment BMPs.

Urban Areas: See (20) Urban Service Areas guidelines above.

Transition Areas: See (20) Transition Service Areas guidelines above.

Natural Areas: See (20) Natural Service Areas guidelines above.

22. **Positive Visual Screening:** Walls and fences often obstruct views, and generally decrease the natural and open character of the landscape. For this reason, the use of walls and fences is not encouraged from a visual standpoint unless it provides positive visual screening of development.

The use of walls or fences to simply define one's property is not recommended. In areas where views of the lake or other significant features are available, walls and fences should be avoided or designed so that they do not obstruct views.

23. **Integration with Setting:** The siting and design of walls and fencing should respect existing landforms and vegetation patterns and blend into the natural landscape as much as possible, rather than arbitrarily following site boundary lines.
24. **Design and Materials:** The design of fences, walls, and other structural landscape features should be compatible with and complementary to the site architecture and the natural landscape. Avoid long, straight runs of walls and fences with no articulation or other visual relief. Avoid placing fences or walls within five feet of access points.

Chain link fences are strongly discouraged except as temporary construction fences or as absolutely required for safety purposes. Permanent chain link fences are acceptable when coated with dark coating. Consider the use of range or welded wire fencing as an alternative.

Urban Areas: The widest range of fencing materials are appropriate in urban areas. This includes textured and color-tinted concrete, wood, brick and stone.

Transition Areas: Range of appropriate materials in transition areas is narrower than in urban areas. Wood, stone, and range or welded wire fencing are most appropriate.

Natural Areas: In Natural areas, the narrowest range of fencing materials should be used. The materials should be limited to wood (including timbers and post and pole type) and stone and combined with planting areas or pockets whenever possible.

25. **Landscaping:** All fences, walls and other structural landscape features should be accompanied by landscaping to better integrate the structures with the site and to reduce their visual impacts. An exception to this is in urban areas where the wall is to be used as an architectural feature. See Chapter 6, *Landscaping*, for guidelines regarding landscaping.
26. **Outdoor Storage Areas:** Outdoor storage and work areas should be adequately screened by a solid fence, wall, or hedge. The area being screened should not be visible through the screen. Chain link fencing is not recommended unless combined with landscaping and surfaced with black coating. Equipment and materials should not be stacked higher than the top of the fence.

Landscaped areas should be provided in front of the screen if it is within 20 feet of the street. Where visibility of storage areas is needed for security purposes, a neatly appearing, well kept, orderly layout of vehicles and materials is encouraged. Outdoor storage areas which are located next to or near residential or recreational uses should be especially well buffered in order to minimize potential adverse impacts.

Urban Areas: Outdoor storage areas in urban areas may be screened using the widest variety of forms and materials, including textured and color-tinted concrete, wood, stone, or brick. Wherever possible, screening should be accompanied with landscaping, especially trees and shrubs, to soften the structure. The storage area can also be screened by siting it behind other structures onsite. Care should be taken to provide screening from side streets when they are adjacent to the site.

Transition Areas: A more narrow range of materials is appropriate in transition areas than in urban areas. Locate storage at the rear of the site wherever possible.

Natural Areas: Outdoor storage areas in natural areas should maximize the landform, vegetation and distance in order to provide screening. Structural solutions should be considered only when no other solution exists. In natural areas, walls and fences used to screen outdoor service areas should be constructed primarily of wood and stone.

27. Service Yards: Locate service and maintenance yards, warehousing and outdoor storage areas to the rear of the site and out of the view from the road.
28. Auxiliary Structures: Auxiliary structures used for warehousing and storage should complement or be similar to the design of the main buildings on-site.

CHAPTER 2 Building Design

The planning and design of any new building, structure, or addition should include architectural analysis. The analysis should inventory the height and mass of neighboring structures, along with any recognizable design style or theme. The analysis may also include a sun and shadow study for all on-site structures, and adjacent structures which may affect the site.

Standards

- A. **Building Design:** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and “box-like” appearance. Building design shall reflect the “Old Tahoe” or “Historic Alpine” architectural features, which promote the rustic, alpine character of the area. The general standards include the following:
- (1) **Exterior Building Materials and Color:** A unified palette of quality materials shall be used on all sides of a building. Natural colors of a mountain setting shall be used to help delineate windows and other architectural features to create architectural interest.
 - (2) **Building Details:** Building shall provide adequate architectural articulation and detail to avoid a bulky and “box-like” appearance. Designs shall consider the effects of snow and ice on building access.
 - (a) Building façades shall include building projections or recesses, doorway and window trim, shutters, awnings, window boxes, natural stone or wood materials, and other details that provide architectural articulation and design interest.
 - (b) Clip-gambrel roofs, shed roofs, cornices, balconies, covered walkways, and other architectural elements should be used, as appropriate, to terminate rooflines and accentuate setbacks between stories.
 - (c) All applied surface ornamentation or decorative detailing shall be consistent with the architectural style of the building.
 - (d) Each side of the building that is visible from a public right-of-way, shoreline, or publicly accessible open space shall be designed with a complementary level of detailing. Particular attention shall be given to the detailing within the pedestrian’s range of touch and view, such as the use of special store-front detailing and façade ornamentation to reinforce the pedestrian character of the street
 - (3) **Building Orientation and Entrances**
 - (a) Buildings shall be oriented to face public streets. On lots with frontages along both public streets and Lake Tahoe or the Truckee River, buildings should include a complementary level of design detail on all façades.

- (b) Building frontages should be generally parallel to streets, and the primary building entrances should be located on a public street.
 - (c) Building entrances should be emphasized with special architectural and landscape treatments.
 - (d) Entrances located at corners shall generally be located at a 45-degree angle to the corner and should have a distinct architectural treatment to animate the intersection and facilitate pedestrian flow around the corner. Different treatments may include angled or rounded corners, arches, and other architectural elements. All building and dwelling units located in the interior of a site should have entrances from the sidewalk that are designed as an extension of the public sidewalk and connect to a public sidewalk.
 - (e) Entrances to residential units should be physically separated from the entrance to the permitted commercial uses and clearly marked with a physical feature incorporated into the building or an appropriately scaled element applied to the façade.
- (4) Build-To Line: Buildings with nonresidential uses on the ground floor fronting Highway 28 shall be constructed at the required setback. This requirement may be modified or waived with project approval upon finding that:
- (a) Entry courtyards, plazas, entries, or outdoor eating and display areas are located between the build-to line and building, provided that the buildings are built to the edge of the courtyard, plaza or dining area;
 - (b) The building incorporates an alternative entrance design that creates a welcoming entry feature facing the street; or
 - (c) The building placement is necessary to allow significant views of the lake.
- (5) Limitation on Blank Walls: Except for side walls built on property lines, no wall should run in a continuous horizontal plane for more than 25 feet without windows or door or architectural details of minimum two foot recess or projection.
- (6) Commercial Storefronts: Exterior walls of non-residential uses, other than parking garages, facing and within 20 feet of a front or street side property line should include windows, doors, or other openings for at least the 40 percent of the building wall area located between 2.5 and seven feet above ground level. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.
- (7) Screening: The architectural design of a project shall include elements that screen from public view all external; mechanical equipment, including refuse enclosures, electrical transformer pads and vaults, satellite receiving dishes, communication equipment, and utility hardware on roofs, buildings or the ground.
- (8) Glare: Roofs, including mechanical equipment and skylights shall be constructed of nonglare finishes that minimize reflectivity.
- (9) Snow and Ice: Building designs shall account for the frequent presence of snow and ice. Appropriate design strategies may include:

- (a) Location of entrances under the gable ends of pitched roofs;
- (b) Limiting the location of entrances, stairs, or walkways under the drip line of roof eaves;
- (c) Covering of stairs and walkways;
- (d) Use of snow cleats on roofs to prevent rapid shedding of snow and ice;
- (e) Limiting the extension of open or uncovered balconies into the roof area;
- (f) Use of heating elements to reduce snow shedding off of roofs; or
- (g) Consideration of composition roofs over metal roofing materials.

B. Satellite Dish Antennas (General): Satellite dish antennas are allowed as accessory uses in all regulatory zones pursuant to the provisions of this section.

- (1) Location: Satellite dish antennas shall not be placed in the required front yard of a lot, except as provide in Section B.(2) below.
- (2) Setbacks: Satellite dish antennas shall comply with the accessory use setback requirements specified in the Washoe County Development Code.
- (3) Color: Solid satellite dish antennas shall be colored light or dark brown, tan grey, or dark green unless another color is justified by the physical setting or the color of the building. Designs on solid dishes may cover up to thirty-five (35) percent of the background color. Mesh satellite dish antennas may be colored off-white or muted silver in addition to the colors listed above if scenic review indicates there is no scenic impact.
- (4) Building Code: All satellite dish antennas shall be installed and maintained in compliance with the requirements of Chapter 100 Building and Construction of the Washoe County Code.
- (5) Grounding: All satellite dish antennas shall be permanently and effectively grounded.
- (6) Height: All satellite dish antennas shall comply with the TRPA Chapter 37, *Height*.

C. Satellite Dish Antennas (Ground Mounted): A satellite dish antenna may be mounted on the ground in accordance with this section:

- (1) General: A satellite dish antenna may be ground mounted provided:
 - (a) It is physically or electronically linked only to a receiver located on the same lot;
 - (b) Wiring between the receiver and the satellite dish antenna is placed in rigid conduit at least four (4) inches beneath the surface of the ground;
 - (c) The antenna and appurtenances are constructed and installed so as to withstand the forces due to wind pressure, as provided for under the Washoe County Building Code; and

- (d) Any driving motor does not exceed 110 volts and is encased in protective guards and is muffled against noise.
- (2) **Screening Required:** Screening is required for all satellite dish antennas that exceed twelve (12) feet in diameter and are located adjacent to a residentially zoned property. The required screening shall shield views of the satellite dish antenna from the adjacent residential parcels. The satellite dish antenna may be screened around the base of the antenna or along the common property line. A waiver from the screening requirement can be obtained from Washoe County or TRPA if the satellite dish antenna is sufficiently setback from the residential parcel to mitigate its impact.
- (3) **Front Yard Locations:** A satellite dish antenna may be placed in the required front yard if authorized by a permit obtained in accordance with the provisions of this subsection:
 - (a) In addition to the requirements listed in Section B and Subsection (1) and (2) of this section, the following requirements shall apply:
 - (i) The antenna shall be setback at least eight (8) feet from the front property line; and
 - (ii) The base of the satellite dish antenna and driving motor house shall be screened.
 - (iii) The antenna is not in a scenic setback.
 - (b) In addition to the requirements for a permit, the applicant shall demonstrate that:
 - (i) Locating the satellite dish antenna in the required side or rear yard would result in obstruction of the antenna's reception window; furthermore, such obstruction involves factors beyond the control of the applicant; and
 - (ii) Locating the satellite dish antenna in the required front yard will not impair the required line-of-sight from adjacent driveways or streets.
 - (c) In addition to those findings required for a permit, the following findings shall be required:
 - (i) Location in the required side or rear yard prevents the private satellite dish antenna from receiving a complete signal.
 - (ii) Location of the satellite dish antenna in the required front yard does not visually impact surrounding properties; and
 - (iii) Location of the antenna in the required front yard does not impair the required line-of-sight from adjacent driveways or streets.

D. Satellite Dish Antennas (Roof Mounted): A satellite dish antenna may be mounted on the roof of a primary structure in accordance with the provisions of this section.

- (1) **All Roof Mounted Satellite Dish Antennas:** In addition to the requirements listed in Section B, the following requirements shall apply:

- (a) The satellite dish antenna shall be directly mounted upon the roof of the main or accessory structure and not upon appurtenances such as chimneys, towers, trees, poles, or spires.
 - (b) The satellite dish antenna shall not exceed a height of three (3) feet above the roof, except as provided in Subsection (2) of this section, and is located on the rear half of the roof regardless of whether the roof is flat, or sloping perpendicular, or parallel with the front lot line;
 - (c) The satellite dish antenna shall not exceed seven (7) feet in diameter, except as provided in Subsection (2) of this subsection; and
 - (d) The satellite dish antenna shall be designed to withstand extraordinary wind forces and the proposed installation shall meet or exceed applicable structural regulations for load distribution within the building support structure.
 - (e) The satellite dish antenna shall be screened from view from public roads, recreation areas, and Lake Tahoe.
- (2) Non-residential Roof Mounted Satellite Dish Antennas: A satellite dish antenna mounted on a roof may exceed seven (7) feet in diameter if authorized by a permit obtained pursuant to the provisions of this subsection.
- (a) In addition to the requirements listed in Section B above. the following requirements shall apply:
 - (i) The color of the satellite dish antenna shall blend with the color of the building on which it is mounted;
 - (ii) Air navigation warning lights shall be located on the satellite dish antenna, if determined appropriate by the Federal Aviation Administrator; and
 - (iii) The base of the satellite dish antenna and driving motor shall be screened.
 - (b) In addition to the submittal requirements for a permit, the applicant shall state the reason why a larger diameter dish is necessary to satisfy the applicant's needs.
 - (c) In addition to those findings required for a permit, Washoe County and TRPA shall make the following findings:
 - (i) The size of the satellite dish antenna is necessary to receive or send a signal that meet the applicant's needs;
 - (ii) The size of satellite dish antenna will not pose a hazard to air navigation; and
 - (iii) The satellite dish antenna, including guy wires, supporting structures, and accessory equipment, is located and designed so as to minimize the visual impact on surrounding properties and from public streets.

Guidelines

1. **Siting, Scale and Massing:** The siting, scale and massing of new buildings and structures should be compatible with existing development (when such development is consistent with the design review guidelines or the intent of the mixed-use Regulatory Zone governing the area). The siting, scale and massing of new buildings and structures should be subordinate to the area's scenic features. The project should not decrease the visibility of such features.
2. **Provide Usable Outdoor Spaces:** Building design and site planning should consider the types of outdoor spaces that will be created by a development. Building forms and building complexes should be designed to create "positive" outdoor spaces that have their own identify and function due to their enclosure by and orientation to the buildings, rather than being left-over, unused areas. Often during a site analysis "special places" are identified. These places are often best used as outdoor spaces. "Special places" often lose their special qualities when covered with a building.
3. **Use a Comprehensive Design:** All structures within a project should be integrally designed with strong architectural and spatial relationships. The same or complementary design, materials, and colors used on the main structures should be used on accessory structures on the site.
4. **Establish an Architectural Style:** Major building forms should express a simplicity and directness responsive to the vernacular traditions of mountain architecture. Design elements which contributed to the "Old Tahoe" design style are listed at the beginning of the Historic Buildings Section of this manual. These guidelines, however, do not intend to limit creative design solutions made possible by advances in building technology. The goal is for functional design solutions that are compatible with the natural environment and contribute to the character and quality of the built environment.

Variety and distinctiveness in design are desirable as they often are seen as extensions of the people who inhabit them. Homogenous, suburban-like streetscapes created by a monotony of building design are not encouraged.

5. **Articulate Building Facades:** Long, straight building facades are generally uninviting and visually uninteresting. Vary building setbacks and articulate facades to add visual variety, distinctiveness, and human scale to commercial areas.

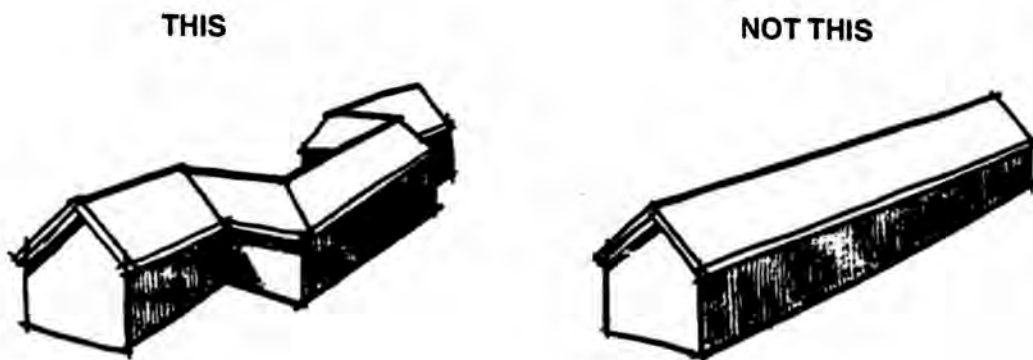
It is essential that the variety appears coordinated within a visually ordered system and not haphazard, cluttered or confusing. The spaces created by the varied setbacks of the building facades can accommodate landscaping and pedestrian seating areas that contribute visual interest.

6. **Integrate Auxiliary Structures:** Auxiliary structures, frequently associated with commercial buildings, such as trash enclosures, newspaper racks, phone booths, vending machines, etc., should be integrated into the design of the development in order to create a pleasing appearance both on- and offsite.

Elements such as outdoor storage areas, mechanical equipment, loading areas, and trash disposal areas should be sited away from public views whenever possible and carefully screened.

7. **Screen Satellite Dish Antennae:** Satellite dish antennae and other communication equipment should not be visible from public roads, recreation areas, or the Lake. The following techniques should be used in order to reduce visibility of this equipment to the maximum extent possible.
- (a) Satellite dishes should be screened through the use of landscaping and plant materials, walls and fences, existing structures, sub-grade placements, or other means. Screening should be effective year round.
 - (b) All wires or cables related to the communication equipment should be installed underground where it would otherwise be visible from public roads, recreation areas, and the Lake.
 - (c) The color of satellite dishes should be compatible with the surrounding setting including the natural landscape and the built environment. The appearance of existing antennae and dishes suggests that darker colors, particularly black mesh, blend into the forest cover better than light colors. Antennae and dishes with white, unpainted, or reflective surfaces are strongly discouraged.
 - (d) The use of mesh satellite dishes is preferable to solid dishes because they more effectively blend into their surroundings.
 - (e) Satellite dishes should only be located on a building when they are architecturally integrated into the structure and they are not visible from roads, the lake, or scenic viewpoints.
8. **Screen Roof Mounted Mechanical Equipment:** Screening should be provided for all roof-mounted mechanical and electrical equipment as an integral part of the building's design. Any exposed vents or flashing should be colored to blend in with the roof surface, and should not be left as reflective, metallic surfaces.
9. **Screen Ground Mounted Mechanical Equipment:** Please refer to the guidelines in Section 1. Site Design, for screening ground mounted mechanical equipment.
10. **Use Roof Surfaces to Help Integrate the Building:** The form, color, and texture of a building's roof should be an integral part of the building design and should be compatible with both the natural environment and the man-made setting. Compatibility can be produced by selecting appropriate roofing materials. The use of wood shakes, composition or other treated shingles is encouraged. It is recommended that roof surfaces generally be dark in color, with a low reflectivity. Skylights and solar-energy collector panels are recognized exceptions to this guideline. Metal roofs are appropriate when the metal has a low-gloss finish of low reflectivity. This generally means dark colors (greens, browns, dark gray, black) with a matte finish. Additionally, the use of articulated roof surfaces using features such as gables, clerestories, and dormers will break up continuous roof planes and help integrate the structure into the setting.

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A wider range of roof surfaces is appropriate in urban areas. Appropriate materials include those identified above, along with slate, concrete, terra cotta tiles, fiberglass and asphalt shingles, and tar/gravel for flat roofs.

11. **Design for Snow:** In the Lake Tahoe Region one must accommodate snow, especially in building design. This manual also contains standards and guidelines for storing plowed or otherwise collected snow. Please also refer to the guidelines in Section 5, Snow Storage. In terms of building designs the following guidelines are recommended:

- (a) Locate entrances under the gable ends of pitched roofs.
- (b) Do not locate entrances beneath roof eaves;

- (c) Do not locate parking, access, or walkways under roof eaves;
 - (d) Cover stairs and other entrances;
 - (e) Do not locate stairs under the drip line of roof eaves; and
 - (f) Do not extend balconies beyond roof eaves.
12. **Incorporate Signage into the Building:** If a building sign is intended, the facade should be designed to accommodate signage so that a business will have advertising space without detracting from the appearance of the structure. See also guidelines in Section 8, Signs.
13. **Maintain Building and Structure Heights Below the Forest Canopy:** The height of structures should not interfere with views of significant scenic features and should not exceed the height of existing forest cover in the vicinity. In most cases this means protecting the public or common view of the scenic features. In some instances you will affect a neighbor's view. The visual impact associated with building height can be mitigated and significant scenic backdrops can be protected by varying setbacks, stepping back upper stories, and maintaining view corridors that enframe views.
- Structures that rise above the forest cover detract from the natural character of the environment because they are visible from viewpoints around the lake at great distances from the actual building site. Maintaining building heights at 2/3's to 3/4's the height of existing forest cover will limit the visual impact of a structure to the immediate site vicinity.
14. **Integrate Heights of New Buildings and Structures with Existing Development:** The height of new development should respect existing development patterns and avoid creating sharp contrasts with neighboring structures. If new structures are taller than adjacent development, carefully coordinated step-backs and variations in building height should be utilized to reduce sharp contrasts and provide visual interest.
15. **Location:** Maximize use of vegetation screening when siting the structure. The visual magnitude of the structure from the road or from the Lake can be reduced when screened with existing or planted vegetation. Screening should be effective year-round.
16. **Color/Reflectivity:** Dark shades of earthtone colors (including black) with flat or matte finishes should be used on all surfaces in order for the structure to recede into the natural landscape. Where appropriate, surfaces of structures should be heavily textured using rough or articulated surfaces to minimize reflectivity.
17. **Height Relative to Tree Canopy:** Maximum structure heights should be limited to 2/3's to 3/4's of predominant tree canopy.
18. **Mass:** Minimize bulk and mass of structure whenever possible. If not possible, orient the most massive views of the structure away from roadway or Lake viewing opportunities.
19. **Exterior Materials:** External building materials should be predominantly natural, such as wood siding and stone. Exterior building materials should also be genuine and not simulated (i.e., no simulated stone or brick should be permitted). For reasons when simulated materials are used they should exhibit a convincing realism especially at corners, joints, and edges (i.e., turn the corner with simulated stone, giving depth to the facade). Genuine efforts should be made to use the simulated materials as if they were the real thing.

Texturing and coloring of concrete surfaces is encouraged. Exposed aggregate surfaces are generally more acceptable than concrete with a smooth finish. Concrete block or masonry unit construction which has no decorative texture or coloring should be veneered with a finish layer such as brick, stone, rock or wood. Aluminum, steel, plastic and plywood siding (not including board and batten) are not recommended.

20. **Building Color:** Exterior building colors should be compatible with the surrounding natural and man-made environment, and not in competition with surrounding material elements for attention (i.e., building color should not become "signing" for the site).

Urban Areas: Generally, building colors should be subdued, with natural colors (i.e. vegetation and earth tones found in the area) preferred. Primary colors or other bright colors should be used only as accents to enliven architecture, or as an integral component of a specific theme. It is important to remember that light-valued elements project forward against the dark greens and browns of the forest background, making them more visually prominent.

Natural and Transition Areas: The use of earth tone colors on exterior surfaces is strongly recommended in natural and transition areas. Earth tone colors are also recommended in situations where the goal is to blend the building into the natural landscape. Earth tone colors are considered to be darker shades of reddish-brown, brown, tan, ochre, umber, sand and green. Certain hues of blue and gray can also function as earth tone colors, as can lighter hues of brown and sand when the building(s) is located in a granite-dominated setting. TRPA maintains a full-color catalog of the recommended colors at the TRPA offices.

Primary colors or other bright colors should be used as accent colors in transition areas such as on trim, or in conjunction with a specific theme. Primary colors and other bright colors are not recommended for use in natural areas. It is important to remember that light-valued elements project forward against the dark greens and browns of the forest background, making them more visually prominent. Also see guidelines in Section 2.B, Building Design.

21. **Historic Buildings:** Refer to The Secretary of Interior's Standards for the Treatment of Historic Buildings. Copies of the Secretary of Interior's Standards are available online.

CHAPTER 3 Setback of Structures

Setbacks of structures and other activities from the property line are traditional land use and site planning tools which serve several purposes. In commercial areas building setbacks should be utilized to create visual interest to allow for substantial landscaped areas, and to avoid the tunnel-like effects associated with strip development.

Standards

[Standards A and C through I are Washoe County standards and are administered by Washoe County]

- A. **General:** The Washoe County yard requirements and setback dimensions are set forth in Section 110.220.55, *Yard and Lot Standards* of the Washoe County Development Code. Other than Subsection B, these requirements may be modified by Washoe County pursuant to Washoe County Development Code.
- B. **Special TRPA Standards:** Requirements for development occurring in the Tahoe area including, but not limited to, building placement standards shall be the most restrictive of Tahoe Regional Planning Agency standards and Washoe County standards above.
- (1) For parcels abutting roadways rated in the TRPA's scenic resources inventory (State Routes 430 and 28), the minimum building setback from the right-of-way of such roadways shall be 20 feet. Decks (except decks for off-street parking), stairs, canopies, building, or roof overhangs shall not intrude into the 20 foot setback established in this subparagraph. TRPA may approve building setbacks less than 20 feet if TRPA finds that the project will not cause a decrease in the numerical ratings assigned to the roadway unit, including the scenic quality rating of the individual resources within each unit, as recorded in the 1982 scenic resources inventory and shown in tables 13-3 and 13-8 of the Study Report for the Establishment of Environmental Threshold Carrying Capacities, October, 1982. The criteria for rating scenic quality as identified in the study report cited herein shall be used to determine if a project will cause a decrease in the numerical rating.
 - (2) Buildings, other structures and land coverage shall be setback from SEZs in accordance with Chapter 53, *Individual Parcel Evaluation System*, of the TRPA Code.
 - (3) Other setbacks are set forth in Chapter 33, *Grading Standards*, of the TRPA Code.
- C. **Double Counting Yards:** No required yard or open space around any building shall be considered a yard or open space for any other building on an adjoining lot or parcel.
- D. **Combining Lots:** If two (2) or more lots must be combined to meet the minimum yard requirements of this article, the lots shall be legally merged into one (1) lot before a building permit will be issued.

E. **Unobstructed Yards:** Any yard required by the Development Code shall be open and unobstructed from the ground to the sky except as provided in this article.

F. **Front Yards:** Front yards shall comply with the provisions of this section.

- (1) **Through Lots:** On through lots, either end line may be considered the front line, except when the access would be from a street classified as an arterial. The minimum rear yard shall not be less than the required front yard in the regulatory zone in which such lot is located. After development of the lot has occurred, the yard chosen as the front yard shall remain the front yard for all further development on the lot
- (2) **Interior Lots:** On any interior lot in any residential or agricultural zone, the front yard requirement shall be fifteen (15) feet where the slope of the front half of the lot is greater than a two (2) foot rise (or fall) above (or below) the established street grade for every ten (10) feet of horizontal distance. Plans submitted must be specific enough to establish conformance with these provisions.
- (3) **Corner Lots:** On a corner lot, all yards abutting streets shall be considered as front yards.
- (4) **Obstruction to Vision:** There shall be no fences or other obstruction to vision more than three (3) feet higher than curb level within thirty (30) feet of the intersection of any two (2) streets on any corner lot.
- (5) **Architectural Features:** Cornices, canopies, chimneys, eaves or other similar architectural features may extend into a required front yard not to exceed two (2) feet.
- (6) **Detached Garages:** Detached garages may be located behind the required front setback.

G. **Side Yards:** Side yards shall comply with the provisions of this section.

- (1) **Outside Stairs:** Outside stairs or landing places, if unroofed or unenclosed, may extend into a required side yard for a distance not to exceed three (3) feet.
- (2) **Architectural Features:** Cornices, canopies, chimneys, eaves or other similar architectural features may extend into a required side yard not to exceed two (2) feet.(3)
- (3) **Accessory Structures:** Accessory structures may be located in a side yard as provided in Article 306, Accessory Uses and Structures, except that a guest building shall not be located in a side yard.

H. **Rear Yards:** Rear yards shall comply with the provisions of this section.

- (1) **Outside Stairs:** Outside stairs or landing places, if unroofed or unenclosed, may extend into a required rear yard for a distance not to exceed five (5) feet.
- (2) **Architectural Features:** Cornices, canopies, chimneys, eaves or other similar architectural features may extend into a required rear yard not to exceed two (2) feet.
- (3) **Accessory Structures:** Accessory structures may be located in a rear yard as provided in Article 306, Accessory Uses and Structures.

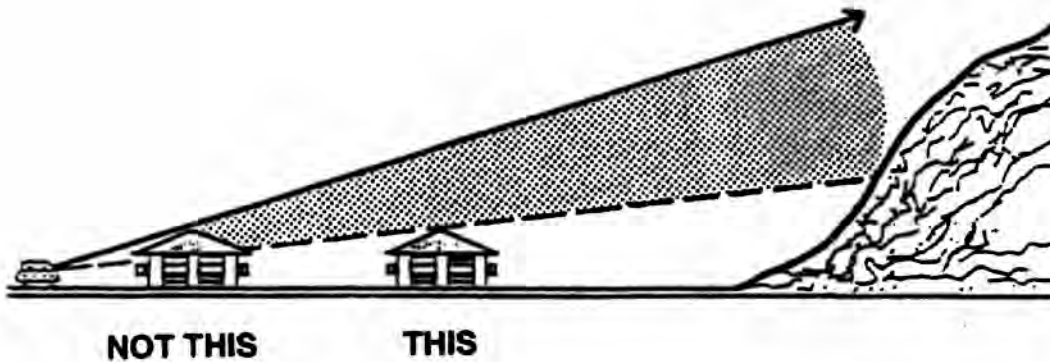
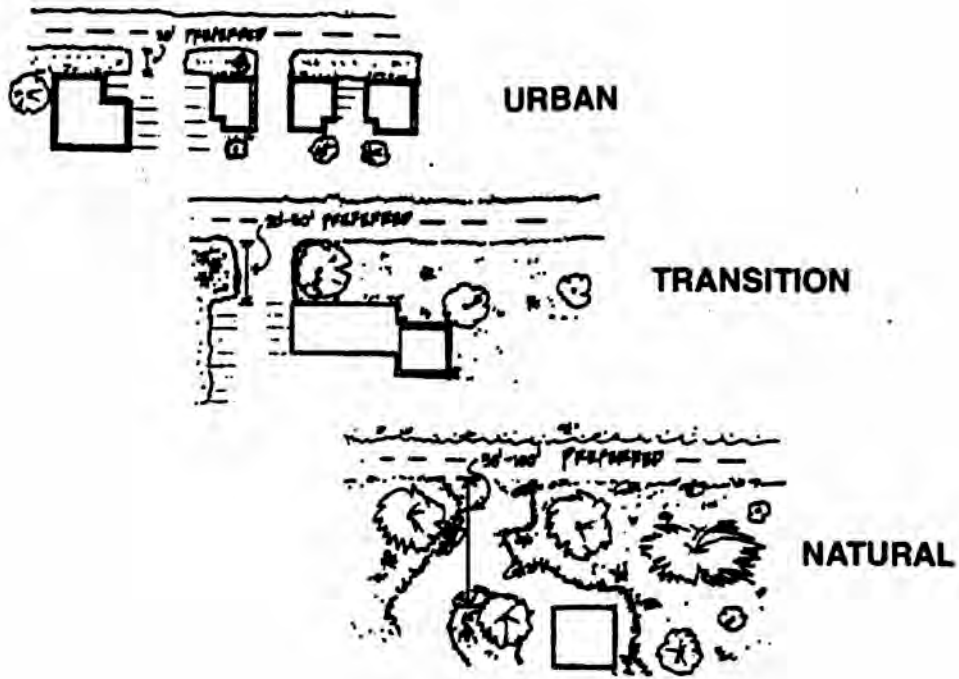
- I. **Visual Obstructions:** Walls, fences, planting and other visual obstructions not over six (6) feet in height may be erected, placed or grown on lot lines, except in required front yard areas. Walls, fences, planting and other visual obstructions not over four-and-one-half (4-1/2) feet in height may be erected, placed or grown anywhere on the lot except as provided in Section F, Front Yards.

Guidelines

1. **Provide Variety:** Variety is encouraged in the setbacks and in the relationship of buildings to the street in order to reduce the sense of sameness which characterizes strip development.
2. **Provide Larger Setbacks on Larger Parcels:** Developments with longer street frontage are encouraged to have generally larger setbacks.
3. **Coordinate Setbacks:** The setbacks for a project should be responsive to neighboring uses and appear coordinated to them.
4. **Reduced Setbacks Along Scenic Threshold Roadways:** This guideline only applies to situations where the proposed building or building addition is closer than 20 feet from the property line and is along a TRPA Scenic Threshold Roadway. Setbacks closer than 20 feet are generally discouraged. In scenic threshold roadway units which are in threshold attainment buildings proposed closer than 20 feet may be approved when the proposed building is set back the same distance or greater than existing buildings along the same travel unit. Visual mitigation measures such as landscaping, building facade improvements, walkway installation, etc., may be required to offset the visual impact.

If a building is proposed to be set back closer than 20 feet along a scenic threshold roadway unit which is not in threshold attainment, the applicant first should review the visual assessment and recommendations for that unit. This information is located in TRPA's Scenic Quality Improvement Program. If lack of setbacks is a significant problem in the unit, exceptions to the 20 foot setback generally will not be approved. If setbacks are not listed as a specific problem, visual mitigation measures such as those listed above may be required to offset the visual impact.

5. **Activities Within Setbacks:** Only landscaping, architectural features such as canopies or overhangs, structures housing mechanical or other utility equipment which are 3 feet in height or lower, driveways and signs should be located within front yard setbacks. Also see landscaped setback guidelines in Section 6. Landscaping. Local jurisdictions within the Region have differing requirements regarding what is allowed within setbacks. Please check these requirements before designing your project.



6. **Provide Landscaped Setbacks on Commercial Properties:** A landscaped buffer no less than 10 feet wide is recommended between the edge of the travelled roadway and building facades in order to provide a sense of separation between the roadway and pedestrian areas. Placement of pedestrian walkways between the landscaping and the building is preferable to placement along the street edge. Landscape treatments should be compatible with snow removal techniques.

In commercial areas, where existing development is set close to the roadway (10 foot or less setback) and structures are relatively small in scale, it may be desirable to maintain minimal building setbacks to preserve a more intimate pedestrian scale for the area. This would only be appropriate if new development maintained a similar scale, if pedestrian facilities are provided, and if parking along the frontages of structures (both on- and off-street) was removed or restricted.

7. **Residential Setbacks:** In non-commercial areas, the purpose of building setbacks should be to minimize the visibility of development from adjoining travel corridors. The setback may permit a densely planted buffer of native vegetation to be maintained along the roadway. Such a buffer should respect and attempt to maintain significant views of natural features or other scenic elements.

Residential units that take direct access off major travel routes should be set back as far as possible. Deeper setbacks along major travel routes will also permit the preservation of views from the roadway. In many cases this guideline conflicts with minimum coverage regulations because longer driveways to serve the residences take up additional coverage. Since no coverage overrides for deeper setbacks are provided, this conflict must be resolved on an individual basis.

Front yard setbacks for residential development along threshold routes must meet the minimum twenty (20) feet setback from the road right-of-way. Garages, decks, and stairs should not intrude into front setback.

As much as possible, existing mature, natural vegetation (especially tree cover) located in the front setback should be preserved. To insure effective screening, additional native trees (species should be selected from TRPA's Recommended Native and Adapted Plant List and should be compatible with existing native species in surrounding area) should be introduced so that trees are spaced at an average of 20 feet on-center minimum and at least two rows deep.

8. **Subdivision Frontages:** Residential subdivision frontages along major travel corridors should use a combination of existing vegetation, setbacks of structures, and landscape screening so that they are not readily visible from major travel corridors (i.e. average setback of 200-250 feet from roadway).

Subdivision entrances should be designed to provide safe, efficient, easy-to-identify access points, while also creating a positive first impression that is compatible with the surrounding natural vegetation. The location of existing vegetation and geological features should help determine the appropriate entry setting.

CHAPTER 4 Parking, Loading, and Circulation

The design of parking areas should be safe and accessible. Simple layouts which can be readily understood by motorists are advocated, especially in urban areas. Reducing the visual dominance of the automobile in the landscape while increasing opportunities for the pedestrian (e.g. walkways within parking areas) are important design goals addressed in this section.

The purpose of this Chapter, Parking, Loading, and Circulation, is to regulate parking and loading in order to lessen traffic congestion and contribute to public safety by providing sufficient on-site areas for the maneuvering and parking of motor vehicles that are attracted to and generated by land uses within the County.

Standards

A. **Applicability:** The provisions of this article shall apply whenever:

- (1) A new structure is constructed;
- (2) An existing structure, including a legal nonconforming structure, is enlarged for any purpose, the parking and loading requirements for the entire structure shall apply;
- (3) The intensity of use, or expansion of use is changed, the parking and loading requirements for the use shall apply.

B. **Required Parking Spaces:** On-site parking spaces shall be provided in the quantities set forth in Appendix A.

- (1) **Description of Use Types:** The use types referred to Appendix A, are defined in Chapter 21, *Permissible Uses*, of the TRPA Code.
- (2) **Requirements Cumulative:** Where Appendix A sets forth more than one (1) requirement for a given use type, those requirements shall be cumulative.
- (3) **Space Based on Square Footage:** The square footage requirements used in Appendix A to calculate parking spaces refer to the total enclosed areas of all buildings on the lot, but excludes the areas of spaces having a height of less than seven (7) feet and the area used exclusively for parking and loading.
- (4) **Spaces Based on Employees:** The employee requirements used in Table A to calculate parking spaces refer to the maximum number of employees who could be working at one time when the facility is operating at full capacity.
- (5) **Rounding Off Numbers:** Whenever the computation of the number of off-street parking spaces required by Table A results in a fractional parking space, one (1)

additional parking space shall be required for a fractional space of one-half (1/2) or more. A fractional space of less than one (1/2) shall not be counted.

- (6) Single Family Houses, Including Secondary Residences: Parking spaces within a driveway, a garage or carport shall be considered in determining the adequacy of parking facilities. Stacked parking may occur.
- (7) Other Residential Uses: Only paved, designated parking spaces and one parking space, per unit within individual garages shall be considered in determining the adequacy of parking facilities. Stacked parking may occur for no more than two vehicles.
- (8) Multiple Uses: If two or more uses share a project area, demand for each use shall be calculated separately, and the total demand shall be the total of the parking demand for the uses subject to exceptions noted below.
- (9) Fleet Vehicles: Tourist accommodation, commercial, public service and recreation uses shall provide one parking space for each business or fleet vehicle.
- (10) Visitor/Service Parking: All uses shall provide for parking for visitors and service deliveries to the use, such parking not to conflict with snow removal regulations, traffic flows and unrestricted access.

C. Modification of Standards:

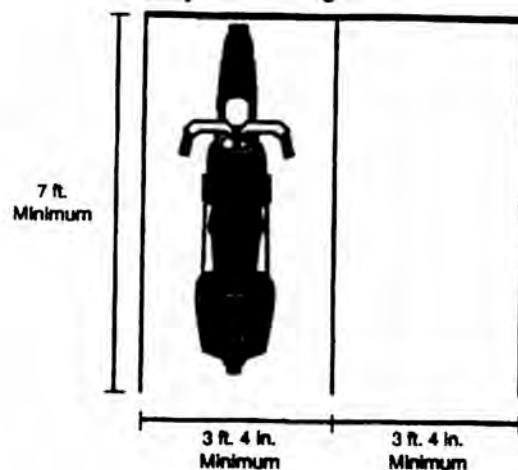
- (1) Shared Parking: Washoe County and TRPA may approve shared parking facilities for two or more uses provided that applicants execute and record reciprocal agreements for shared parking and can make the following findings: (a) the uses have different peak periods, (b) the parking demand will not overlap, and (c) the parking facility is of adequate size to meet demand.
- (2) Parking Reduction for Transit: Parking requirements for uses other than single family dwellings may be reduced 20 percent if a traffic analysis indicates public transit service exists within 300 feet of the property and is a viable substitute for parking. For each space reduced, the project shall be required to contribute an in-lieu fee as established by Washoe County or the fee required by the transit provider to the transit agency providing the service.
- (3) Off-site parking shall not be considered in determining the adequacy of parking facilities except as follows:
 - (a) Temporary Uses: Off-site parking may be permitted for a temporary use on the basis of an approved parking analysis.
 - (b) Deed Restrictions: Based upon an approved parking analysis, off-site parking may be allowed provided an appropriate deed restriction is recorded which documents the relationship of the two parcels.
 - (c) Assessment Districts: Off-site parking provided pursuant to an assessment district and a related parking analysis may be approved.
 - (d) Locations: Off-site location may be approved if TRPA and Washoe County finds that it will not violate other applicable standards. Such parking shall be located within 300 feet of the facility it serves or shall be directly connected by transit during the hours of operation.

- (4) Required Parking Spaces: In lieu of the Parking Demand table, and applicant may submit for Washoe County and TRPA approval a technically adequate parking analysis. A parking analysis from a different location that was deemed technically adequate is acceptable if the location of the previously-approved parking study possesses similar key characteristics that would influence parking rates such as proximity to transit of equal quality, type of use, expected resident income levels, etc. The parking analysis shall include:
- (a) A parking demand estimate.
 - (b) Propose alternatives to the parking standards.
 - (c) Methods of ensuring compliance.
 - (d) Additional information that may be required.

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:
- (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.

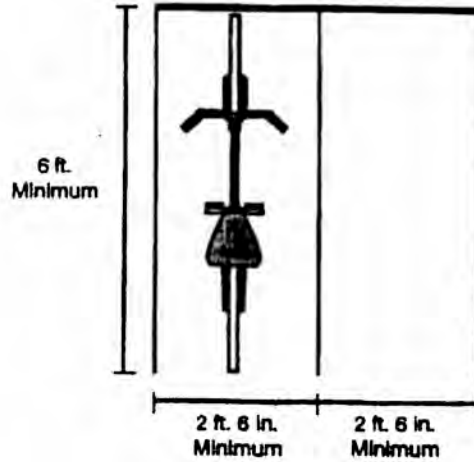
Figure 4.1
Motorcycle Parking Dimensions



- (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



- (2) **Bicycle Storage:** In commercial and industrial 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.
- (3) **Handicapped Parking:** In any parking facility serving the public, parking for the handicapped shall be provided as set forth in this subsection.
 - (a) Handicapped parking spaces shall be provided in accordance with Table 4.3. One (1) of every eight (8) required handicapped spaces shall be van accessible space (a minimum of one (1) van accessible space per parking area).

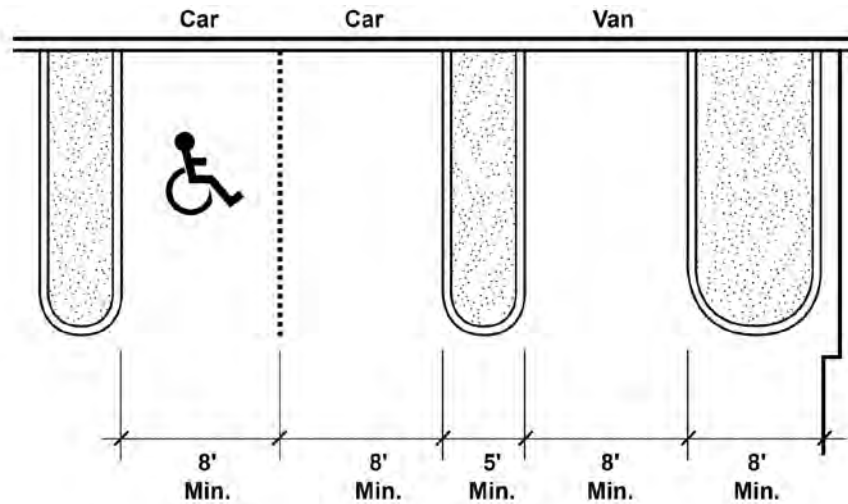
Table 4.3
Handicapped Accessible Spaces

Spaces in Lot	Required Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of Total
1,001 and over	20 plus 1 per 100 above 1,000

Source: Washoe County Department of comprehensive Planning

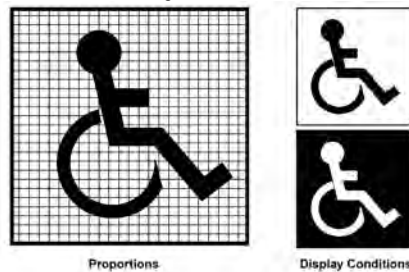
- (b) Handicapped parking spaces shall be a minimum of eight (8) feet in width and a minimum of eighteen (18) feet in length, as illustrated in Figure 4.4.

**Figure 4.4
Handicapped Parking Dimensions**



- (c) Handicapped spaces shall be provided with an adjacent access aisle, as illustrated in Figure 4.4. Access aisles shall be a minimum of five (5) feet in width. Van access aisles shall be a minimum of eight (8) feet in width. Access aisles shall be located on the passenger side of each space unless it is located between and is shared by two (2) designated spaces.
- (d) Handicapped parking spaces and access aisles shall be level.
- (e) Handicapped spaces shall be located as near as possible to accessible building or site entrances and shall be located so as to provide convenient access to curb ramps.
- (f) Each reserved handicapped parking space shall be designated with a stall sign displaying the International Symbol of Accessibility, as illustrated in Figure 4.5. Each stall sign shall be at least seventy (70) square inches in size. Spaces that are van accessible shall be designated as "Van Accessible".

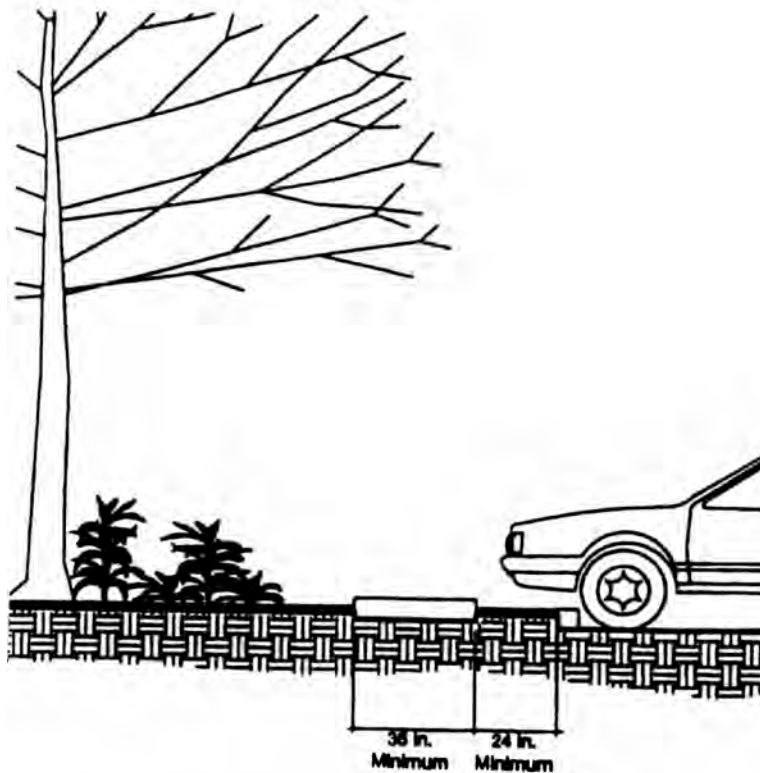
Figure 4.5
International Symbol of Accessibility



- (g) Each reserved handicapped parking space shall meet one (1) of the following stall markings requirements:
 - (i) Each handicapped parking space shall be painted solid blue with a white International Symbol of Accessibility; or

- (ii) Each handicapped parking space shall be outlined in blue with a three (3) foot square International Symbol of Accessibility painted in a contrasting color.
- (h) Each reserved handicapped parking space shall be marked with a sign warning drivers of the possibility of towing due to unauthorized use and providing information of recovering towed vehicles. Warning signs shall have minimum dimensions of seventeen (17) inches by twenty-two (22) inches and shall be labeled with lettering of at least one (1) inch in height.
- (i) A minimum of ninety-eight (98) vertical inches of clearance shall be provided for van accessibility spaces and the entire route from parking are ingress/egress points to the parking space.
- (j) As illustrated in Figure 4.6, a minimum vehicle overhang allowance of twenty-four (24) inches shall be provided between accessible routes and handicapped parking spaces. Said accessible routes shall, at all times, provide users with a minimum width of thirty-six (36) inches of throughway.

Figure 4.6
Accessible Routes



- E. Location of Required Parking Spaces:** Required parking spaces shall be located as set forth in this section.
- (1) On Same or Adjacent Lot: For dwellings, motel, automobile-oriented services, and elementary, junior high, and high schools, required parking spaces shall be provided on the same lot as the main building(s) or on an adjoining lot or lots zoned for the main use of the property.

- (2) Other Uses: For uses not listed in Subsection (1) above, required parking spaces shall be located within three hundred (300) feet of the lot on which the main building is located and an adequate pedestrian walkway/path shall be provided between the two .
- (3) Adjacent and Off-site Lots: If an adjacent or off-site lot is used to satisfy the parking requirements, the lot(s) shall be secured in such a manner that will provide parking for the life of the project. This requirement does not preclude the use of reciprocal parking agreements, so long as the agreement is in a form acceptable to Washoe County.

F. Design of Parking Areas: The design standards for off-street parking facilities shall be set forth in this section;

- (1) Parking Lot Design: Parking lot design and dimensions shall be in accordance with Table C and Figure 4.7.

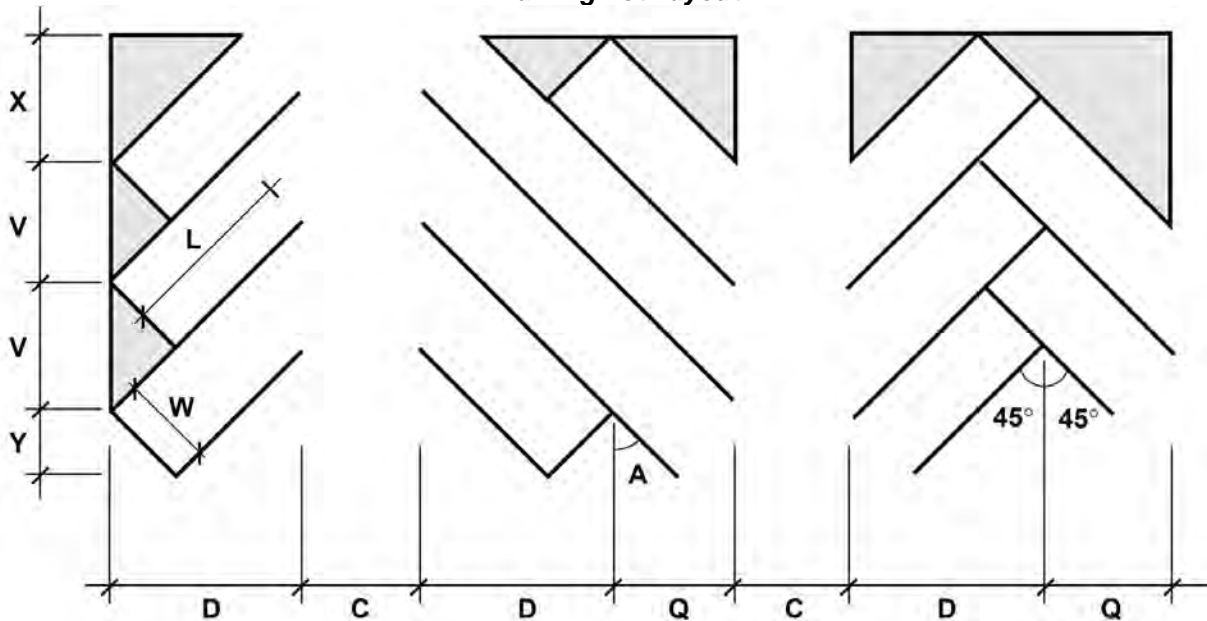
Table C
Parking Dimensions

A (Angle in Degrees)	C	D	L	Q	V	W	X	Y
0	12.0*	8.5	22.0	0.0	17.0	8.5	22.5	0.0
15	12.0*	12.6	17.0	4.4	32.8	8.5	16.4	2.2
30	12.0*	15.9	17.0	8.5	17.0	8.5	14.7	4.3
45	12.0*	18.0	17.0	12.0	12.0	8.5	12.0	6.0
60	16.0*	19.0	17.0	14.7	9.8	8.5	8.5	7.4
75	20.0	18.6	17.0	16.4	8.8	8.5	4.4	8.2
90	24.0	17.0	17.0	17.0	8.5	8.5	0.0	8.5

Note: This table provides dimensions (in feet of parking spaces and lots. The asterisk (*) indicates the minimum aisle width for two-way traffic is twenty (20) feet. The letters in the column headings refer to dimensions illustrated in Figure 4.7 and to the following: A = Angle of Parking Spaces; C = Width of Aisle; D = Depth of Stall; L = Length of Stall; Q = Interlock Length of Stall; V = Interlock Width of Stall; W = Width of Stall; X = End of Parking Stall Aisle Width; Y = Perpendicular Width of Stall; and $D = W \cos A + \sin A$; $Q = L \sin A$; $V = W/\sin A$; $X = L \cos A$; and $Y = Q/2$.

Source: Sedway cooke Associates

Figure 4.7
Parking Lot Layout



- (2) Automobile Parking Spaces (Sizes): Parking space sized shall be built with an uninstill design in accordance with Table C and Figure 4.7.
- (3) Wheel Stops: A wheel stop or curb, if used, shall be placed between two-and-one-half (2-1/2) and three (3) feet from the end of the parking space.
- (4) Striping and Marking: All parking stalls shall be striped and directional arrows shall be delineated in a manner acceptable to the County Engineer. All paint used for striping and directional arrows shall be of a type approved by the County Engineer.
- (5) Surfacing: All parking spaces, driveways and maneuvering areas shall be paved and permanently maintained with asphalt or cement. Bumper guard shall be provided when necessary to protect adjacent structures or properties as determined by the Director of Development Review and TRPA.
- (6) Landscaping and Screening: All open parking areas shall be landscaped and/or screened according to the standards set forth in Chapter 6, *Landscaping*.
- (7) Lighting: All off-street parking areas within commercially-zoned projects shall be provided with exterior lighting which meets the following minimum standards:
 - (a) Proper illumination shall be provided for safety which, at a minimum, shall be the equivalent of one (1) foot candle average of illumination throughout the parking area;
 - (b) All lighting shall be on a time clock or photo-sensor system;
 - (c) Parking lot luminaires shall be high-pressure sodium vapor with 90-degree cut-off and flat lenses; and

- (d) All lighting shall be designed to confine direct rays to the premises. No spillover beyond the property line shall be permitted, except onto public thoroughfares proved, however, that such light shall not cause a hazard to motorists.
- (8) Access: Access to parking areas shall be provide as follow:
 - (a) Access driveways shall have a width of no less than twenty (20) feet;
 - (b) The parking area shall be designed so that a vehicle within the parking area will not have to enter a public street to move from one location to any other location within the parking area; and
 - (c) Vehicular access to arterial streets and highways will be permitted only in accordance with driveway locations and access design to be approved by the County Engineer. Except for single family driveways, on-site parking that requires backing out on to streets is prohibited
- (9) Parking Aisles: The minimum dimensions for parking aisles (the space required for maneuvering vehicles within a parking lot) shall be as set forth in Table C and Figure 4.7.

G. Truck Parking and Loading: Parking and loading space for trucks shall be provided as set forth in this section.

- (1) General Commercial Uses: For commercial uses, a minimum of one (1) space shall be provided for every use with three thousand (3,000) or more square feet of gross floor area. Additional parking and loading space may be required based on the operating characteristics of the individual use. In such instances, the number of spaces provided shall be determined by the Director of Development Review and TRPA upon the submittal of site plans and general operation plans.
- (2) Light Industrial and Wholesale/Storage Uses: For light industrial and wholesale/storage uses, spaces shall be provided as follows:
 - (a) One (1) space shall be required for each use having three thousand (3,000) to twenty thousand (20,000) square feet of gross floor area;
 - (b) Two (2) loading spaces shall be required for each use having twenty thousand (20,000) to forty thousand (40,000) square feet of gross floor area; and
 - (c) For each twenty thousand (20,000) square feet of gross floor area, or major fraction thereof, over forty thousand (40,000) square feet of gross floor area, one (1) loading space shall be required.
- (3) Design Standards: Design of required spaces shall be as follows:
 - (a) Spaces shall be a minimum twenty-five (25) feet in length an fifteen (15) feet in width, and shall have minimum height clearance of fourteen (14) feet;
 - (b) Spaces shall not interfere with vehicular circulation or parking, or with pedestrian circulation; and

- (c) On-site driveways and maneuvering areas may be used in lieu of one (1) of the off-street loading spaces required by this section, as long as maneuvering areas for delivery vehicles are provided

H. **Driveways:** Driveways may exceed 10% slope for single family houses, including secondary residences and 5% slope for all other uses, if Washoe County and TRPA find that a steeper driveway would minimize the amount of grading and site disturbance that would result from construction of a driveway of lesser slope. In no case shall a driveway exceed 14% for residential use or 8% for all other uses. Driveway widths shall conform to the following standards:

- (1) **Single Family:** Single family houses, including secondary residences, require driveways of a minimum width of 10 feet. Where the house includes a garage, the driveway shall be at least as wide as the garage door opening for a distance of 20 feet and shall taper to the appropriate width, but no less than 10 feet.
- (2) **Other residential uses:** Two-way driveways serving residential uses other than single family houses shall be 24 feet. One-way driveways serving residential uses other than single family houses shall be 12 feet.
- (3) **Tourist Accommodation, Commercial, Public Service and Recreation Uses:** Two-way driveways serving these uses shall have a minimum width of 20 feet and a maximum width of 30 feet. One-way driveways serving such uses shall have a minimum width of 10 feet and maximum of 15 feet. For two-way driveways with median dividers serving such development, each direction shall have a minimum width of 10 feet and a maximum of 17 feet.
- (4) **Impacts:** New driveways shall be designed and located so as to cause the least adverse impacts on traffic, transportation, air quality, water quality and safety.
- (5) **Shared Driveway:** Washoe County and TRPA shall encourage shared driveways in new projects, if it is found that the effect is equal or superior to the effect of separate driveways.
- (6) **Federal and State Standards:** On federal and state highways, ingress/egress standards of Nevada (NDOT) shall apply. Where state standards conflict with county standards, state standards apply.
- (7) **Number of Driveways:** New development, which does not require a traffic analysis pursuant to TRPA Code, shall be served by a single driveway with no more than two points of ingress/egress from the public right-of-way or other access road. Additional or transferred development, requiring a traffic analysis, shall conform to ingress/egress provisions necessary to mitigate all traffic and air quality impacts under TRPA Code.
- (8) **Intersection Setbacks:** All exits onto public streets shall be located a minimum of 50' from an intersection.
- (9) **Curb Cut Width:** Curb cut widths shall be a minimum of 24' for two-way traffic, and 14' for one-way traffic.
- (10) **Curb Cut Separation:** Curb cuts on the same lot shall be separated by a minimum distance of 22'.

- (11) **Emergency Access:** Provide adequate access for emergency vehicles and for those persons attempting to render emergency services.
- I. **Pedestrian Circulation:** Pedestrian circulation systems shall be required for Commercial, Tourist Accommodation, Public Service and Multi-residential projects. Sidewalks shall be a minimum 48" wide, with gradients less than 5%. Ramps for use by the handicapped shall not exceed a 1:12 slope and shall be provided with landings as specified in the Uniform Building Code. Ramps exceeding a 1:15 slope shall be fitted with handrails, 30-34" in height above the stair tread. Sidewalk dimensional standards are applicable to public and right-of-way easement walkways only, and not to pedestrian facilities and structures within the private property (unless otherwise required by safety and fire codes).

Guidelines

1. **Location of Parking:** A major scenic goal within the Lake Tahoe Basin is to reduce the visual impact associated with the automobile. Toward this end, parking in commercial areas should be located away from building frontages and the main roadway whenever possible.

It is preferable to have parking areas located in back or side yards where the parking can be more efficiently screened by buildings and landscaping. This also helps establish a stronger architectural edge along the travel corridors and safer pedestrian circulation when cars are not parked between the viewer and the building.

In areas where commercial development backs directly onto the lakeshore, it may be preferable to maintain the area between the building and the lake free of parking.

2. **On-Street Parking:** In order to reduce the visual clutter and unpredictability along the edges of the major travel routes, on-street parking should be restricted along the state and federal highways (i.e. Highways 28 and 431). In those areas where it is desirable to maintain on-street parking, it is recommended that on-street parking be accommodated in parallel parking bays. Each bay would be designed to hold a maximum of four (4) parked vehicles. Bays would be paved and clearly defined with curbing. An eight (8) foot wide minimum landscaped area should be required at the end of each parking bay (i.e. consecutive parking bays would have 16 feet of landscaped area between them).
3. **Stacked Parking:** Stacked Parking areas are recommended only when vehicles are directed or parked by parking attendants. Dimensions for stacked parking spaces should be 8 feet by 16 feet. An aisle at least 12 feet wide should be maintained along the length of one side of the stacked parking area to allow for emergency access. In areas of stacked parking, maintain an aisle clear of vehicles at least 12 feet wide along the length of one side of the stacked parking area.
4. **Compact Vehicle Spaces:** Parking lots with 20 or more required parking spaces may design for a maximum 25 percent compact car spaces. Space width should be a minimum of 8 feet and space to curb length should be a minimum of 15 feet and shall be clearly marked as compact.
5. **Bicycle Parking:** Bicycle parking should be provided for all projects other than single-family residential.

6. **Delineation of Parking Areas:** Considerable visual confusion and clutter results from the uncoordinated parking that occurs in poorly defined and unpaved areas along the shoulder of the roadway. All parking areas should have clearly defined boundaries and should be striped to indicate location of spaces within the parking lot. The parking lot should be maintained to ensure that striping remains clearly visible.
7. **Provide Wheel Stops:** Use wheel stops wherever needed in order to prevent automobiles from parking on dirt areas or landscape plantings, or from overhanging walkways. Wheel stops should be placed approximately four feet back from the edge of landscaping to allow for bumper overhang. Commonly used types of wheel stops include precast concrete units, landscape timbers, and railroad ties which are staked into the ground. Bollards may also be used. Wooden bollards should be used rather than steel poles. No setback for bumper overhang is needed when using bollards.
8. **Sloped Parking Areas:** When parking is sited on sloping terrain, terrace the parking lots to follow the terrain rather than allowing the lot surface to extend above the natural grade.
9. **Elements of Pedestrian Environments:** Provide elements which will contribute to an attractive pedestrian environment including:
 - Entrance points which can be reached on foot from adjacent rights-of-way and parking areas;
 - Pedestrian-scaled signage and other information;
 - Elimination of barriers and obstacles to continuous movement;
 - Protection from inclement weather; and
 - Clearly marked pathways or walkways of adequate width from parking areas and adjacent sidewalks/pathways.
10. **Provide Pedestrian Amenities:** Provide pedestrian amenities which will encourage people to walk such as:
 - Street furniture;
 - Outdoor cafes;
 - Pedestrian plazas;
 - Window shopping opportunities; and
 - Outdoor entertainment.
11. **Provide a Comprehensible Circulation Pattern:** The circulation pattern should be easily comprehended by the user.
12. **Separate Circulation Modes:** Separate vehicular and pedestrian circulation systems should be provided in order to reduce conflicts between pedestrians, bicyclists, and motorists. Separation can be effected through the use of changes in grade, materials, screens, and structures.
13. **Anticipate Movement Patterns:** Layout of sidewalks should follow the anticipated movement of pedestrians. Failure on the part of the designer to anticipate these patterns often results in

the creation of informal "people paths" which often lead to vegetation destruction and increased soil erosion.

14. **Separate Loading Activities:** Loading activities should not interfere with other site circulation patterns. This often means locating most loading activities to the rear or side of the site.
15. **Clearly Mark Building Entries:** Building entries should be clearly visible from the parking areas and should be kept clear of parking.
16. **Use Compatible Paving Materials:** Paving materials should be compatible with other site materials. Sidewalk surfaces should be non-slippery.
17. **Provide Site Access Options:** Provide at least two points of access to the site whenever possible. This increases the options of fire and safety personnel to reach a site during an emergency. Service drives can serve this purpose if access to the building is available. A secondary access point need not always be a road or drive. Grasscrete or even lawn open to a public street can be used as emergency access.
18. **No Parking in Driveways:** Discourage parking in the driveway.

CHAPTER 5 Snow Storage

Accommodating snow removal and storage presents unique challenges to site planning and design. During snow months, roofs, parking areas, and walkways become areas which need to be cleared of snow for safety and convenience. When snow is not disposed of offsite, provisions need to be made to store the snow on site.

Standards

A. **Standards for Snow Storage:** The standards for snow storage are:

- (1) Parking: Parking areas shall be sloped at least two percent to prevent ponding and icing.
- (2) Commercial, tourist accommodation, public service, recreation and multi-residential projects: Shall provide, within the project area, snow storage areas of a size adequate to store snow removed from parking, driveway and pedestrian access areas or have arrangements by means of recorded easements or equivalent arrangements to remove and store accumulated snow offsite.
- (3) Snow disposal: All persons conducting public, commercial or private snow removal or disposal operations shall dispose of snow in accordance with site criteria and management standards in the handbook of best management practices, and the criteria below;
- (4) Requirements for individual parcels: Removal of snow from individual parcels shall be limited to structures, paved areas, and unpaved areas necessary to safely park or provide safe pedestrian access.
- (5) Requirements for dirt roads: Snow removal from dirt roads is subject to regulation pursuant to Section 5.12, Remedial Action Plans, of the TRPA Code. When TRPA approves snow removal from a dirt road, pursuant to project approval or in accord with provisions of Section 5.12, it shall specify required winterization practices, BMPs, the specific means of snow removal, and a schedule for either paving the dirt road or ceasing snow removal.
- (6) Water quality requirements: Snow storage shall not be located in any stream environment zones (SEZ) or setback. Snow storage shall be located upstream of BMPs to ensure adequate treatment of runoff from snow melt.

Guidelines

1. **Provide Snow Storage Areas:** All parking areas, whether on- or off-street, should be designed to accommodate snow removal maintenance procedures. Wherever possible, locate storage areas away from public views and visually sensitive areas (e.g. at the rear of the property, screened by the buildings, etc.). Do not locate storage areas or dispose of snow in drainage channels or swales. Provide infiltration systems in the storage areas consistent with the Handbook of Best Management Practices.
2. **Storing Snow on Pavement:** The paved surface of the parking area may be used to store snow when deicing compounds (especially salt) are used on the pavement. This will prevent damage to landscaped areas by the deicing compounds. Storing snow on impervious surfaces generally requires the installation of infiltration trenches, dry wells, or other drainage conveyance system. Periodic maintenance of the snow storage area will be necessary to remove accumulated debris and road sand.
3. **Storing Snow on Landscaped Areas:** Landscape and planting beds around parking areas may be used for snow storage, especially when no chemical de-icing compounds (not including sand) are used on the parking surface. Infiltration systems consistent with the Handbook of Best Management Practices may be necessary. Storage areas may also be constructed in landscape areas using a 12" layer of crushed rock in order to screen it. Avoid directing runoff from the storage area toward any drainage channel or swale. Periodic maintenance of the snow storage area will be necessary to remove accumulated debris and road sand.
4. **Define and Protect Landscaped Edges:** Edges of landscaped areas adjacent to roadways and parking areas should be delineated with reinforced curbing, large rocks or boulders, timbers, berming, or other grade changes. The edge materials used should be compatible with snow removal techniques in order to protect plant materials from snow plows and other vehicles. The perimeter of all plowed areas should be marked during the Winter with snow stakes. Edges of landscaped areas which are delineated with materials like those mentioned above can also function as permanent vehicle barriers.
5. **Pave Dirt Roads and Parking Surfaces:** Paving existing dirt roads, walkways, and parking surfaces will prevent the unintentional plowing and moving of dirt when snow plowing.

CHAPTER 6 *Landscaping*

The primary goal is to protect the existing and natural vegetation of the Tahoe Region. In areas that have been disturbed, TRPA Code Chapter 6o, *Water Quality*, requires protection of vegetated areas and the revegetation of disturbed areas. TRPA Code Section 61.4, *Revegetation*, sets forth the requirements of revegetation. This landscaping section addresses revegetation requirements in the built environment.

Landscaping can be used to successfully integrate the built environment into the natural environment. It can also provide pleasant outdoor spaces for people, mitigate noise and air quality impacts, and help screen undesirable elements. Regional climatic and physiographic conditions generally impact landscape and plant materials and must be taken into account early in the design process. It is recommended that landscape design and planning take advantage of the different visual environments in formulating a design theme or concept. The purpose of this section, *Landscaping*, is to establish regulations for the development, installation and maintenance of landscaped areas within the Tahoe Plan Area and Washoe County, without inhibiting creative landscape design. The intent of these regulations is to protect the public health, and safety and welfare by:

- Increasing compatibility between residential, commercial and industrial land uses;
- Enhancing the economic viability of the County and the quality of living for residents and visitors by creating an attractive appearance of development along streets and highway;
- Reducing heat, glare, noise, erosion, pollutants and dust by increasing the amount of vegetation;
- Preserving significant ecological communities, and desirable existing trees and vegetation best suited for the local microclimate; and
- Maximizing water conservation through established conservation principles and practices, and through proper landscape and irrigation planning, design and management.

Standard

A. **Applicability:** The provisions set forth in this section shall apply as follows:

- (1) **Developed Land Area:** Developed land areas of all projects and activities subject to the provisions of TRPA Code Section 6o.4, *Best Management Practice Requirements*, shall be subject to this Section, except for single family residential uses and other uses TRPA

and Washoe County have determined that the revegetation requirements of TRPA Code Section 61.4, Revegetation, to be adequate.

- (2) **Duplicate Ordinance:** If the provisions of this article are in conflict with other ordinances or regulations, the more stringent limitations or requirement shall prevail to the extent of the conflict. The provisions of this article may be waived if the proposed landscaping conflicts with the restoration, revegetation, or vegetation view protection requirements of the TRPA Code.
- (3) **Review of Extenuating Circumstances:** The applicant may appeal to the Washoe County and TRPA for special review resulting from extenuating circumstances or physical conditions on the proposed project site.

B. Developed Land Area: For purposes of this Landscape Section, developed land area is that portion of the project area that contains altered or improved land area where the existing vegetation no longer exists or cannot be maintained naturally. Such areas may include construction areas, areas of heavy pedestrian use, areas subject to disturbance or unusual treatment, artificial areas such as planters, etc.

C. Required Plans: A site plan, planting plan and an irrigation plan are required, and a soil analysis is required for all non-exempt development. These plans shall be prepared by a licensed landscaped architect or other persons permitted to prepare landscaping and irrigation plans pursuant to Nevada Revised Statutes Chapter 623A and submitted to, and approved by, Washoe County and TRPA.

- (1) **Site Plan:** A site plan is required to ensure that the proposed landscape improvements are in conformance with the standards and requirements of this article. A copy of the approved site plan shall be kept on the project site until the project is inspected and accepted by the Washoe County or TRPA. A site plan, drawn at a scale appropriate to the proposed project, including dimensions and distances, shall include at a minimum:
 - (a) Location and configuration of proposed and existing buildings, and site improvements on a base map with existing and proposed topography; and
 - (b) Location and amount of proposed and existing parking spaces and other paved areas, public rights-of-way and impervious surfaces.
- (2) **Planting Plan:** A planting plan is required to ensure that the proposed plantings are in conformance with the standards and requirements of this article. The planting plan must include all necessary information to satisfy Section L, Planting Standards, of this section. A planting plan shall include at a minimum:
 - (a) Location, spacing, size, and genus and/or species of proposed plantings, and identification of existing plants;
 - (b) Existing vegetation, natural features and site improvements on adjoining properties within ten (10) feet of the property line; and
 - (c) Plant list which includes the following: quantity of proposed plants; existing plants to remain; number of proposed trees number of existing trees to be preserved; amount of paved area; and the amount of turf.
- (3) **Irrigation Plan:** An irrigation plan is required to ensure sufficient and timely watering necessary for the survival of newly installed plants. A copy of the approved irrigation

plan shall be kept on the project site until the project is inspected and accepted by the TRPA. The irrigation plan must include all necessary information to satisfy Section M, Irrigation Standards, of this article. An irrigation plan, drawn at a scale identical to the required site plan, shall include at a minimum:

- (a) Location, size and specifications of water source(s), water mains, meter(s), valves and the controller;
 - (b) Temporary or permanent water irrigation systems;
 - (c) Specifications of irrigation equipment identified by the manufacturer's name and equipment identification number; and
 - (d) An approved backflow prevention device is required on all landscape irrigation systems.
- (4) Soil Analysis: A determination of soil classification. A horticultural suitability analysis with appropriate recommendations is strongly encouraged to assist in proper selection of plant materials and soil amendment as necessary to enhance the health and growing capabilities of the plants.

D. Water Conservation: To promote resource-efficient landscaping for the conservation of water and other natural resources, the following principles and practices are encouraged:

- (1) Practical turf areas;
- (2) The use of water-conserving plant material;
- (3) The grouping of plants with similar water requirements;
- (4) An irrigation system designed to meet plant needs;
- (5) The installation of permeable hard surfaces to encouraged groundwater recharge and re-use, and to discourage run-off;
- (6) The use of water harvesting techniques;
- (7) The use of mulches;
- (8) The use of soil amendments based on soil analysis; and

E. Existing Vegetation: Existing vegetation within the project area, as generally depicted in Figure 6.1, shall be preserved as set forth in this section and may contribute toward all landscaping required by this article, including:

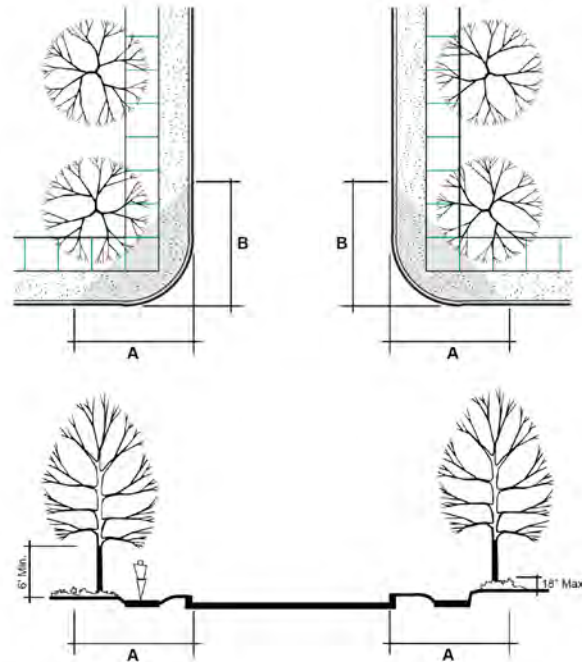
- (1) Existing Vegetation: Existing vegetation and ecological communities shall be protected and preserved where appropriate and as feasible;
- (2) Preservation of Protected and Endangered Vegetation: Protected and endangered vegetation as defined in the Conservation Element of the Washoe County Comprehensive Plan and Subsection 61.3.6, Sensitive and Uncommon Plant Protection and Fire Hazard Reduction, of the TRPA Code; and

- (3) Preservation of Significant Trees: Existing trees with a caliper greater than six (6) inches, as measured fifty-four (54) inches from grade, shall be preserved if feasible. Protection measures, including non-disturbance around the drip-line and/or root zone, shall be incorporated into the landscaping plan.

F. **Public Safety**: All provisions of this article shall comply with the public safety requirements set forth in this section.

- (1) General: Landscaping shall meet the following safety requirements:
 - (a) Landscaping elements shall not be permitted if they pose a public health or safety threat; and
 - (b) The height, spread and growth habit of all plants shall not interfere with or obstruct ease of movement or impede a public right-of-way.
- (2) Special Areas: The use of thorny plants is prohibited along public bicycle and pedestrian paths, and the use poisonous and/or thorny plants is prohibited on properties used primarily by children such as schools, day care centers and nurseries.
- (3) Intersection Visibility: All trees shall be pruned such that no branches extend lower than six (6) feet above curb level and other plants shall not exceed eighteen (18) inches in height above any street curb under the following conditions:
 - (a) Street intersection: Within a thirty (30) foot visibility triangle.
 - (b) Commercial Driveway or Alleyway: Within a fifteen (15) foot visibility triangle.
 - (c) Residential Driveway: Within a ten (10) foot visibility triangle.

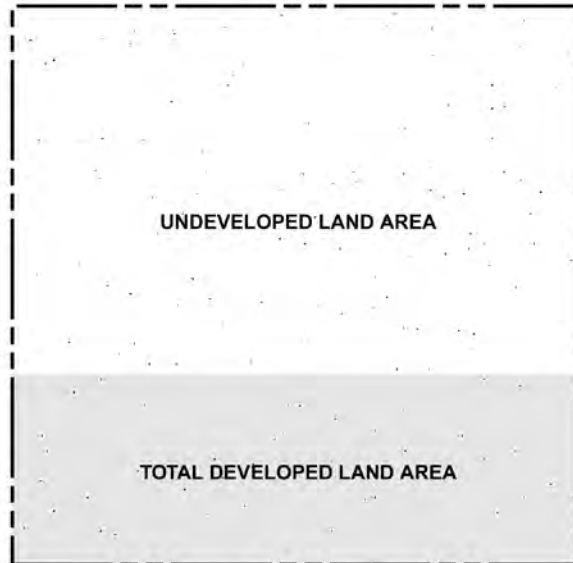
**Figure 6.2
Intersection Visibility**



Note: A=Distance measured from street curb as set forth in Section 110.412.30 (c)(1), (c)(2), and (c)(3).

- G. Residential Use Types:** The following landscaping requirements shall apply to residential uses including duplex and multiplex residential subdivision lots and multi-family developments. Any landscaping required in this section may contribute toward the minimum requirements.
- (1) **Coverage:** A minimum twenty (20) percent of the total developed land area shall be landscaped.
 - (2) **Required Yards Adjoining Streets:** All required front, rear or side yards which adjoin a public street shall be landscaped and shall include at least one (1) tree for every fifty (50) linear feet of street frontage, or fraction thereof.
- H. Public Service, Tourist, and Commercial Use Types:** The following minimum landscaping requirements shall apply to the total developed area for public service, tourist and commercial uses. The total developed land area is illustrated in Figure 6.1. Any landscaping required in this section may contribute toward the minimum requirements, including a mixture of building and buffer landscaping. These requirements are generally depicted in Figure 6.3.
- (1) **Coverage:** A minimum twenty (20) percent of the total developed land area shall be landscaped. Any disturbance to undeveloped portions of a site shall be mitigated.

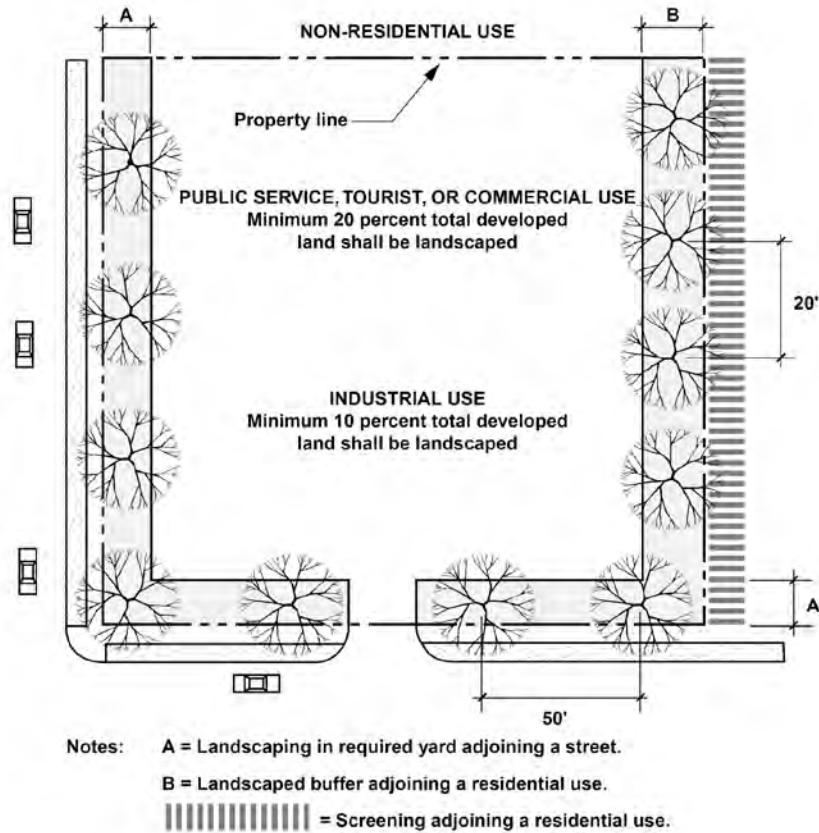
**Figure 6.1
Project Land Area**



Note: Shaded area used in calculating the amount of required landscaping and screening.

- (2) Required Yards Adjoining Streets: All required yards which adjoin a public street shall be landscaped and shall include at least one (1) tree for every fifty (50) linear feet of street frontage, or fraction thereof.
- (3) Landscaped Buffers Adjoining Residential Uses: When a public service, tourist or commercial use adjoins a residential use, a landscaped buffer is required as follows:
 - (a) The buffer shall be the width of the required front, side or rear yard for the entire length of the adjoining common property line; and
 - (b) The buffer shall at least one (1) tree every twenty (20) linear feet of property frontage, or fraction thereof, planted in off-set rows or groupings to achieve maximum screening.
- (4) Screening Adjoining Residential Uses: When a public service, tourist or commercial use adjoins a residential use, a solid decorative wall or fence shall be erected along the entire length of the common property line. This wall or fence shall be at least six (6) feet but not more than seven (7) feet in height.

Figure 6.3
Landscaping and Screening for Civic, Commercial,
Industrial and Agricultural Use Types



I. **Light Industrial and Wholesale/Storage Use Types:** The following minimum landscaping requirements shall apply to the total developed land area for light industrial and wholesale/storage type uses, except those exempted by Section B, Exemptions. The total developed land area is illustrated in Figure 6.1. Any landscaping required in this section may contribute toward the minimum requirements, including a mixture of building and buffer landscaping. These requirements are generally depicted in Figure 6.3.

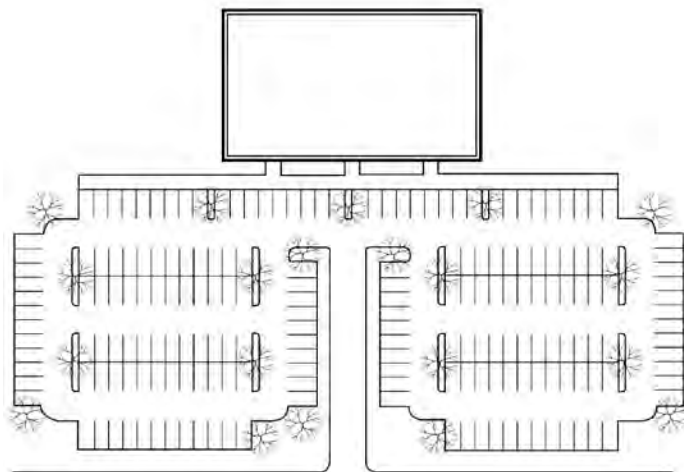
- (1) **Coverage:** A minimum ten (10) percent to the total developed land area shall be landscaped. Any disturbances to undeveloped portions of a site shall be mitigated.
- (2) **Required Yards Adjoining Streets:** All required yards which adjoin a street shall be landscaped and shall include at least one (1) tree for every fifty (50) linear feet, or fraction thereof.
- (3) **Landscaped Buffers Adjoining Residential Uses:** When an industrial type use adjoins a residential use, a landscaped buffer is required as follows:
 - (a) The buffer shall be the width of the required yard for the entire length of the adjoining common property line; and
 - (b) The buffer shall include at least one (1) tree every twenty (20) linear feet of property frontage, or fraction thereof, planted in off-set rows or other methods to achieve maximum buffering.

- (4) Screening Adjoining Residential Uses: When any industrial type use adjoins a residential use, a solid decorative wall or solid decorative fence shall be erected along the entire length of the common property line. This wall or fence shall be at least six (6) feet but not more than seven (7) feet in height.

J. Parking and Loading Areas: In addition to other required landscaping, all parking and loading areas shall provide minimum landscaping as set forth in this section. Any trees required in Sections G through I may contribute toward the minimum coverage requirement.

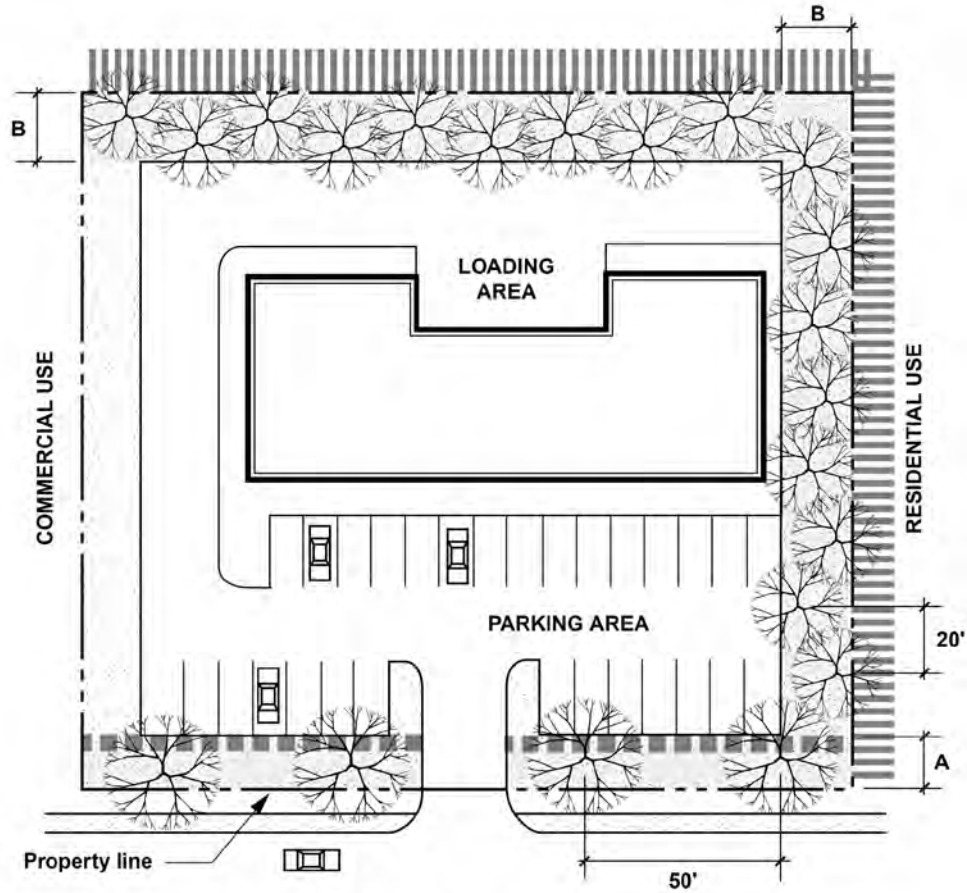
- (1) Coverage: At least one (1) tree shall be provided for every ten (10) parking spaces, provided the distance between required trees does not exceed twelve (12) spaces in a row and the trees are evenly distributed throughout the paved area, as generally depicted in Figure 6.4.
- (2) Required Yards Adjoining Street: When a parking or loading area adjoins a street, a landscaped berm and/or decorative wall or fence shall be provided within all required yards adjacent to the parking or loading area.

Figure 6.4
Required Trees Within Parking and Loading Areas



- (3) Landscaped Buffers Adjoining Residential Uses: As generally depicted in Figure 6.5, when a parking or loading area adjoins a residential use, a landscaped buffer is required as follows:
 - (a) The buffer shall be the width of the required yard for the entire length of the adjoining common property line; and
 - (b) The buffer shall include at least one (1) tree every twenty (20) linear feet, or fraction thereof, planted in off-set rows.
- (4) Screening Adjoining Residential Uses: As generally depicted in Figure 6.5, when a parking or loading area adjoins a rear or non-street side yard of a residential use, a solid decorative wall or fence shall be erected along the length of the property line. This wall or fence shall be at least six (6) feet in height.

Figure 6.5
Landscaping and Screening for Parking and Loading Areas



- Notes:**
- A** = Landscaping in required yard adjoining a street.
 - B** = Landscaped buffer adjoining a residential use.
 - ||||| = Screening adjoining a residential use.
 - ■ ■ ■ ■ = Screening of a parking area adjoining a street.

- (5) Existing Parking and Loading Areas: When a parking or loading area existing prior to the effective date of this chapter is enlarged by one or more expansions in area greater than 50 (50) percent, the minimum landscaping requirements of this article shall be met for the total (existing and enlarged) area.
- (6) Standards: The following standards shall apply within parking and loading areas:
 - (a) Planted areas shall be protected by curb, wheel stops or other appropriate means, to prevent injury to plants from pedestrian or vehicle traffic; and
 - (b) Planting areas which abut the side of parking stalls shall include a minimum eighteen (18) inch wide paved strip to allow access to and from vehicles.
- (7) Exceptions: Required landscaping shall not apply where parking and loading areas are:

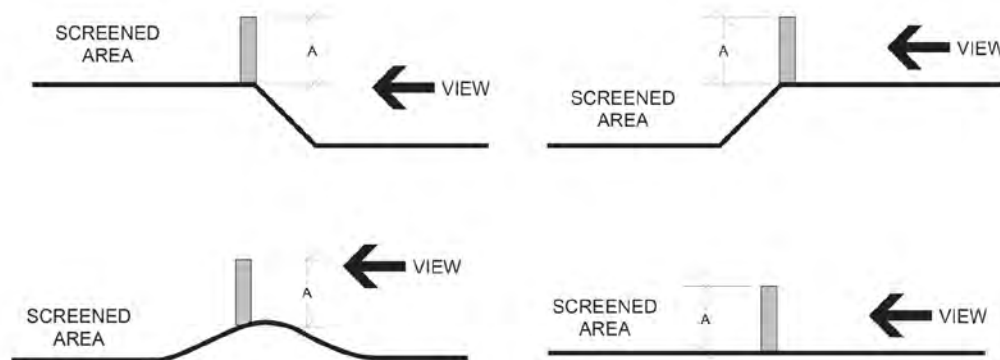
- (a) Completely screened from surrounding properties by intervening buildings or structures;
- (b) Located under, on or within buildings; or
- (c) Devoted to display parking for automobile dealership.

K. **Other Screening Requirements:** In addition to screening requirements established in Sections G through J, screens shall comply with the minimum requirements of this section.

- (1) **Open Storage Areas:** The following screens are required for open storage areas:
 - (a) Open storage areas shall be enclosed by a screen at least six (6) feet but not more than seven (7) feet in height;
 - (b) Items stored within one hundred (100) feet of a street or residential use shall not be stacked higher than the required screen;
 - (c) Screens to enclose storage areas between adjoining side or rear yards may be deleted by mutual agreement of the property owners involved;
 - (d) Exterior electrical cage enclosures and storage tanks shall be screened from view from an adjacent street and residential use; and
 - (e) The location of trash enclosures, as specified on the site plan, shall be subject to the approval of TRPA. Such enclosures and gates shall be of solid construction and shall be in accordance with County standards and the Uniform Fire Code.
- (2) **Mobile Home Parks:** A decorative wall or fence shall be erected along the entire length of the property line of a manufactured home park as follows:
 - (a) The wall or fence shall be at least six (6) feet but not more than seven (7) feet in height along property lines not adjoining a street.
- (3) **Recreation Vehicle Facilities:** In urban areas, a decorative wall or fence shall be erected along the entire length of the property line of commercial campground facilities and recreational vehicle parks as follows:
 - (a) When a recreational vehicle park adjoins a street, the wall or fence shall be four (4) feet or more in height; and
 - (b) The wall or fence shall be at least six (6) feet but not more than seven (7) feet in height along property lines not adjoining a street.
- (4) **Mechanical Equipment:** All mechanical equipment, tanks, ventilating fans or similar equipment, whether located on a roof or on the ground, shall be screened from view from adjoining properties and streets. Screens shall be integrated into the overall architectural style of the associated building and shall be measured from the highest point of the object being screened.
- (5) **Swimming Pools:** Swimming pools shall be enclosed by a minimum five (5) foot high screen.

- (6) **Materials:** Screens shall include the installation and maintenance of at least one (1) or a combination of the following elements:
- (a) Dense plants, such as hedges;
 - (b) Chain link fencing, except along streets, with inserts of wood, metal or other acceptable material;
 - (c) Decorative fences constructed to maintain an opaque condition. Alternating slats are encouraged to accommodate windy extremes; or
 - (d) Decorative walls consisting of either brick, rock or block, and maintaining a width of at least eight (8) inches.
- (7) **Opacity:** Plants used for screens shall be:
- (a) Of a type which will provide a year-round barrier at the prescribed height;
 - (b) Planted at a spacing necessary to achieve one hundred (100) percent opacity within five (5) years; and
 - (c) Supplemented or replaced with other dense landscaping or an appropriate fence or wall, if it fails to retain such opacity any time after the initial two (2) year period.
- (8) **Height Measurements:** Screening materials shall be located to maximize the benefit of the screen, and prescribed heights shall be measured from finished grade, as illustrated in figure 6.6.

Figure 6.6
Placement and Measurement Techniques for Screening Materials



NOTE: A=Screen Height Measured from Finished Grade.

L. **Planting Standards:** All required landscaping, including parking and loading areas, shall comply with the minimum standards established in this section and Section 61.4, Revegetation, of the TRPA Code.

- (1) **Composition:** The use of climatic adaptive planting material on TRPA's Recommended Native and Adapted Plant List is required.

- (2) Compatibility: Development shall relate harmoniously to the surrounding topography and provide for the preservation of natural features such as water courses, wooded areas, and rough terrain.
- (3) Compatible Water Use Zones: Trees and plants having similar climatic, water, soil and maintenance requirements shall be organized in distinct and compatible planting zones as defined below:
 - (a) High water use zones include plants which require moist soils and supplemental water in addition to natural rainfall to survive at maturity;
 - (b) Moderate water use zones include plants which survive on natural rainfall with supplemental water during seasonal dry periods at maturity; and
 - (c) Low water zones include plants which survive on natural rainfall without supplemental water at maturity.
- (4) Nursery Standards: Plants shall meet the standards for sizes and grades of plant materials as listed in the latest edition of the American Standard for Nursery Stock released by the American Association of Nurserymen.
- (5) Non-Interference: The location of trees and vegetation shall not adversely affect utility easements, service lines or solar access or neighboring sites. If necessary, the width of the planting areas shall be increased so that the tree locations do not interfere with utilities or solar access.
- (6) Public Rights-of-Way: Any tree planted within five (5) feet of publicly maintained curbing, pavement or sidewalks shall install a root control barrier as prescribed by the County. Landscaping for a private development may be placed in a public right-of-way subject to the issuance of a valid encroachment permit.
- (7) General: The following general standards shall apply to all new planting areas:
 - (a) Planting areas with trees within parking and loading areas shall be at least eight (8) feet wide at the base of the tree in all directions;
 - (b) Planting areas without trees within parking and loading areas shall be at least five (5) feet wide;
 - (c) Ground cover or mulch shall be used in all planting areas. Turf is not allowed in parking lot tree planters; and
 - (d) Planted areas shall be protected by curb, wheel stops or other appropriate means to prevent injury to plants from pedestrian or vehicle traffic.
- (8) Trees: New trees shall meet the following standards:
 - (a) The composition of trees shall represent a mixture of deciduous and coniferous varieties;
 - (b) At least one-half (1/2) of all evergreen trees shall be at least seven (7) feet in height, and the remainder must be at least five (5) feet in height at the time of planting; and

- (c) The required number of the deciduous trees shall be at least two (2) inch caliper per American Nursery Standards at the time of planting.
- (9) Shrubs and Hedges: New shrubs and hedges shall meet the following standards:
 - (a) Shrubs shall be comprised of a mixture of sizes, but not less than number one (1) size containers.
 - (b) Shrubs shall be a minimum of three (3) gallon pot size where upright shrubs have a minimum height of 18 inches and minimum spread of 18 inches; and, spreading shrubs have a minimum spread of 18-24 inches.
- (10) Ground Cover: New ground cover shall meet the following standards:
 - (a) Living ground cover shall be planted to achieve a minimum planting area coverage of fifty (50) percent within one (1) year of installation and shall achieve one hundred (100) percent coverage within three (3) years of installation;
 - (b) Wood chips, bark, decorative rock or other appropriate inert materials may also be used provided it does not exceed ten (10) percent of the total planting area; and
 - (c) Plastic, steel or other appropriate edging material shall be provided around ground cover areas to retain loose materials.
 - (d) Groundcovers shall be a minimum four (4) inch pot size or one (1) gallon container and shall be a maximum 24 inches on center spacing.
- (11) Turf: Turf, when used appropriately, offers aesthetic appeal, environmental cooling, oxygen production and a safe activity surface for a variety of recreational uses. Areas with turf shall meet the following standards.
 - (a) Irrigation for turf areas shall minimize runoff and inadvertent watering of non-turf areas;
 - (b) Use of turf shall be consolidated to those areas that receive significant pedestrian traffic, provide for recreational uses, assist in soil erosion control such as on slopes or in swales, and other functional use areas;
 - (c) Turf areas shall be dethatched and aerated as needed to promote effective water infiltration into the soil, to minimize water runoff and to promote deep, health roots;
 - (d) In multi-family residential use types, turf areas shall be provided at a minimum of fifty (5) percent of the required landscaping area in a practical configuration for recreational uses and shall be balanced with other landscaping materials;
 - (e) In commercial and industrial use types, turf areas shall be balanced with other landscaping materials;
 - (f) Turf shall be comprised of TRPA recommended, drought-resistant, and hardy varieties which, when properly installed and maintained, are capable of surviving under conditions of restricted water use;

- (g) Any turf area must be capable of being watered with minimum overspray or runoff; and
 - (h) Where turf is used in areas subject to erosion or in swales, it shall be sodded rather than seeded.
- (12) Earth Berms: Earth berms shall comply with the following standards:
- (a) An earth berm may contribute toward the prescribed height of any planting, fencing, or wall;
 - (b) Mounds of earth used for planting shall not exceed horizontal to vertical slopes of two to one (2:1); and
 - (c) Turf planted slopes shall not exceed horizontal to vertical slopes of four to one (4:1).
- (13) Soil Preparation: Soil shall comply with the following standards:
- (a) Required landscaping shall be installed using a planting soil mix comprised of a type appropriate to the individual proposed plants and the native soil found on the site;
 - (b) Where necessary, soil amendments such as manure, straw, peat moss or compost shall be used to improve water drainage, moisture penetration and water holding capacity as recommended in the soil analysis report pursuant to Section C, Required Plans; and
 - (c) Deep ripping and tilling of landscape areas is encouraged to facilitate deep water penetration and oxygenation.
- (14) Mulch: Permanent mulch shall be applied to and maintained in all planting areas to assist soils in retaining moisture, reducing weed growth and minimizing erosion as follows:
- (a) A minimum three (3) inch layer of organic mulch material such as pine needles shall be installed in all planting areas except turf areas and meadow planted areas;
 - (b) Mulch may consist of wood products, stone and other non-toxic recyclable materials;
 - (c) Non-porous materials, such as plastic sheets, shall not be placed under the mulch; and
- (15) Height Measurements: Prescribed heights shall be measured from finished grade at the base of the plant material.
- (16) Plant Species Permitted: Plant species on the TRPA recommended Native and Adapted Plant List shall be used for lawns and landscaping.
- (17) Accent Vegetation: Plant species not found on the TRPA recommended Native and Adapted Plan List may be used for landscaping as accent plantings. Such plants shall

be limited to borders, entryways, flower beds, and other similar locations to provide accents to the overall native or adapted landscape design.

M. Irrigation Standards: Required irrigation shall comply with the minimum standards established in this section.

- (1) Separate Water Meter: All irrigation systems required for landscaping of all non-exempt development shall be connected to a water meter installed on the main line of the irrigation system upstream of the control valves to measure water delivery separate from water delivered for other forms of interior or exterior consumptive use.
- (2) Compatible Water Use Zones: Irrigation systems shall be designed to correlate with the composition of trees and plants and their related water use. High water use zones shall be provided with central automatic irrigation systems.
- (3) Coverage Requirements: Coverage requirements apply to all temporary and permanent irrigation systems as follows:
 - (a) Spray irrigation systems shall be designed for head-to-head coverage;
 - (b) Sprinkler heads must have matched precipitation rates within each control valve circuit; and
 - (c) Drip systems shall be designed to be expandable to adequately water the mature plant.
- (4) Control Systems: The following requirements apply to all irrigation control systems;
 - (a) Controlled irrigation systems shall be operated by an irrigation controller capable of irrigating high water demand areas on a different schedule from low water demand areas;
 - (b) Controllers must have multiple cycle start capacity and a flexible calendar program above to be set to comply with local or water management district restrictions; and
 - (c) Moisture sensor and/or rain shut-off equipment is encouraged to avoid irrigation during periods of sufficient rainfall. Such equipment shall have the capability to override the irrigation cycle of the sprinkler system when adequate rainfall has occurred.
- (5) Cross Connection Devices: All non-exempt development shall have either a pressure vacuum breaker or a reduced pressure principle backflow preventer device installed on the main line of the irrigation system upstream of the control valves.
- (6) Size of Irrigation Lines: Irrigation lines shall be classified as follows:
 - (a) Schedule 40 P.V.C. is required for all pressure lines and as sleeving under all paved areas;
 - (b) Lateral line piping shall be installed at least twelve (12) inches underground for non-pressurized irrigation lines;

- (c) Mainline piping shall be installed at least eighteen (18) inches underground for constant pressure irrigation lines; and
- (d) Manual and automatic drains shall be used to prevent freeze damage.
- (7) Water Application Schedules: Irrigation system schedules should include the following standards:
 - (a) Turf shall be irrigated on separate irrigation schedules; and
 - (b) Sprinkler systems with spray heads should not operate during times of high wind or high temperatures.
- (8) Maintenance: Irrigation systems shall be maintained as follows:
 - (a) Irrigation systems shall be maintained regularly to eliminate the waste of water due to loss from damaged, missing or improperly operating portions of the system;
 - (b) Controllers shall be adjusted to allow for the seasonal water requirements of the plants; and
 - (c) Systems shall be winterized to prevent freeze damage, including draining lines and backflow prevention devices as necessary.

N. General Requirements: All landscaping and screening shall meet the general requirements of this section.

- (1) Dust Control: The following dust control measures shall be used:
 - (a) For temporary coverage to control dust for less than one (1) year: hydroseed with fast growing temporary grasses; apply mulch or weed prevention netting; apply other slope stabilization materials; and install temporary irrigation system, if required, subject to the approval of the TRPA; and
 - (b) For coverage to control dust for more than one (1) year: land clearing shall be minimized and permanent planting as required by this article shall apply
- (2) Erosion Control: Erosion shall be controlled by slowing stormwater runoff and assisting in groundwater recharge as follows:
 - (a) To minimize erosion during construction, straw or other appropriate material shall be applied to slopes susceptible to water runoff; and
 - (b) Erosion shall be controlled on all graded sites which remain vacant prior to building construction.
- (3) Stormwater Runoff: Stormwater runoff shall be minimized in landscaped areas as follows:
 - (a) Stormwater detention/retention basins not integrated with paved areas shall be landscaped to enhance the natural configuration of the basin and plants located within the lower one-third (1/3) portion of the basin must withstand periodic submersion;

- (b) Where appropriate, grading and landscaping shall incorporate on-site stormwater runoff for supplemental on-site irrigation;
- (c) Where water is dispersed to natural ground or channels, appropriate energy dissipators shall be installed to prevent erosion at the point of discharge;
- (d) Runoff from disturbed areas shall be detained or filtered by earth berms, planting strips, catch basins or other appropriate methods to prevent sedimentation from the disturbed area from obstructing natural or artificial channels or deposition on paved areas; and
- (e) No earth, organic or construction material shall be deposited in or placed where it may be directly carried into a stream, lake or wetlands area.

O. **Maintenance:** All landscaping, irrigation and screening shall be maintained at all times to conform to the regulations established in this article.

- (1) **Responsibilities:** Landscaping and related equipment including, but not limited to, plants, screens, walkways, benches, fountains and irrigation systems shall be maintained by the applicant or subsequent owner of the property.
- (2) **Agreement:** Prior to acknowledging the permit, the applicant shall file a Maintenance Agreement or access easement to enter and maintain the property.
- (3) **Plants:** Required plants shall be maintained in healthy, vigorous, and disease and pest-free conditions so as to present a neat and healthy appearance free of refuse, debris and weeds. Plants shall be fertilized, cultivated and pruned on a regular basis and sound horticultural principles shall be practiced.
- (4) **Staking:** Plants shall be staked, tied or otherwise supported as necessary. Supports shall be regularly monitored to avoid damage to plants and removed when appropriate.
- (5) **Pruning:** Pruning shall be accomplished in accordance with accepted arboriculture standards.
- (6) **Turf Edge Trimming:** Roadways, curbs and sidewalks shall be edged to prevent encroachment from the adjacent turfed areas. Line trimmers shall not be used to trim turf abutting trees or other plants. All turf within a twenty-four (24) inch radius of any tree trunk shall be removed.
- (7) **Replacement:** Landscaping which is not maintained in a manner consistent with this article shall be replaced as follows:
 - (a) Replacement includes, but is not limited to, replacing plants damaged by insects, disease, vehicular traffic, vandalism, storm damage and natural disaster or occurrence;
 - (b) If the required landscaping is not living within one (1) year of the release of security, it shall be replaced with equivalent vegetation;
 - (c) If the existing landscaping which was preserved is not living within two (2) years of a release of security, it shall be placed with equivalent new landscaping; and

- (d) Replacement landscaping shall be installed within thirty (30) days following notification by Washoe County or TRPA that a violation of this article has occurred.

- P. **Guarantee of Completion:** To ensure proper installation and compliance with approved plans required in Section C, Required Plans, the person responsible for preparation of the required plans, or a qualified designated representative of the individual or firm which prepared the plans, shall conduct a final field inspection prior to release of the security. It shall be unlawful to occupy the premises unless the required landscaping, irrigation and screening is installed in accordance with these regulations, or a faithful performance bond or other satisfactory guarantee of completion insuring the faithful performance of all work, is accepted by Washoe County or TRPA.

Guidelines

1. **Establish a Design Concept:** Landscape plans should exhibit a design concept that provides more than a haphazard arrangement of plants. Plant materials should be utilized in a sensitive ordering which defines the site's spatial organization and function, relates to the buildings and structures, and incorporates the various site elements.
2. **Reinforce the Region's Natural Character:** In addition to adding aesthetic charm and interest to developments, the primary goal for landscape improvements within the Tahoe Basin should be to preserve and enhance the landscape character of the project site and vicinity.

Introduced vegetation should be compatible with the existing landscape in scale and should reflect the physical properties such as form, line, color and texture of local plant communities. See also guideline (4) Integration With Setting.

3. **Existing Landscape Elements:** As much as is feasible, significant existing landscape elements should be preserved and incorporated into development and landscape plans. Elements such as mature trees, tree groupings, and rock outcroppings should be considered as design determinants.

Landscape construction plans should show how the design has considered existing vegetation and site features, and what steps would be taken during construction to protect them. Vegetation protection practices during construction may be found in TRPA's Handbook of Best Management Practices.

4. **Integration with Setting:** Landscape designs should attempt to integrate the project into the existing setting.

Urban Areas: In urban settings the landscape often functions as architecture or as a means to define spaces for use. The widest range of plant materials is appropriate in urban areas. Please also refer to the Accent Vegetation guideline in this section. Generally, new plantings should be arranged in natural-looking groups. Geometric layouts with evenly spaced rows of trees and other formal landscape patterns should be reserved for institutional and public service sites when a formal landscape is desired.

Transition Areas: Development in transition areas often involves residential or small-scale commercial uses located in a relatively natural (although often disturbed) forested landscape. Generally a more limited range of plant materials is appropriate than in urban settings.

Natural Areas: In natural settings landscaping often provides the means to successfully place a structure or other development into the natural landscape. Generally the most narrow range of plant materials is appropriate in the natural setting. The arrangement and type of plant materials used in landscape projects in natural settings should be compatible with and reflect elements of the natural landscape surrounding the site. Landscape plans should locate new plantings in such a manner that edges of the existing forest canopy are extended, and sharp distinctions between existing natural vegetation and introduced plantings are not evident.

5. **Quantity of Materials:** Plant materials should be installed in accordance with the size standards listed above. The desired quantity and spacing of plant materials should be sufficient enough so that a complete and somewhat mature appearing landscape will be achieved within two years of planting. The plant size standards listed in Subsection L. are intended to apply to landscaping projects for the type of projects identified therein, and not to erosion control/revegetation projects.

In both cases, it is possible to achieve the same desired density of plant materials using either fewer, larger plant materials, or larger quantities of smaller materials. Several factors will come into play when selecting either approach, including: Availability of stock, landscape budget, specific plant species to be used, opportunities for irrigation and maintenance, and time of planting-recent climatic conditions.

6. **Use of Accent Vegetation:** Accent vegetation is most appropriate in urban areas where the goal is to create dynamic spaces for people to assemble and interact. Accent vegetation is less appropriate in rural transition areas, however it can be very effective as a landmark or identification of lanes, driveways, and project entrances as one approaches the built environment. Accent vegetation is rarely appropriate in natural areas.

When accent vegetation is used, it should be used sparingly, and limited to accent areas such as project entries, and small-scale pedestrian-oriented areas where more visual interest is desired. Accent vegetation should never be used in large quantities where it visually dominates a project. Selective use of a limited palette of accent plant materials is recommended. The use of ornamental turfgrass as an accent planting along major thoroughfares (State Route 28) is not recommended.

7. **Functional Aspects:** Landscape improvements should be utilized to better integrate development with its surroundings by helping to reduce the apparent scale of structures, screening views of unsightly or non-essential elements, visually softening hard edges, and providing a transition between different use areas.
8. **Scale:** The scale and nature of landscape materials should be appropriate to the site and structures. Large-scale buildings should be complemented with large-scale landscape materials (i.e. plants, rocks, timbers, walls, fences, etc.) appropriate to the design character of the building.
9. **Landscaped Setbacks:** All structures should have a landscaped (either existing natural vegetation or introduced plantings) setback from any public roadway. The existing practice of having no landscaping between the facade of a structure and the roadway is unacceptable. The width of this setback should be proportionate to the scale of the development in terms of both the length of the frontage and the height and mass of the structures.

For new commercial developments the landscaped setbacks should not be less than twenty (20) feet deep. For existing development undergoing renovating/upgrading, this minimum may be difficult, if not impossible, to attain. In such cases, the maximum possible landscaped setback should be created, although it should not be less than ten (10) feet deep.

Urban Areas: Landscaped setbacks in urban areas should consider accommodating people as an important function. The entire setback up to the property line and where appropriate, up to the edge of the roadway.

Transition Areas: Landscaped setbacks in transition areas can often be larger than those in urban areas. Primarily native vegetation should be used. Landscaped setbacks in transition areas should reflect the nature of the transition area, between urban and rural areas.

Natural Areas: Landscaped setbacks in natural areas should be as large as possible, incorporating native vegetation and setting the structure as far back into the property as possible in order to minimize the visual impact of the development.

10. **View Protection:** New landscaping shall not be located in such a manner that it would obstruct significant views, either when first installed or upon maturity. Where views exist, a conscious effort should be made to use plant materials to enhance them (e.g. tree clusters to "frame" view corridor; groundcovers or understory planting to improve foreground of significant view, etc.).
11. **Use a Limited Plant Palette:** Regardless of visual environment type, a limited palette of plant species is preferable for most projects.
12. **Recognize Plant Characteristics:** In addition to choosing plant materials that are compatible with the surrounding natural vegetation, the selection of plant materials should be based on their relative hardiness, drought tolerance, year round interest (foliage, color, flowers, fruit, branching pattern, etc.) and function (e.g. screen, accent, shade, etc.). For example, deciduous vegetation would be inappropriate in areas where substantial year round screening is necessary. Plant materials that are well adapted to local conditions, i.e. requiring minimal irrigation and fertilizers, are preferable.
13. **Provide Irrigation:** In order to establish newly installed plant materials and to protect significant investments in landscaping, automatic irrigation systems are strongly recommended for all Commercial/Public Service, Tourist Accommodation and Multi-Family Residential projects containing more than four units. Certain Recreation projects such as parks, and golf courses are also encouraged to provide automatic irrigation systems.
14. **Using Fertilizer:** Fertilizer can provide many benefits to all types of landscape plantings. Because of its contents, however, fertilizer use has become an issue in the Lake Tahoe Region. Current information suggests that fertilizer should be used only in certain places (not in stream environment zones) and for very specific purposes (plant establishment, annual feedings). Above all, fertilizer should be used in a well thought-out and carefully controlled management plan. Generally, slow-release fertilizers are recommended for trees, shrubs, and ground covers other than grasses, while a minimal application of fast-release fertilizer is appropriate for grasses. This subject is discussed in greater detail in TRPA's Handbook of Best Management Practices and in the Guide to Fertilizer Use in the Lake Tahoe Basin.

CHAPTER 7 Exterior Lighting

Outside lighting increases the operational efficiency of a site, provides a measure of site security, and can enhance the aesthetics of the site and the architectural qualities of its structure. In determining the lighting for a project, the source, intensity, and type of illumination should be appropriate for the lighting needs.

Standards

- A. Exterior lights shall not blink, flash or change intensity. String lights, building or roof line tube lighting, reflective or luminescent wall surfaces are prohibited.
- B. Exterior lighting shall not be attached to trees except for the Christmas season.
- C. Parking lot, walkway, and building lights shall be directed downward.
- D. Fixture mounting height shall be appropriate to the purpose. The height shall not exceed the limitations.
- E. Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures is authorized provided the illuminated area does not exceed 26 feet above grade on a vertical wall, and the light source is shielded from public view.
- F. The commercial operation of searchlights for advertising or any other purpose is prohibited.
- G. Seasonal lighting displays and lighting for special events which conflict with other provisions of this section may be permitted on a temporary basis pursuant to Chapter 22, *Temporary Uses, Structures, and Activities*, of the TRPA Code.

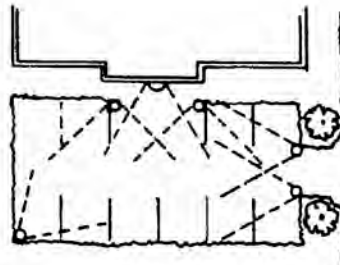
Guidelines

- 1. **Lighting Design:** Exterior lighting should be designed as an integral part of the architecture and landscape and located in a manner that minimizes the impact of lighting upon adjacent structures and properties.
- 2. **Lighting Levels:** Avoid consistent overall lighting and overly bright lighting. The location of lighting should respond to the anticipated use and should not exceed the amount of light actually required by users. Lighting for pedestrian movement should illuminate entrances, changes in grade, path intersections, and other areas along paths which, if left unlit, would cause the user to feel insecure. As a general rule of thumb, one foot candle per square foot over the entire project area is adequate. Several lighting suppliers and manufacturers have lighting

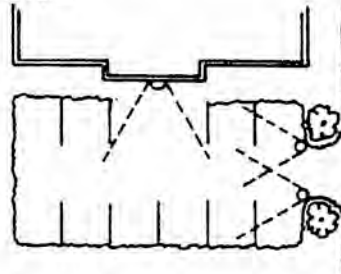
design handbooks which can be consulted to determine fixture types, illumination needs and light standard heights.



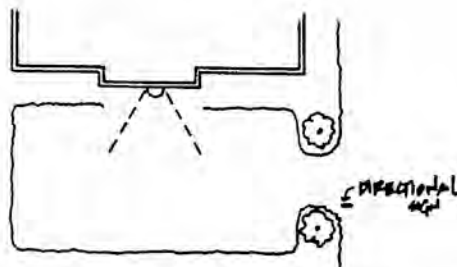
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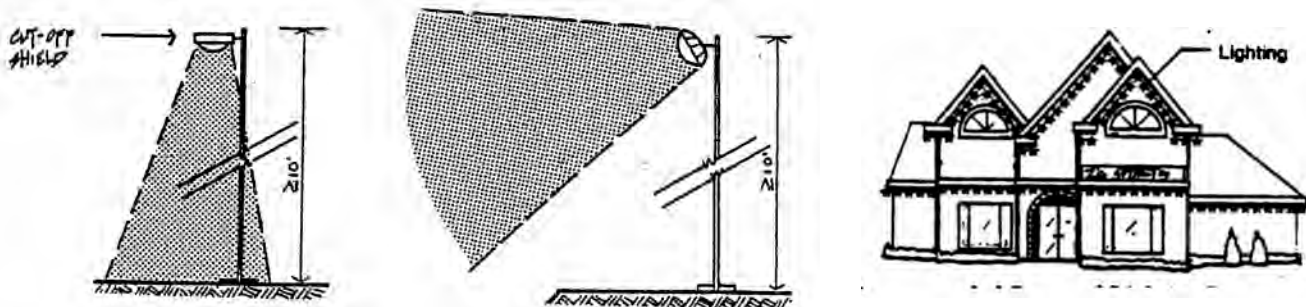


Urban Areas: Generally, urban lighting levels should be the highest of any areas in the Region. Lighting needs are usually greater in urban areas for safety, visibility, convenience and other needs. Walkways and building entrances should be the brightest areas. Overall bright lighting over entire parking areas is inappropriate.

Transition Areas: Moderate levels of lighting are appropriate in transition areas. Street intersections, walkways and building entrances should be lit, however, parking areas may not need to be flooded with light.

Natural Areas: Natural lighting levels should be the lowest of any areas in the Region. Generally, street and driveway intersections are the only areas requiring lighting. Minimal security lighting for structures in rural areas is acceptable.

3. **Fixture Design:** Exterior lighting fixtures should be simple in design and should be well-integrated with other architectural site features.
4. **Structural Lighting:** Night lighting of building exteriors should be done in a selective fashion: highlight special recognizable features; keynote repeated features; or use the play of light and shadow to articulate the facade. The purpose of illuminating the building should be to add visual interest and support building identification. Harsh overall lighting of a facade tends to flatten features and diminish visual interest.
5. **Lighting Height:** As a rule, the light source should be kept as low to the ground as possible while ensuring safe and functional levels of illumination. Area lighting should be directed downward with no splay of lighting directed offsite. The height of light fixtures or standards must meet the height limitations in Chapter 37, *Height Standards*, of the TRPA Code. Direct light downward in order to avoid sky lighting. Any light source over 10 feet high should incorporate a cut-off shield to prevent the light source from being directly visible from areas offsite. The height of luminaires should be in scale with the setting and generally should not exceed 12-14 feet.
6. **Winter Seasonal Lighting Displays:** Winter seasonal lighting displays may be displayed in commercial or tourist plan areas only and should use miniature light strands which are neatly strung and securely attached to buildings, fences, shrubs, or trees. Any color of lights may be used; however, the lights should not be used to create advertising messages or signs (e.g., spelling out the name of a business is not permitted). Seasonal lighting displays should not blink or flash. Winter seasonal lighting displays should only be displayed between Thanksgiving and March 1 of the following year.



CHAPTER 8 Signs

The primary purpose of signs should be to identify uses located within a specific site. Signs should not be used as advertisements or to attract attention. The design of a sign should be simple and easy to read with the sign's message limited to the name and logo (if applicable) of the business occupying the site and the street address.

Standards

- A. **Applicability:** All signs shall comply with the applicable standards set forth in this Chapter. Unless provided otherwise herein the definitions of Chapter 90, *Definitions*, of the TRPA Code of Ordinances shall apply. Except as exempted in Chapter 2, *Project Review and Exempt Activities*, of the TRPA Code and this section, installation modification or replacement of signs requires review and approval as a project in accordance with this section and other applicable provisions of the TRPA Code. Signs which are replaced or modified to come into compliance with this chapter shall not be considered "projects" for purposes of triggering excess coverage and/or BMP retrofit requirements as set forth in the TRPA Code. In addition, sign projects also may have imposed, as conditions of approval, appropriate provisions of the Guidelines. Article VI of the Tahoe Regional Planning Compact shall govern with respect to external modifications to structures housing gaming and nothing set forth above or herein is intended to, nor shall it, in any manner supersede the Compact. The Compact shall control whenever a conflict exists.
- B. **Sign Package Review:** As an integral part of the review of a proposed new facility or development, or expansion of an existing use, or change in use not exempted under Chapter 2, *Project Review and Exempt Activities*, of the TRPA Code, or any sign project application, all locations and areas currently occupied, or intended to be occupied, by permanent signage on the project area shall be indicated on the submitted plans or drawings, together with the dimensions of each sign. Sign package review requirements shall not apply to sign project applications for a face change only, in existing sign structures approved pursuant to this chapter. In addition to substitute standards adopted for Plan Area 032 or Crystal Bay Tourist Regulatory Zone pursuant to Chapter 38, *Signs*, of the TRPA Code, existing casinos may be governed by individual signage packages approved under the authority of the mixed-use Regulatory Zone and sign package review.
- C. **General Standards:** The following sign standards shall apply to all signs except where specifically provided otherwise:
- (1) **Opaque Background for Internally Illuminated Signs:** The background of all internally illuminated signs shall either be of an opaque material which does not transmit light, or shall be of a dark color. This standard shall not apply to signs constructed entirely of neon tubing. The dark colors which meet this standard are listed in Guideline 3.
 - (2) **Off-Premise Signs:** No sign shall be erected or maintained on a parcel or project area other than the parcel or project area on which the use or activity advertised by the sign is located. However, signage shared by two adjacent property owners at a shared driveway shall not be considered an off-premise sign for either owner.

- (3) Sign Illumination: No sign shall be illuminated by or contain blinking, flashing, intermittent, or moving light or lights, except the time and temperature portion of a sign.
- (4) Diffuse Lighting: All signs which are illuminated shall be illuminated using indirect or diffuse lighting. No sign shall contain copy which consists of illuminated bulbs or individual lights or light sources. This standard shall not apply to signs constructed entirely of neon tubing.
- (5) Roof Signs: No sign shall be mounted on the roof of a building or other structure, except for signs mounted on mansard roofs and which do not extend vertically above the top of the mansard.
- (6) Prohibited Devices: Strings of pennants, banners, ribbons, streamers, balloons, spinners, or other similar moving or fluttering devices, and searchlights shall be prohibited.
- (7) Signs Imitating Official Traffic Signs: No sign shall imitate the color and shape of, or directions given in, an official traffic sign or signal, or use such words as "stop," "caution," "yield," "danger," or "warning".
- (8) Signs Obscuring Vision: No sign shall be placed such that it unsafely obscures the vision of a motorist upon entering or leaving a street.
- (9) Signs on Natural Features and Other Structures: No sign shall be affixed to or painted on trees, rocks, or other natural features, utility poles, street sign poles, traffic signal equipment and poles, garbage receptacles, benches and other types of street furniture, and fences.
- (10) Rotating Signs: No sign shall rotate or have a rotating or moving part, or parts, except barber poles to the extent required by state law, and clocks and thermometers.
- (11) Signs Attached to Motor Vehicles: No sign shall be attached to or located on stationary motor vehicles, equipment, trailers and related devices, when used in a manner to augment approved signage for a business as opposed to normal operation or parking of the vehicle, equipment, trailer and related device. This subsection shall not apply to business, company, or government identification signs, or non-stationary motor vehicles.
- (12) Portable Signs: Except as otherwise provided herein, no sign shall be permitted which is not permanently affixed to the ground or a building.
- (13) State of Repair: All signs and components thereof, including supports, braces, and anchors, shall be kept in a state of good repair.
- (14) Removal of Sign Message: Any sign for which the sign message or face has been removed, leaving only the supporting frame, can, braces, anchors, or similar components, shall, within 30 days of the removal of the message or face, have the message or face replaced with a blank face or new message or face, or shall have the remaining components of the sign removed. This subsection shall not be construed to alter the effect of Subsection 8.E, which prohibits the replacement of a nonconforming sign.

- (15) Non-Commercial Copy: No provision of this or any related chapter shall be construed as regulating or restricting the use of noncommercial copy or message on any sign which is permitted under this chapter. "Noncommercial copy or message" for purposes of this provision means copy or other message that does not advertise a business or similar economic means for the production of income.
- (16) Highway Signs: Highway signs, street signs and other regulatory and directional signs which are located on public rights-of-way shall conform to the applicable sign standards set forth in the Manual On Uniform Traffic Control Devices, 1978 as amended, or other standards which may be contained in a memorandum of understanding between TRPA and a public agency with jurisdiction over the travel way.
- (17) Increases in Maximum Allowed Sign Area: Sign area for building and freestanding signs, which are visible from highways with a posted speed limit of 45 miles per hour or greater, may be allowed up to 20 percent additional sign area over the maximum allowable area for each sign as calculated based on the applicable provisions of this ordinance.
- (18) Window Signs: Any window sign which exceeds five percent of the window area of any window shall be included in the maximum allowable square footage calculations for building signs. Permanent signs printed on windows are considered to be building signs and shall be included in the maximum allowable square footage calculations if the signs exceed five percent of the window area.

D. Temporary Signs: Temporary signs shall conform to the following standards:

- (1) Temporary Signs for Temporary Activities: Temporary signs for temporary activities may be allowed, provided they conform to the standards set forth in Subsection 8.C, and to the following standards:
 - (a) Area and Height Limit: Individual temporary signs or a series of temporary signs intended to be read or viewed as one sign, which are part of a temporary activity, shall not exceed 60 square feet in area or heights permitted by these standards. Temporary signs which are placed in a temporary activity sign location designated as part of the adopted mixed-use Regulatory Zone shall not exceed 240 square feet of sign area per temporary activity.
 - (b) Time Limit Generally: Temporary signs which are part of a temporary activity may be installed up to 14 days prior to the activity and shall be removed at the end of the activity.
- (2) Temporary Signs for Temporary Uses: Temporary signs for temporary uses may be allowed as part of a temporary use approval. Standards for temporary signs associated with temporary uses shall be the applicable standards of the plan area in which the temporary use is located as set forth in Subsections 8.G through 8.L, inclusive. Temporary signs which are allowed as part of a temporary use shall be removed when the permit for the temporary use expires.

E. Existing Signs: An existing sign is a sign that is legally existing or approved on November 27, 1989 and is subject to the following standards:

- (1) Conforming Sign: A sign that is existing as of the effective date of this section, which complies with the standards set forth in this section and/or Chapter 38, *Signs*, of the TRPA Code, is a conforming sign.

- (2) Nonconforming Sign: A sign that is existing as of the effective date of this section, which does not comply with the applicable standards set forth in this section and/or Chapter 38, *Signs*, of the TRPA Code is a nonconforming sign.
- (3) Removal of Nonconforming Signs: Nonconforming signs shall be conformed, if conformity is possible, or removed as follows:
 - (a) If a nonconforming sign is destroyed or damaged to an extent in excess of 50 percent of the sign value.
 - (b) If the sign is relocated.
 - (c) If the sign is altered structurally, or if more than 50 percent of the copy as measured by the sign area is altered, except for changeable copy signs and maintenance. The sign or signs shall be immediately brought into compliance with this chapter with a new permit secured therefor or shall be removed.
 - (d) If the business or use for which the nonconforming sign(s) was installed is expanded or modified, and if the value of the expansion or modification exceeds 50 percent of the value of the existing improvements. The sign or signs shall be immediately brought into compliance with this chapter with a new permit secured therefor or shall be removed. All improvements to a single business or use within any 12-month period shall be treated cumulatively in the administration of this subparagraph.
 - (e) Nonconforming signs which are visible in whole, or in part, from any scenic threshold roadway or shoreline travel route shall be made to conform to the standards set forth in this Chapter or shall be removed.
- (4) Exceptions: Exceptions to Subparagraph 8.E.(3) may be approved for existing signs provided the following findings can be made:
 - (a) The exception is in harmony with the purpose and intent of the sign ordinance;
 - (b) There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property that are not contemplated or provided for by this ordinance;
 - (c) The approval of the exception will not be materially detrimental to the public health, safety, and welfare;
 - (d) Alternative signage concepts that comply with the provision to which the exception is requested have been evaluated, and undue hardship would result if the strict adherence to the provision is required;
 - (e) A scenic quality analysis demonstrates that the exception, if approved, will be consistent with the threshold attainment findings listed in the Scenic Resources Management Package Final Environmental Impact Statement, 1989;
 - (f) The exception which is approved shall not increase the number, area, and height of the existing sign or signs for which the exception is requested; and
 - (g) The exception is the minimum departure from the standards.

- (5) Maintenance And Repair of Nonconforming Signs: Nothing in this Chapter shall be construed to relieve the owner or user of a nonconforming sign, or owner of the property on which such nonconforming sign is located, from maintaining the sign in a state of good repair; provided, however, that any repainting, cleaning and other normal maintenance or repair of the sign or sign structure shall not modify the sign structure or copy in any way which makes it more nonconforming.

F. Gasoline Price Signs: Signs for gasoline or other motor fuel price signs shall conform to the following standards:

- (1) Motor Vehicles: A use which includes selling motor vehicle fuel to the public may be allowed one gasoline price sign on each street frontage providing direct vehicular entrance to the use. Such signs may be incorporated into a freestanding sign, however, the gasoline price sign shall not exceed ten feet in height and 15 square feet in area for each side. Gasoline price signs shall have no more than two sides. Portable gasoline price signs are prohibited. Sign area utilized for gasoline price signs shall be included in the total freestanding sign area allowed for each use.
- (2) Marina Gasoline Price Signs: A marina which sells motor fuel to the public may be allowed one gasoline price sign. Such sign may be incorporated into a freestanding sign, however, the gasoline price sign shall not exceed eight feet in height and nine square feet in area for each side. Gasoline price signs shall have no more than two sides. Portable gasoline price signs are not allowed. Sign area utilized for gasoline price signs shall be included in the total freestanding sign area allowed for each marina. Gasoline price signs located on commercial marina piers shall not exceed four feet in height pursuant to Chapter 84, *Development Standards Lakeward of High Water*, of the TRPA Code.

G. Signs in Mixed-Use Areas: The following standards shall apply to signs located in mixed-use Regulatory Zone areas:

- (1) Building Signs: Each primary use may be allowed one square foot of building sign area for each one lineal foot of building frontage up to a maximum of 40 square feet of sign area per building frontage. Maximum height of building signs shall be 15 feet above grade, with a maximum of four building signs permitted per primary use. In instances where the primary use has no building frontage as defined in Chapter 90, *Definitions*, of the TRPA Code, but does have a frontage without a public entrance on what is defined as a street, TRPA may allow building signage to be erected upon that alternate frontage. The sign area shall be calculated based upon that alternate frontage. Up to fifty percent of the maximum allowable sign area for building signs may be used in a projecting sign.
- (2) Freestanding Signs: Freestanding signs shall conform to the following standards:
- (a) One freestanding sign per project area may be allowed if:
- (i) The street frontage of the project area is greater than 100 feet in length; or
- (ii) The sign identifies a building with multiple tenants or a project area with multiple buildings; or
- (iii) The use does not contain a structure in its normal operation on which to place a building sign; or

- (iv) The building is set back at least 50 feet from the edge of the right-of-way; or
 - (v) The freestanding sign is set back beyond the building facade closest to the roadway.
- (b) Multiple Freestanding Signs Allowed: Two freestanding signs per project area may be allowed if:
- (i) The street frontage of the project area is greater than 300 feet in length; and
 - (ii) The project area has more than one major entry point; and
 - (iii) The freestanding signs face different streets or are at least 1,000 feet apart; and
 - (iv) The distance between the freestanding signs is at least 100 feet.
- (c) Freestanding Sign Area: The maximum allowable sign area of freestanding signs is established in Table A.
- (d) Freestanding Sign Height: The maximum allowable height of freestanding signs is established in Table B.
- (e) Freestanding Sign Location: No portion of a freestanding sign shall be closer than five feet to any property line which is adjacent to a public right-of-way.
- (f) Additional Height for Freestanding Signs: Up to two feet of additional height for freestanding signs may be approved when the freestanding sign is incorporated into a landscape planter, monument base or pedestal. The additional height permitted will be the height of the landscape planter, monument base, or pedestal, up to a maximum of two feet. Examples of a landscape planter, monument base, and pedestal are found in the Guidelines.
- (3) Pedestrian-Oriented Signs: Each use may be allowed one pedestrian-oriented sign per public entrance provided that the sign is displayed at or near the entrance, is not internally illuminated, has a maximum sign area of 5 square feet, and has a maximum height of 10 feet above grade.
- (4) Directional Signs: Directional signs which are no greater than four square feet in area, no greater than six feet in height, contain no advertising copy, and are not located within the yard setbacks required by the applicable local jurisdiction, may be allowed, and shall not be included in the total allowable sign area for each use. Directional signs which do not meet these standards may be allowed provided they are counted as part of the total sign area allowed for building signs or freestanding signs, as applicable.

H. Signs in Tourist Plan Areas: The following standards shall apply to signs located in Tourist Regulatory Zone areas:

- (1) Building Signs: Each primary use may be allowed one square foot of sign area for each one lineal foot of building frontage up to a maximum of 40 square feet of sign area per building frontage. Maximum height of building signs shall be 15 feet above grade, with

a maximum of four building signs per primary use. In instances where the primary use has no building frontage as defined in Chapter 90, *Definitions*, of the TRPA Code, but does have a frontage without a public entrance on what is defined as a street, TRPA may allow building signage to be erected upon that alternate frontage. The sign area shall be calculated based upon that alternate frontage. Up to fifty percent of the maximum allowable sign area for building signs may be used in a projecting sign. Projecting signs are defined in Chapter 90, *Definitions*, of the TRPA Code

- (2) Freestanding Signs: Freestanding signs shall conform to the standards set forth in Subparagraph 8.G(2).
- (3) Pedestrian-Oriented Signs: Each use may be allowed one pedestrian-oriented sign per public entrance provided that the sign is displayed at or near the entrance, is not internally illuminated, has a maximum area of 5 square feet, and has a maximum height of 10 feet above grade.
- (4) Directional Signs: Directional signs, which are no greater than four square feet in area, no greater than six feet in height, contain no advertising copy, and are not located within the yard setbacks required by the applicable local jurisdiction, may be allowed, and shall not be included in the total allowable sign area for each use. Directional signs which do not meet these standards may be approved provided they are counted as part of the total sign area allowed for building signs or freestanding signs, as applicable.

I. **Signs in the Crystal Bay Tourist Regulatory Zone Area**: The standards for tourist plan areas shall apply to signs located in the Crystal Bay Tourist Regulatory Zone area, except that the following standards shall replace or modify the standards listed in Section 8.C, 8.E, 8.H, and 8.N as appropriate.

- (1) Definitions: Except as provided below, the definitions of Chapter 90 of the TRPA Code shall apply.
 - (a) Building Frontage: The two-dimensional surface area of a building found within the perimeter bounded by the finished grade line, the cornice line, and exterior side walls in one plane not including intermediate walls perpendicular to such surface area which faces a street.
 - (b) Conforming Sign: A sign that is existing or approved, including exceptions, under Chapter 38 of the TRPA Code is a conforming sign.
 - (c) Provisionally Conforming Sign: A sign that complies with the applicable standards set forth in this section is a provisionally conforming sign. A provisionally conforming sign shall become a conforming sign once the scenic and community design improvements which are set forth in Chapter 12 have been implemented, in accordance with the schedule of implementation.
 - (d) Nonconforming Sign: A sign that is existing as of the effective date of this chapter which has not been approved under Chapter 38 of the TRPA Code or which does not comply with the applicable standards set forth in this Section is a nonconforming sign.
- (2) General Standards: Except as provided below, the standards set forth in Section 8.C shall apply.

- (a) Sign Illumination: No sign shall be illuminated by or contain blinking, flashing, intermittent, or moving light or lights except:
 - (i) The time and temperature portion of a sign, and
 - (ii) The message portion of an electronic changeable message sign. The message and sign area illumination must remain constant except for that period of time when the message is being changed, which shall not exceed four (4) message changes per one (1) hour. Bulbs shall be 5 watts or less, fitted with color sleeves, and screened so as not to be visible when not in operation. The brightness of the sign shall be limited to the minimum necessary to accurately read the message.

- (3) Building Signs: Except as provided below, the standards set forth in Subsection 8.H(1) shall apply to building signs:
 - (a) Each primary use with a project area greater than 5 acres, a total floor area of 100,000 square feet or greater, and more than 100 linear feet of frontage along a public street may be allowed one square foot of sign area for each one linear foot of building frontage up to a maximum of 200 square feet of sign area per building frontage. Each use shall be allowed a maximum of two building frontages against which to calculate allowable sign area and on which to place the signage. No transfer of allowable building sign area between building frontages shall be permitted. Maximum height of building signs shall be 30 feet above grade.

 - (b) Each primary use with a project area greater than 1 acre, a total floor area between 50,000 and 99,999 square feet, and more than 100 linear feet of frontage along a public street may be allowed one square foot of sign area for each one linear foot of building frontage up to a maximum of 150 square feet of sign area per building frontage. Each use shall be allowed a maximum of two building frontages against which to calculate allowable sign area and on which to place the signage. No transfer of allowable building sign area between building frontages shall be permitted. The maximum height of building signs shall be 20 feet above grade.

 - (c) Each primary use with a project area greater than 1 acre, a total floor area between 14,000 and 49,999 square feet, and more than 100 linear feet of frontage along a public street may be allowed one square foot of sign area for each one linear foot of building frontage up to a maximum of 80 square feet of sign area per building frontage. Each use shall be allowed a maximum of two building frontages against which to calculate allowable sign area and on which to place the signage. No transfer of allowable building sign area between building frontages shall be permitted. The maximum height of building signs shall be 15 feet above grade.

 - (d) All other primary uses which do not meet the minimum project area size, minimum total floor area and the minimum linear street frontage as set forth in subparagraphs (a), (b), or (c) of this subsection shall comply with the provisions shown in subsection 8.H(1) for building signs.

- (4) Freestanding Signs: Except as provided below, the standards set forth in subsection 8.H(2) shall apply to freestanding signs.

- (a) Each project area which is greater than 5 acres, has a primary use with a total floor area of greater than 100,000 square feet and has more than 100 linear feet of frontage along a public street may be permitted one freestanding sign. The maximum sign area for a freestanding sign which may be permitted shall be no greater than 500 square feet and have a maximum height no greater than 40 feet. Washoe County and TRPA may approve more than one freestanding sign per project area provided that the criteria for permitting multiple freestanding signs found in subsection 8.G(2) are met and provided that the total sign area for the signs does not exceed 500 square feet.
 - (b) Each project area which is greater than 1 acre, has a primary use with a total floor area between 50,000 square feet and 99,999 square feet and has more than 100 linear feet of frontage along a public street may be permitted one freestanding sign. The maximum sign area for a freestanding sign which may be permitted shall be no greater than 330 square feet and have a maximum height no greater than 30 feet. Washoe County and TRPA may approve more than one freestanding sign per project area provided that the criteria for permitting multiple freestanding signs found in subsection 8.G(2) are met and provided that the total sign area for the signs does not exceed 330 square feet.
 - (c) Each project area which is greater than 1 acre, has a primary use with a total floor area between 14,000 square feet and 49,999 square feet and has more than 100 linear feet of frontage along a public street may be permitted one freestanding sign. The maximum sign area for a freestanding sign which may be permitted shall be no greater than 100 square feet and have a maximum height no greater than 20 feet. TRPA may approve more than one freestanding sign per project area provided that the criteria for permitting multiple freestanding signs found in subsection 8.G(2) are met and provided that the total sign area for the signs does not exceed 100 square feet.
 - (d) Project areas which do not meet the minimum project area size, minimum total floor area, and the minimum linear street frontage as set forth in either subparagraphs (a), (b), or (c) of this subsection shall comply with the provisions shown in subsection 8.G(2) for freestanding signs.
 - (e) The minimum setback from the property line for freestanding signs which may be permitted in either subparagraphs (a), (b), or (c) of this subsection shall be 10 feet. In instances where a 10 foot setback does not exist, TRPA may approve a minimum setback from the property line of five feet for a freestanding sign provided the area and height of the sign is reduced by a minimum of 10 percent of what would otherwise be approved.
 - (f) All freestanding signs which may be permitted by either subparagraphs (a), (b), or (c) of this subsection shall be incorporated into a landscape planter.
- (5) Pedestrian-Oriented Signs: Each primary use may be allowed one pedestrian-oriented sign per public entrance provided that the sign is displayed at or near the entrance, is not internally illuminated, has a maximum sign area of 5 square feet, and has a maximum height of 10 feet above grade.
- (6) Directional Signs: The following standards shall apply to directional signs.
- (a) Directional signs which are no greater than four square feet in area, no greater than 6 feet in height, contain no advertising copy, and are not located within

the yard setbacks required by the applicable local jurisdiction, may be allowed, and shall not be included in the total allowable sign area for each use. Directional signs which do not meet these standards may be allowed provided they are counted as part of the total sign area allowed for building signs or freestanding signs, as applicable.

- (b) For project areas which meet the minimum area size, minimum total floor area and minimum street frontage criteria established in either subparagraphs 4(a), (b), or (c), the maximum area of directional signs may be increased up to 24 square feet provided all such signs are designed and installed using a consistent set of colors, materials, and mounting devices, without being counted in the total allowable sign area which is otherwise permitted.
 - (c) For project areas which meet the minimum area size, the maximum height of directional signs on buildings, parking garages and porte cochere entrances/exits may exceed 6 feet, but shall be the minimum necessary to identify the entrance/exit. The sign shall not project outside or above any building wall or surface to which it is attached or appears to be attached.
- (7) Regulation of Existing Signs in the Crystal Bay Tourist Regulatory Zone: Existing signs for purposes of this subsection are signs which are located within the Crystal Bay Tourist Regulatory Zone areas which are legally existing or approved on the effective date of this chapter. Existing signs may include conforming, provisionally conforming, and nonconforming signs as defined in subsection 8.1(1). Existing signs shall be regulated as follows:
- (a) Conforming Signs: Conforming signs may remain.
 - (b) Provisionally Conforming Signs: Provisionally conforming signs may remain provided the scenic and community design improvements which are set forth in Chapter 12 are being implemented in accordance with the implementation schedule set forth therein.
 - (c) Replacement of Provisionally Conforming and Nonconforming Signs:
 - (i) Nonconforming signs may be replaced with conforming or provisionally conforming signs.
 - (ii) The replacement or modification of existing signs with conforming or provisionally conforming signs shall be permitted without requiring the entire project area or building frontage or other signs to come into immediate conformance provided that the project area is proceeding in accordance with the scenic and community design improvements implementation schedule set forth in Chapter 12.
 - (iii) The replacement or relocation on the same building or street frontage of conforming or provisionally conforming signs is permitted so long as the height or the sign area is not increased or the setback is not decreased.
 - (d) Removal of Nonconforming Signs: Nonconforming signs shall be brought into conformance or provisional conformance with the standards in this section, or removed in accordance with the following schedule:

- (i) Where the cost of conforming the sign is less than \$100 or where the sign is valued at less than \$100, within one year after the effective date of this chapter.
 - (ii) If a nonconforming sign is destroyed or damaged to an extent in excess of 50 percent of the sign value, immediately.
 - (iii) If the sign is relocated, immediately.
 - (iv) If the sign is altered structurally, or if the sign face is altered, except for changeable copy signs and maintenance, immediately.
- (e) Conversion of Provisionally Conforming Signs to Conforming Signs: Provisionally conforming signs shall become conforming signs following the implementation of the scenic and community design improvements set forth in Chapter 12.
- (f) Exceptions: Exceptions to subparagraphs (a) through (e) of this subsection may be approved for existing signs provided the following findings can be made for a sign package for the entire project area. Exceptions approved under these provisions shall be considered as conforming signs.
- (i) The exception is in harmony with the purpose and intent of the sign ordinance;
 - (ii) There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property that are not contemplated or provided for by this ordinance;
 - (iii) The approval of the exception will not be materially detrimental to the public health, safety, and welfare;
 - (iv) Alternative signage concepts that comply with the provision to which the exception is requested have been evaluated, and undue hardship would result if the strict adherence to the provision is required;
 - (v) A scenic quality analysis demonstrates that the exception, if approved, will be consistent with the threshold attainment findings listed in the Scenic Resources Management Package Final Environmental Impact Statement, 1989;
 - (vi) The exception which is approved shall not increase the number, area, and height of the existing sign or signs for which the exception is requested;
 - (vii) The exceptions which is approved for a primary use or project area, whichever is applicable, shall not exceed the total permissible sign area for all signs;
 - (viii) The exception is the minimum departure from the standards.
- (5) Qualified Exempt Activities: In addition to the provisions of Section 8.K, the following activities are considered qualified exempt.

- (a) The replacement of a corporate logo, provided the dimension, configuration and location of the sign are the same.
- (b) Any sign which is located within a building complex or under a porte cochere and which is clearly intended to be visible primarily to people located within the building area.

J. **List of Exempt Activities:** The following sign activities are not subject to review and approval by TRPA and Washoe County provided they do not result in the creation of additional land coverage or relocation of land coverage, and they comply with all restrictions set forth below:

- (1) The changing of the advertising copy of a message on a lawfully erected changeable copy sign;
- (2) Maintenance or cleaning of a sign. This exception shall not include any structural, electrical, copy or color changes of a sign;
- (3) For each street frontage of the primary use, one sign not over one square foot in area advertising that credit is available;
- (4) For each parcel, one identification sign containing no advertising matter, nonelectrical, nonilluminated, two square feet or less in area, which is permanently affixed in a plane parallel to a wall located entirely on private property;
- (5) For each parcel, one temporary sign per street frontage which is not greater than 12 square feet in area, is not internally illuminated, and is not displayed for more than 30 days in a calendar year, except that for 60 days preceding a general or special election more than one such sign may be placed on each parcel, provided they are removed immediately after the election;
- (6) Construction site identification signs, which may identify the project, the owner or developer, architect or other designer, engineer, contractor and subcontractors, funding sources, and other related information. Not more than one such sign shall be erected per site, and it shall not exceed 32 square feet in area or eight feet in height. Such signs shall not be erected prior to the issuance of a building permit and shall be removed within ten days of site or building occupancy;
- (7) Signs or tablets with names of buildings and dates of erection, when cut into masonry surface or when constructed of bronze or other metal;
- (8) Signs of public service entities indicating danger and/or service and safety information.
- (9) In residential areas, signs not exceeding four square feet in area such as (i) signs giving property identification names or numbers or names of occupants, (ii) signs on mailboxes or newspaper tubes, (iii) signs posted on private property relating to private parking or warning the public against trespassing or danger from animals;
- (10) Any sign not visible from a street, public recreation area, bicycle trail, or from Lake Tahoe;
- (11) Any sign which is located within a building and which is clearly intended to be visible primarily to people located within the building.

- (12) Signs located within structures, including inside window signs intended to be seen from outside of the building when such signs are limited to five percent (5%) of the area of each window. See also TRPA Code Subsection 38.4.19.;
- (13) Signs on private property 12" x 18" or smaller which limit access, provide direction, parking admittance or pertain to security provisions; signs 18" x 18" or smaller defining entrance or exit; and octagonal stop signs 24" or smaller;
- (14) Signs which are reviewed and approved consistent with this Code [Except for Subparagraph 38.12.3.D] by the U.S. Forest Service, a state agency, or a local government pursuant to a memorandum of understanding with TRPA;
- (15) Signs which are reviewed and approved by a local government provided the standards used in the review and approved are adopted as substitute standards by TRPA pursuant to Subsection 38.2.3;
- (16) Replacement of street signs and other regulatory or directional signs when the area or height of the replacement sign does not exceed the area or height of the sign to be replaced, and when the sign conforms to the applicable standards of the Manual On Uniform Traffic Control Devices, 1978 as amended. Installation of new street signs and other regulatory or directional signs or replacement of such signs where the area or height of the replacement sign is greater than the area or height of the sign to be replaced shall be reviewed as a project unless specifically exempted by means of a memorandum of understanding or other agreement.

K. List of Qualified Exempt Activities: The following sign activities are not subject to review and approval by TRPA or Washoe County provided the applicant certifies on a TRPA Qualified Exempt form that the activity fits within one or more of the following categories, and the activity does not result in the creation of additional land coverage or relocation of existing land coverage and complies with all restrictions set forth below. The statement shall be filed with TRPA at least one working day before the activity commences and shall be made under penalty of perjury.

- (1) Installation or replacement of subdivision identification names or letters, provided the name or lettering is installed on an existing wall or similar structure, is not over 12 inches high, and is not internally illuminated; and
- (2) Replacement of sign faces on signs approved by TRPA pursuant to this chapter provided the new sign face remains in compliance with this chapter.

Table A
Maximum Allowable Sign Area for Freestanding Signs in Mixed Use and Tourist
Regulatory Zones

Distance of Sign from Property Line	Maximum Sign Area
5 ft.	25 sq. ft.
6 ft.	26 sq. ft.
7 ft.	27 sq. ft.
8 ft.	28 sq. ft.
9 ft.	29 sq. ft.
10 ft.	30 sq. ft.

11 ft.	31 sq. ft.
12 ft.	32 sq. ft.
13 ft.	33 sq. ft.
14 ft.	34 sq. ft.
15 ft.	35 sq. ft.
16 ft.	36 sq. ft.
17 ft.	37 sq. ft.
18 ft.	38 sq. ft.
19 ft.	39 sq. ft.
20 ft. or greater	40 sq. ft.

Table B
Maximum Allowable Height for Freestanding Signs in Mixed Use and Tourist
Regulatory Zones

Distance of Sign from Property Line	Maximum Sign Height
5'-0" - 10'-0"	6 ft.
10'-1" - 15'-0"	10 ft.
15'-1" or greater	12 ft.

Guidelines

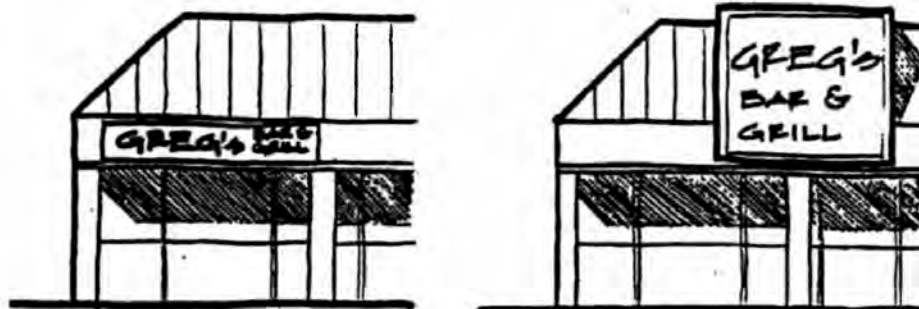
1. **Sign Design:** Sign design should conform to the architectural character of the building in terms of historic time period, style, location, size, configuration, materials and color. Signage attached to a building should be designed to be integral with the building and not obscure or conceal architectural elements. Standardized or corporate signing which does not relate to the building architecture is discouraged.
2. **Sign Area:** To reduce the visual competition between signs, sign area should be limited to the minimum amount necessary to identify the use. Total sign area permitted for each building can be divided for use in more than one sign. The use of a number of smaller signs rather than one larger sign is encouraged when such use would not contribute to visual clutter and would more clearly identify the business.
3. **Internally Illuminated Signs:** Internally illuminated signs are discouraged, as is the use of plastic as the principal sign material. Internally illuminated signs should only be used when just the individual letters and/or symbols are illuminated (i.e. the background is of a dark color, not translucent or illuminated) and illumination is of low intensity. However, the use of this type of signage is not encouraged for the Lake Tahoe Basin. Can type or cabinet signs with translucent backlit panels will be approved only if the panel is a dark color. Acceptable dark colors are listed in Appendix E of the TRPA Design Guidelines, and generally include dark shades of red, green, blue, brown, gray, orange, violet, and black.
4. **Freestanding Signs:** Where permitted, freestanding signs should be low-profile monument signs. (The optimum sign height for viewing by motorists is approximately four (4) feet).

Signage should be integrated with the landscaping and architecturally related to and compatible with the main structure. Additional sign height is provided for in Chapter 38 when a freestanding sign is incorporated into a landscape planter, pedestal or monument design.

5. **Color:** Bright colors are generally discouraged on signs except when used as accent colors. Sign colors on permit applications should be specified using the Pantone Matching System (PMS) standard color charts.
6. **Sign Location:** Architectural details of a building often suggest a location, size, or shape for a sign. Signage should complement the architectural features of a building.
7. **Develop a Coordinated Sign Plan for Multiple-Tenant Complexes:** Multiple-tenant buildings and complexes should develop a sign program that minimizes the potential visual conflicts and competition among tenant signs, yet insures adequate identification for each tenant.

Freestanding signs used to identify such complexes should include the name and address of the complex and not include the name of every tenant. Tenant identification should be provided by wall or projecting signs within the complex.

8. **Sign Lighting:** It is preferable that signs be externally illuminated. Both direct and indirect lighting methods are acceptable provided that the illumination is not harsh or unnecessarily bright. The light source for externally illuminated signs should be positioned so that light does not shine directly on adjoining properties, cause glare, or shine in the eyes of motorists or pedestrians.
9. **Projecting Signs:** Projecting signs other than pedestrian- oriented signs are not generally encouraged for the Tahoe Basin except in urban areas where the mixed-use Regulatory Zone calls for a smaller scale, pedestrian-oriented community character or within a multiple tenant complex. It is intended that projecting signs be small in size and preferably use a graphic depiction (rather than verbal) of the business or service offered. See Chapter 38 for specific regulations addressing pedestrian-oriented signs.
10. **Signs in Transition and Natural Scenic Highway Corridors:** The back of any one-sided regulatory, directional, or informational sign located in a Transition or Natural Scenic Highway Corridor should be painted or otherwise colored to closely match the color of the adjacent natural landscape.
11. **Maximum Area of sign in Copy:** Sign should have no more than 60% of the sign area in copy. Sign Copy includes all letters, numbers, characters, symbols and other graphic which are part of the sign. This guideline does not apply to signs which consist of individual letters, characters, or other symbols and which have no perimeter or border.





CHAPTER 9 Water Conservation

Water conservation is accepted as a practical and economical water management technique. Water Conservation measures increases supplies, saves energy, and saves money. Water use includes water used indoors and outdoors. The largest share of that typically used for landscape irrigation. Bathroom fixtures typically account for the largest share of indoor water use. Water-using fixtures and appliances have, in the past, been designed with little or no regard for water efficiency. Today's appliances, however, are designed with a greater sensitivity towards efficiency and are recommended. The guidelines in this section suggest ways to reduce water consumption without significantly altering lifestyles.

Standards

- A. **Water Conservation Standards:** The following appliances and fixtures shall be installed in new facilities or when replaced in existing facilities: low flow flush toilets; low flow showerheads (2.5 gpm rated maximum flow); faucet aerators; and water-efficient appliance (e.g., washing machines and dishwashers).

Guidelines

1. **Water Conserving Fixtures:** The following water conservation fixtures shall be considered appropriate to meeting Section A, Water Conservation Standards:
- Toilets - maximum 1.6 gallons per flush
 - Showerheads - maximum flow: 2.5 gallons per minute
 - Faucets - must contain either a pressure compensating aerator or a non-pressure compensating aerator with low flow setting
 - Appliances - shall be water-efficient
 - Irrigation systems - shall be equipped with a moisture sensing device or automatic timer.
- Note: The list of low-flow plumbing fixtures may also be found in TRPA's application packets.
2. **Irrigation System Design:** The following guidelines are recommended when designing an irrigation system.
- (a) Incorporate low flow sprinkler heads.

- (b) Incorporate soil moisture sensing device or automatic timer in all irrigation systems.
- (c) Incorporate drip emitter heads for shrubs and trees.
- (d) Select low water usage plant materials, including drought tolerant turf grasses.
- (e) Develop and follow an irrigation schedule.
- (f) Water at night or early in the morning.
- (g) Optimize use of irrigated turf grass.
- (h) Minimize the area of turf grass area.

CHAPTER 10 Scenic Highway Corridor

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

Standards

- A. **Scenic Highway Corridor Design Standards:** All projects which are within the scenic highway corridors shall meet the requirements in Section 66.2, *Design Standards*, of the TRPA Code in addition to applicable design standards.

Guidelines

1. **Minimize Visual Impact of Utility Lines and Poles:** Site utility lines and poles out of the viewshed of the highway using one or more of the following methods:
 - (a) Use landform and vegetation to provide screening and visually absorb utility lines.
 - (b) Use dark colors with flat finishes which blend with the forest landscape on utility poles and all hardware or appurtenances. Utility lines should also be of a dark color.
 - (c) Run the lines and poles along a secondary street using the screening opportunities of existing structures and vegetation.
 - (d) Hang all utility lines vertically on one pole, thereby minimizing the visual mass associated with the horizontal crossbar. NV Energy specifies this pole design on many of its jobs.
2. **Use Non-Specular Lines:** Whenever possible use electrical or other utility lines (conductors) which have a non-specular (non-reflective) finish. Where non-specular lines are not available for a particular application, use a wire or cable which is coated with a black covering or other dark color.
3. **Install and Maintain Plumb Poles:** This is an often-overlooked solution to remedy a visual eyesore. Make sure utility poles are installed and maintained plumb. Recognize common construction practices, poles at angle points should be "raked into the angle" in order to maintain a plumb pole.

4. **Design of Highway Fixtures:** Consider the following design solutions when designing projects including highway fixtures. See also Retaining Wall guidelines listed in Section 1, Site Design.
- (a) Use dark colors with flat finishes.
 - (b) Articulate plane surfaces to create shadow lines.
 - (c) Wherever possible, use materials, rough textures or surfaces to create heavy shadow patterns.
 - (d) Minimize reflective surfaces on all fixtures except directional and regulatory sign faces. Limit reflective surfaces to lettering and other graphics wherever possible (not including sign background).
 - (e) Treat metal beam guard rails with a mild acid bath (vinegar) or equal process to dull the silver metallic finish.
5. **Siting of Development to be Visually Subordinate to the Natural Landscape (Natural Corridors only):** All new development when viewed at a distance including those things specifically excepted in Subsection 66.3.5 of the design standards chapter should meet the visual magnitude/color contrast rating for Rural Scenic Highway Corridors found in TRPA Design Guidelines, Appendix D, Rural Visual Magnitude/Color Contrast Rating System, of this manual.
- (a) Use landform and topography as a screen. This is especially effective in siting buildings and other structures. In mountainous landscapes numerous opportunities exist to hide structures behind small changes in landforms or topography.
 - (b) Use vegetation as a screen. This is particularly important in screening as much of the perimeter of the structure as possible. Straight lines of buildings and other structures are often what makes them stand out in an otherwise natural landscape.
 - (c) Blend the structure into the landscape by using appropriate colors. In most cases appropriate colors are dark shades of earthtone colors. Flat finishes also help blend structures into the surrounding landscape.
 - (d) In some cases, road cuts for which retaining walls or other remedial erosion control measures are designed, consist of light-colored soils. In these situations, light shades of earthtone colors may be more appropriate in order to blend the wall or other solution into the landscape.

THIS



NOT THIS



CHAPTER 11

Shorezone

The shorezone of Lake Tahoe is a resource of regional significance. Site planning in the shorezone requires added levels of sensitivity on the part of the designer for many reasons, including visual interest in the land/water edge, sensitive ecological processes at work, and the visual vulnerability of shorelines. These guidelines focus on considering the design of man-made development as seen from the Lake.

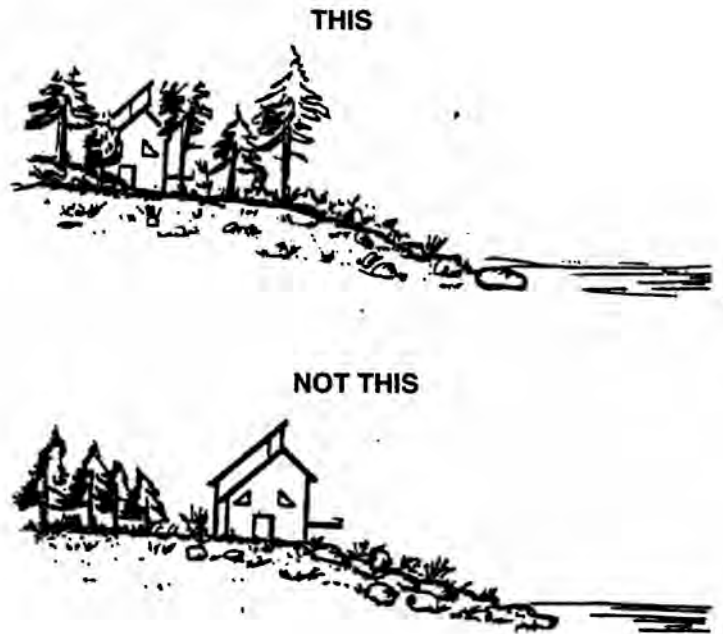
Guidelines

1. **Site Structures Away from Open Prospects:** Use vegetation and landform to conceal structures from view of the Lake. There are many historical precedents for this at Lake Tahoe such as the Whittel Estate and the Glenbrook Hotel. Siting structures at the ecotone (forest/shoreline edge) or further into the forest landscape can help minimize visibility and soften the structure's appearance. View corridors to the Lake can still be incorporated into the building and site design by careful siting of and by selective tree pruning or thinning. This can produce more dramatic framed views.
2. **Use Colors which Blend or Recede:** Use dark colors and flat finishes which blend rather than contrast with surrounding landscape to help minimize the apparent visibility structure.
3. **Use Vegetation to Screen Structures:** Using existing or planted vegetation to screen and soften the structure's appearance from the Lake will help "fit" the structure into the landscape.
4. **Compatible Scale:** The scale of new development should be proportional with the scale of the surrounding vegetation and the screening ability of the vegetation.
5. **Minimize Reflectivity** of All Structures and Surfaces Visible from the Lake or Adjacent Scenic Highway Corridors:
 - (a) Use flat or matte finishes on all visible surfaces including walls and roofs.
 - (b) Articulate large glass surfaces, avoid large flat surfaces which face the Lake.
 - (c) Use non-glare glass.
6. **Protect Shorezone Vegetation:** Protect existing shorezone (backshore and foreshore) vegetation against disturbance or mechanical injury during construction activities by using temporary fencing or other barriers. See also the Handbook of Best Management Practices for additional measures.

7. **Minimize Pier Cross Section When Viewed from Lake:** The pier design should be a sleek, streamlined structure with minimal apparent mass or bulk. This includes boatlifts, pilings, handrails, signs, lighting, catwalks below piers, and other appurtenances. Boats should not be stored out of the water on boatlifts. Consider using floating piers as a method to reduce the apparent mass. Dimensions and material sizes should be limited to the minimum necessary to insure function and safety.
8. **Minimize Pier Profile When Viewed from Shoreline:** Consider the visual impact of the pier when viewed from along the adjacent shoreline. The pier design should effect a incorporate sleek or streamlined structure which does not appear bulky or massive.
9. **Develop Multiple Use Piers:** Whenever possible, develop multiple use piers between adjacent parcels. This minimizes the overall number of shoreline structures, and helps maintain the natural character of the shoreline. The Code provides the ability to vary from certain design and construction standards in exchange for developing multiple use facilities, including piers.
10. **Minimize Use of Reflective Colors and Materials on All Structures Visible from the Lake or Adjacent Scenic Highway Corridors:** Use dark colors or colors which blend with the immediate background and flat finishes.
11. **Use Single Pile Construction Technique:** Consider using single pile pier design and construction techniques rather than the traditional double pile construction. This can minimize the apparent mass of the pier. All residential piers should, whenever possible, use the single pile design, and should avoid pier widths which are unable to be supported by the single pile design.
12. **Pier Lighting:** Lighting the pier may be done to increase safety and visibility. Lighting should be done only to the minimum extent necessary. Lighting heights must comply with height standards established in Subparagraph 84.4.3.A, Development Standards Lakeward of Highwater, of the TRPA Code. Lighting should generally be directed downward and incorporate cutoff shields where necessary.
13. **Minimize Boat Ramp Cross Section When Viewed from Lake and Shoreline:** Design the boat ramp using materials which do not appear bulky or use streamlined materials of minimum dimensions to insure function and safety. This includes boatlifts, handrails, signs, lighting, ramps and other appurtenances.
14. **Minimize Use of Reflective Colors and Materials on All Structures Visible from the Lake Or Adjacent Scenic Highway Corridor:** Use dark colors or colors which blend with the immediate background, and flat finishes.
15. **Minimize Mass:** Design the floating dock or platform using streamlined materials which do not appear bulky or massive. Use minimum dimensions and material sizes to insure function and safety. Also see Pier Guideline (7) in this section for additional recommendations regarding minimizing cross section.
16. **Minimize Use of Reflective Colors and Materials on All Structures Visible from the Lake or Adjacent Scenic Highway Corridors:** Use dark colors or colors which blend with the immediate background, and flat finishes.
17. **Lighting:** Lighting the floating deck may be done to increase safety and visibility. Lighting should be done only to the minimum extent necessary. Lighting heights must comply with height standards established in Subparagraph 84.4.3.A, Development Standards Lakeward of Highwater (listed above), of the TRPA Code. Lighting should generally be directed downward and incorporate cutoff shields where necessary.

18. **Use Natural Materials:** Whenever possible, use rocks instead of sheet piling. Gabion baskets are not recommended unless used underwater only and then overlaid with rocks. Refer also to the Handbook of Best Management Practices.
19. **Keep Fences Above the High Water Line Whenever Possible:** Fences ending or running into the water are unsightly and seldom necessary. Appropriate signage can be used to discourage trespassing. A linear element in the landscape such as a fence should be resolved and ended on land and not in the water.
20. **Decks on Top of Jetties or Breakwaters:** Decks constructed on top of jetties or breakwaters should be made of natural materials (typically wood). Avoid using bright-colored or untreated metal. Avoid bright-colored deck coverings
21. **Keep the Height of Jetties and Breakwaters Above Water to an Absolute Minimum Height Necessary to be Effective:** Large masses of jetties and breakwaters above water are seldom necessary and are visual impacts.
22. **Auxiliary Structures Should be of a Consistent Style and Design:** This includes the color of boat lift equipment and storage facilities.
23. **Screen Boat Service and Storage Areas from View from the Lake and Any Adjacent Scenic Highway Corridors:** This can be accomplished by site planning and screening. See the screening guidelines in Section 1. Site Design.
24. **Parking Areas:** Locate parking areas away from shoreline and screen them by landform vegetation, low walls so that they are not readily visible from the Lake and any adjacent Scenic Highway Corridors.
25. **Signs at Marinas:** Please refer to the guidelines in Section 8, Signs.
26. **Preserve Existing Vegetation:** Preserve existing mature vegetation when modifying existing marinas or constructing new marinas. The vegetation can often be used as a screen for undesirable views of parking, service and storage areas.
27. **Use Non-Reflective Glass on Windows Which Face the Lake:** This will minimize the reflectivity of man-made structures seen from the Lake and present a more natural appearing shoreline.
28. **Minimize the Use of Reflective Colors and Materials on All Structures and Surfaces Visible from the Lake or Adjacent Scenic Highway Corridors:** Use dark colors or colors which blend with the immediate background, and flat finishes
29. **Use Sloping Rock Revetments Whenever Possible:** Refer to the Handbook of Best Management Practices for construction and installation specifications. The use of bulkheads as shoreline protective structures is generally not recommended, except in specific situations (e.g. marinas, areas with little or no slope). Rock revetments can take on the appearance of a natural shoreline while walls, bulkheads, and other structural solutions contrast with the natural character of the shoreline.
30. **Create Slopes Which are Similar to Adjacent and Nearby Natural Slopes:** When using rock revetments, create slopes which mimic the form of nearby stable natural slopes (those which are not being undermined or undercut) in order to create a more natural appearing shoreline.

31. **Use Vegetation to Soften the Visual Impact of a Rock Revetment:** Where possible, add landscape or revegetation plantings along the top and the sides of a shoreline protective structure to soften the visual impact and help blend it into the surrounding landscape.
32. **Use Colors Which Blend With the Surrounding Natural Backshore Landscape:** This is particularly important when designing structural (man-made) protective structures. When used, walls and other structures should be constructed of natural materials whenever possible, or should be colored (tinted concrete, masonry) to closely match the surrounding natural landscape.
33. **Design Shoreline Protective Structures to Have the Least Possible Impact on Surrounding Shoreline Properties:** When designing your shoreline protective structure you should take into account its effects on surrounding shorezone lands. Do not create structures which will cause significant erosion or modification to the foreshore. The overall goal should be to protect your shoreline property while not destroying or substantially impacting your neighbor's



CHAPTER 12 *Crystal Bay Tourist Design Guidelines and Standards*

Intent of this Chapter

The standards and guidelines standards contained in this chapter are intended to streamline the development and approval of good project design, for the benefit of the patron, the businessperson, and the community at large. The Crystal Bay Tourist design standards and guidelines are not intended to inhibit innovative design.

The Crystal Bay Tourist area lies within the jurisdiction of Washoe County and TRPA. The TRPA Code of Ordinances and the Washoe County Development Code, as superseded by the Tahoe Area Plan Design Standards and Guidelines, provide the parameters which are used in developing projects. The standards found in the codes and the applicable Standards and Guidelines will continue to apply in the Crystal Bay Tourist Regulatory Zone except where superseded by the specific standards listed in this chapter.

Organization of this Chapter

This chapter is laid out to identify what is required (the Standard) and, if appropriate, provide recommended design solutions (the Guidelines) to meet the Standard.

Design Standards are ordinance requirements, usually fixed amounts or percentages for certain aspects of a project design. They are intended to ensure a minimum level of design quality.

Design Guidelines are recommended design approaches to certain design problems. They are meant to provide direction, not to dictate the actual design requirements of a project.

How this Chapter Will Be Used

Project review will follow the steps listed below:

1. Review all TRPA and Washoe County Codes applicable to your property including those found in this chapter. If there are questions, you should contact Washoe County Planning or TRPA.
2. Once all the code parameters are known, review the applicable Standards and Guidelines for Signage, Parking, and Design.
3. When the General Standards and Guidelines are known, review this chapter. Should a conflict occur within the General Standards and Guidelines, the Community Plan Standards and Guidelines would take precedence.

Approval Process

Applicability

See the Washoe County Development Code. Projects in the Washoe County portions of the plan area must come into conformance with County standards when expanding an existing use and/or structure greater than twenty percent beyond its existing capacity or size. Conformance with County Standards is also required when discretionary review (i.e., administrative permit, special use permit) is required.

For the Crystal Bay Tourist Regulatory Zone, the standards and guidelines presented in this chapter replace certain sections of the Washoe County Tahoe Area Plan Design Standards and Guidelines. If there is a conflict with other adopted standards of TRPA, or Article VI of the Compact, such as those regarding land coverage, height, project definition, etc., the standards of those ordinances shall apply. In general, the standards rather than guidelines in this document govern new construction activities subject to ordinance standards rather than retroactive changes to existing structures. New construction includes, but is not limited to, construction of new buildings, remodeling and improvements to exterior spaces such as sidewalks and surface parking which require permits. Unless specified in each section, all activities shall comply with the following design standards except:

1. Projects, for which the cost of the required improvement exceed 10% of the project cost, may submit schedules for compliance
2. Projects which are in assessment districts (wherein the assessments have been levied or are contained in approved funded public works projects) which are committed to implement the improvements.
3. Projects for which TRPA has found the standard not to be applicable due to unique circumstances arising from or regarding the project, and all required findings have been made, including the finding that the waiver of standards will result in equal or superior result.
4. Activities whose primary purpose is to come into compliance with these standards and guidelines shall only be required to conform in areas directly altered by construction.

In no case will any project modification or expansion be approved that preempts future compliance with applicable standards. For structures housing gaming under Article VI of the Compact, all activities except external modifications requiring local government permit are subject only to Washoe County review.

Conditions of Approval

All projects approved under design review are subject to standard conditions of approval. TRPA, and Washoe County may impose additional conditions of approval for a project as needed. For minor projects, such as remodeling or signs, TRPA and Washoe County may ask for minor improvements in order to gradually upgrade the appearance of existing buildings or properties. In such cases, each project will be considered individually, and the staffs will work with the applicant to arrive at a plan that will make the property more attractive and still be economically feasible for the owner or tenant.

Decision Authority

Design Review is conducted by Washoe County and TRPA staff. For TRPA, action on projects is taken by TRPA staff or by the TRPA Governing Board pursuant to Chapter 2 of the TRPA Code.

Permit Coordination

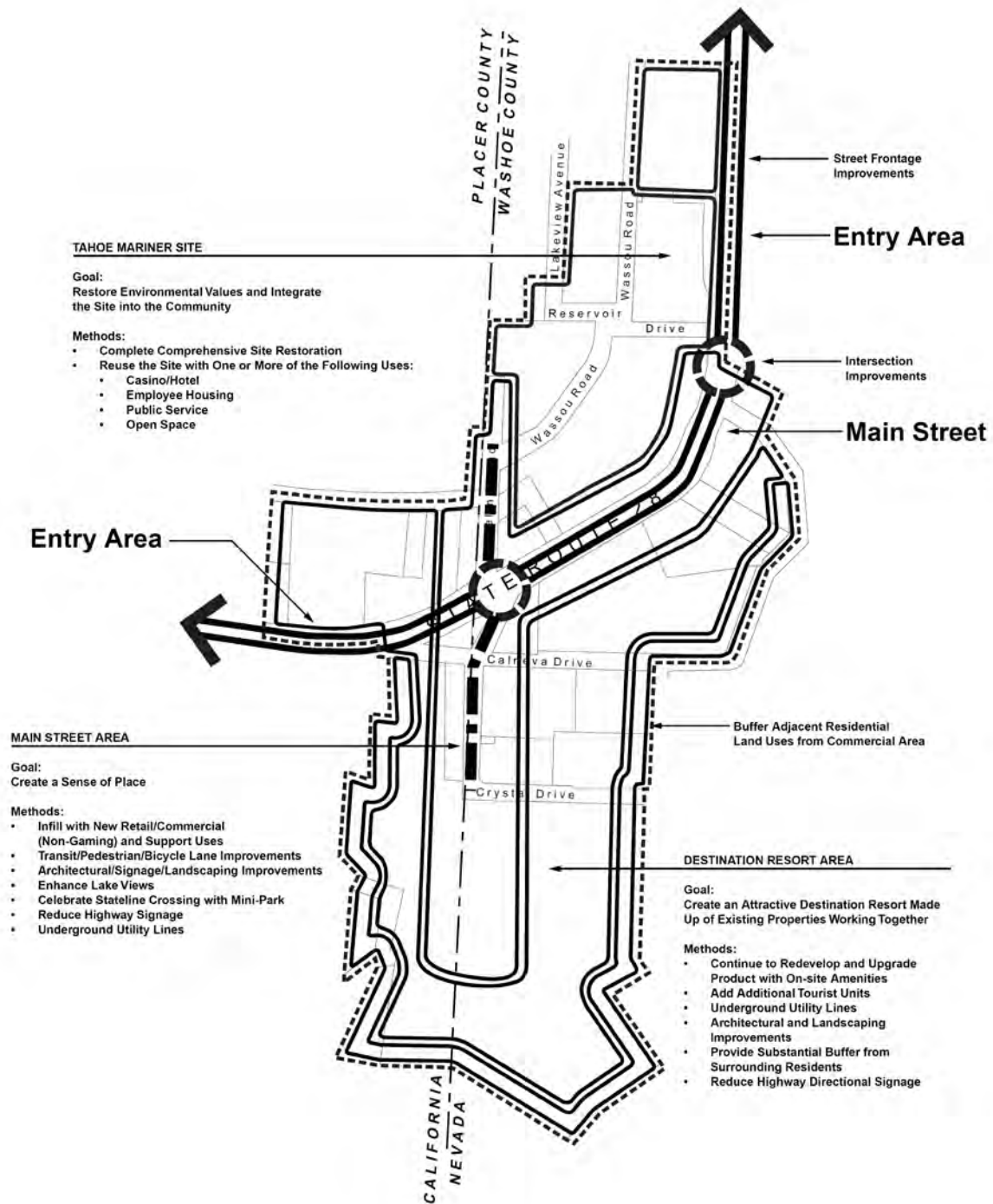
In order to streamline the project review process, a project which requires both Washoe County and TRPA action, joint design review may occur or TRPA may delegate design review authority to Washoe County or vice versa through a Memorandum of Understanding.

Vision

The vision for the Crystal Bay Tourist Regulatory Zone is creating a family-oriented destination resort. More emphasis should be placed on the outdoor and on human-scaled design. More priority should be given to pedestrians. This can be achieved through increasing the amount of green space, placing sidewalks and benches throughout the plan area, and reducing emphasis on the auto. A pedestrian-oriented main street connecting the casinos will also help create a pedestrian friendly environment and increase opportunities to be outdoors. Providing a range of entertainment and recreational activities for families, as well as needed support services such as childcare, will improve the area's competitive advantage in the resort market. Improvements proposed by the plan will help create a sense of place, one which is unique to the Crystal Bay Tourist Regulatory Zone and which promotes a resort setting. This will be achieved primarily through architecture and site planning. Architecture and design should identify the Crystal Bay Tourist Regulatory Zone; signs should become secondary. The design standards and guidelines establish direction for development within the Crystal Bay Tourist Regulatory Zone. The intent of these guidelines is to ensure high quality development sensitive to the unique setting of Lake Tahoe and responsive to the efforts of creating a special sense of place unique to Crystal Bay. These standards and guidelines are also intended to provide a framework within which architects, builders and developers can work creatively.

The design theme for the plan area is to reinforce the land use concept of a destination resort area. Implementing the theme will have positive economic benefits over time as resort and gaming properties are upgraded.

There are two primary components for the Crystal Bay Tourist community design theme: Alpine Elegance and Harmony. First, architecture in Crystal Bay should reflect that of old Tahoe with a feeling of alpine elegance. Traditional alpine architecture is encouraged. For example, structures should be made of wood, stone, timber and glass, a reflection of the original buildings at Tahoe. Second, the built and natural environments should complement one another. Manmade structures, should harmonize with the natural environment of forest and mountain and with other buildings in the Regulatory Zone. At the same time, individuality is an important aspect in order to maintain interest and variety.



The plan calls for the community design to help create a sense of place. Strong architectural character is one of the most effective ways to achieve a sense of place and reinforce the design theme. Buildings should look like they belong in a mountain landscape and not in a lowland or coastal city.

Since most of the area is already developed, major tear-down/reconstruction of existing structures is unlikely. Redevelopment is the key to gradually bring existing properties into compliance with the design theme and design plan. Do not repeat designs which don't meet the spirit and intent of these guidelines. Plan for gradual change through remodeling. The restaurant remodel at the Tahoe Biltmore is a good example of gradually improving the character of an existing building.

The land use concept plan for the Crystal Bay Tourist Regulatory Zone is included in the Land Use chapter of the Washoe County Tahoe Area Plan.

Standards

- A. **Setbacks of Structures**: Exceptions to the general setback requirement found in the Setback chapter may be permitted if:
- (1) The structure is existing within the setback limits;
 - (2) Setbacks on State Route 28 may be reduced to ten feet upon the completion of main street improvements;
 - (3) Pedestrian shelters, transit stops, and other elements of primary casino pedestrian entrances and the planned plazas may be allowed to extend to within ten feet of the property line in order to establish a more attractive, comfortable and animated pedestrian environment; or
 - (4) Entry structures shall be permitted to extend to within ten feet of property lines at the two entry areas of the casino core in order to help define and announce the boundary of the casino core; and
 - (5) The exception findings of TRPA Code Chapter 36, Design Standards, are made for setbacks adjacent to State Route 28 which are less than twenty feet.
- B. **Frontage Improvements**: Projects subject to the requirements of this section shall be conditioned to meet the following standards where applicable within a three to ten year schedule. The schedule shall consider the relative cost of project to the cost of the frontage improvements. For purposes of this section, the frontage is the area between the curblin and the required setback. Consistent with the standards and guidelines of this section, specifications for the improvements shall be established by Washoe County or in approved areawide improvement plans.

- (1) Main Street (State Route 28): Projects fronting State Route 28 in the Main Street Area shall provide the following improvements or commit to a schedule to implement the improvements along the frontage:
 - (a) Ten feet minimum wide sidewalks measured from the curbline or as specified in approved improvement plan.
 - (b) Six inch vertical concrete curbs or as specified by NDOT or Caltrans.
 - (c) Street trees planted every 50 feet, pockets of shrubs planted every 25 feet, a combination of both, or as specified in an approved improvement plan. (minimum area of shrub pocket to be defined)
 - (d) Pedestrian street lights 12 feet high, 50 feet on center, or low level lights 25 feet on center, or as specified in an approved improvement plan.
 - (e) Building setbacks a minimum of 20 from the property line or as set forth in Subsection 12.A.

- (2) Entry Areas (State Route 28): Projects fronting State Route 28 in the Entry Area shall provide the following improvements or commit to a schedule to implement the improvements along the frontage.
 - (a) Five to eight foot wide sidewalks. A three foot minimum landscaped separation is required from the edge of State Route 28 pavement.
 - (b) Six inch vertical concrete curbs or as specified by NDOT or Caltrans.
 - (c) Street trees planted irregularly (maximum 50 foot separation) or pockets of shrubs (maximum 25 foot separation) or a combination. (minimum area of shrub pockets to be defined)
 - (d) Pedestrian street lighting (maximum 12 feet height) as needed.
 - (e) Building setbacks a minimum of 20 feet from the property line.
 - (f) Vehicle barrier as needed. (preferred style to be identified)

- (3) Other Streets: Projects with frontage along other streets shall provide the following improvements on the frontage:
 - (a) Six feet wide minimum concrete sidewalks measured from the curbline.
 - (b) Pedestrian street lights 12 feet high 50 feet on center or low level lights 25 feet on center.

- (c) Building setbacks a minimum ten feet from the property line.
- (d) Six inch vertical concrete curbs or as specified by Washoe County.
- (e) Street trees planted 50 feet on center or pockets of shrubs planted 25 feet on center or a combination, both subject to an approved landscape plan. (minimum area of shrub pockets to be defined)

Guidelines

The following architectural design principles and guidelines should be followed by all projects involving a building or structure, including additions to existing buildings or structures.

1. **Building Form:** The building's uses (e.g., retail, hotel) should influence its form; it is recognized that the site itself and other regulatory controls (e.g., height, land coverage, and setback standards) will affect the building's form. The community plan offers development incentives in the form of additional land coverage and additional building height for certain buildings.

- (a) Simple design which is not overly complex; articulate facades with entries and shelter (see (b) below); avoid long blank walls and fences; relatively tall buildings with gables and steeply pitched roofs; larger public buildings such as casinos, hotels and government buildings should achieve a sense of monumentality; minimize bulk particularly when a lake or landscape view may be blocked; dormers are appropriate, particularly gable dormers; parking underneath the building is acceptable particularly when the parking area can be concealed from public view.

Examples: Century 21 Building; Incline Village/Crystal Bay Visitors Center; Hyatt's Lone Eagle Grille.

- (b) Use covered walkways, roof overhangs and similar architectural features along street frontages to create sheltered spaces for pedestrians; shelter does not have to extend across the entire width of the walkway but should provide users with a choice. Covered front porches extending the length of the facade are appropriate. Combine with large windows to create visual interest for passersby.

- (c) Relate the building to the adjacent public street frontage when there is a frontage(s); connect the building with its setting both visually and physically; retail, gaming and resort uses should be close to the street with minimal setbacks; provide clear clues regarding access. Large windows are a key element for retail uses to draw the attention of passersby; Buildings with tourist accommodation uses can be further away from the public street for privacy and refuge. These buildings are often smaller with one or several units per building and may be located within the interior of a site. Smaller buildings should incorporate the applicable architectural principles provided herein.
 - (d) Human-scaled buildings create a comfortable and friendly atmosphere. The design of buildings should enhance the pedestrian atmosphere of the Crystal Bay main street. Doors, windows, roof shapes, siding, lighting, and signs can contribute towards creating a human-scaled, pedestrian-oriented atmosphere.
2. **Building Materials:** A building's materials provide strong reinforcement of the design concept. The Crystal Bay Regulatory Zone has many examples of architecture which is reminiscent of the "Old Tahoe" design style. Building materials which are natural appearing and provide a sense of strength and permanence through their dimensions and mass are recommended.
- (a) **Roofs:** Metal in earth tone color is acceptable (see color discussion below); Cor-ten type metal product which appears to be a cedar shake is recommended; composition shingles not recommended unless they are very dark and heavily textured; tile of any type is not recommended. Roof design should reflect traditional alpine architecture. Flat roofs are permitted, but are strongly encouraged to be concealed from predominant views (flat at top and with visual appearance as sloping). Dormer windows and other special roof features (e.g., chimneys) are encouraged within the sloping roof area to create interest and variety.
 - (b) **Siding:** Predominantly wood is recommended; concrete and concrete block (e.g., concrete masonry units) is only acceptable when it is faced with a medium to dark colored, heavily textured stone or stone product; wainscots are recommended where possible, particularly below first floor windows; glass which is not lined with mylar or similar reflective material is acceptable and should be used generously in retail buildings;
3. **Building Colors:** Building color is generally be a function of the building materials used. Because recommended building materials are natural in character, building material colors will generally be natural in color. Metal roofs are an exception to this.
- (a) **Roofs:** Appropriate metal roof colors include: medium to dark shades of brown, dark green, dark gray. Avoid reflective surfaces.

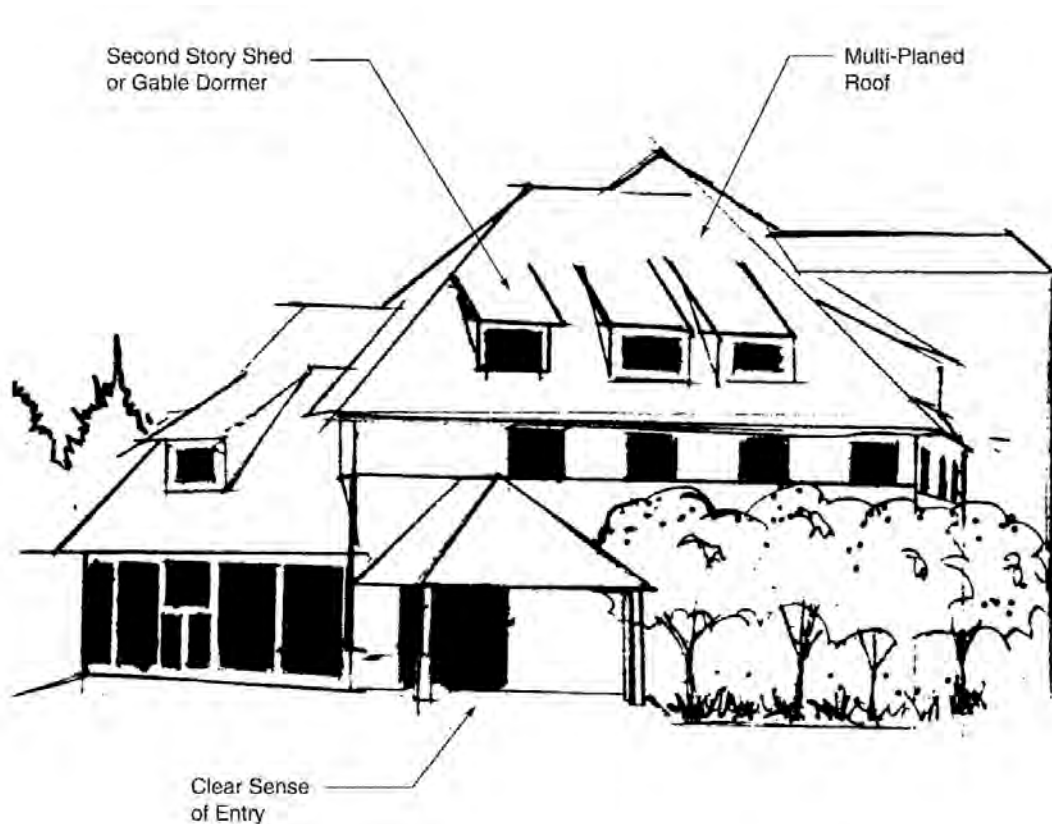
- (b) Siding: When wood siding is used, appropriate siding colors should be in the in the medium to dark brown range. When stone is used it should be darker in color (brown or gray) and not light gray or white (i.e., reflective).
- (c) Trim: Building trim may be a complimentary accent color to the primary building color(s). Primary colors are not appropriate for any surface.

4. Architectural Details:

- (a) Entrances: Pedestrian entrances should be clearly identifiable. Metal framed doors are acceptable; wood doors are recommended; recessed entries with a covered shelter are appropriate; flush entries which have a vestibule or mud room are recommended. Always plan for roof areas where snow will shed. Do not locate pedestrian entrances in these areas. A simple gable entry will allow snow to shed from the roof and not interfere with access.
- (b) Windows and Dormers: Windows should be full dimension and should have real mullions and sashes; do not use reflective materials on windows as they cause unnecessary glare to pedestrians on the street; dormers with windows are recommended for second and third stories;
- (c) Lighting: Illuminating building entrances is generally the only type of building lighting which is acceptable. Covered walkways and shelters may also be illuminated to assist users. Light sources should be shielded from view and well-integrated into the building's design. This should generally be done with downlighting rather than up-lighting or wall fixtures. Keep the area of illumination to a minimum to provide for safety of users. Interior illumination visible through windows will provide additional lighting. General lighting of building facades, building perimeters, roofs or roof lines is not appropriate and is generally prohibited by the Code of Ordinances.
- (d) Signs: Signs on buildings should be integrated into the overall building design. Architectural designs should anticipate the location and size of building signs. This may require changes or modifications to a sign design to achieve a sense of fit between sign and building. Building signs should be at an appropriate height and size to be read by pedestrians. This generally means sign mounting heights of less than 10 feet and sign area of 10-20 square feet. Building signs should not be oriented toward automobiles. This is the function of freestanding signs.

5. **Historical Theme Architectural Guidelines:** A consistent architectural theme is a powerful means to create and convey a sense of place. This does not mean that all buildings will or should look alike. It is the use of variation on a theme which can be an asset to the community. The historical theme being sought is "Alpine Elegance" or "Old Tahoe". The historical architectural design theme which uses modern building technology is the preferred theme for both new and redeveloping buildings. The following architectural elements should be used to convey the historic theme.

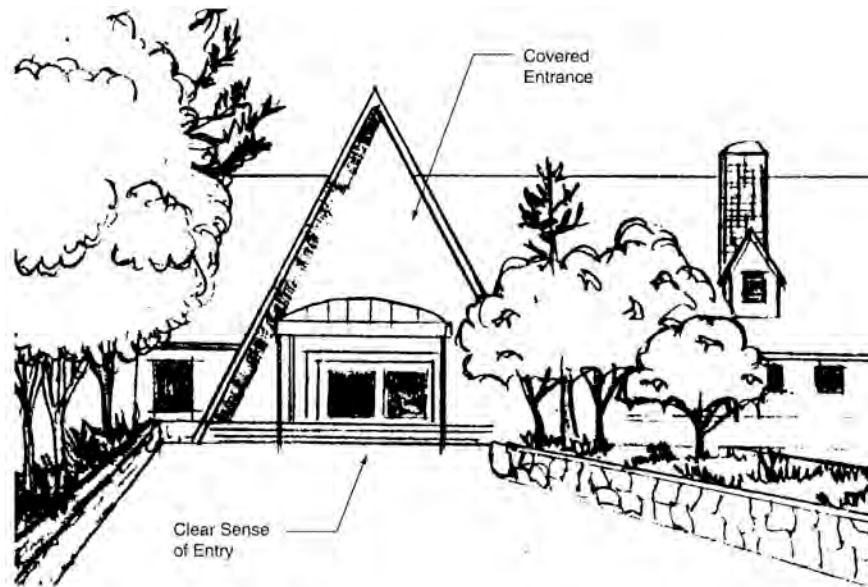
- (a) **Building Form:** Building should generally use steeply sloping gable end or gambrel roofs to break up the roof facade. Buildings with hip roofs are also appropriate. Second story dormers or shed dormers are generally consistent with the historic theme and may be used. Commercial uses such as casinos should have a monumental scale to reflect its use.



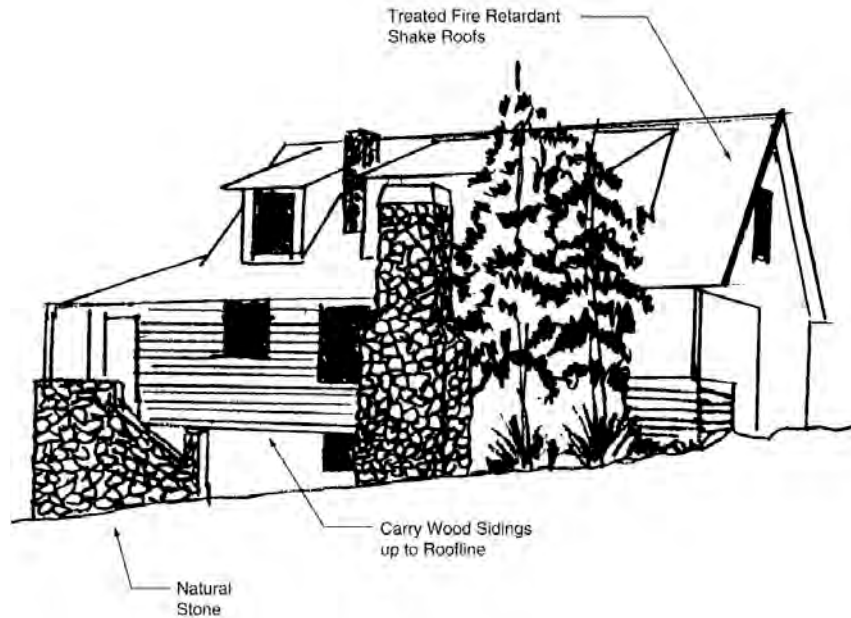
- (b) Porches: Covered front porches which run the entire length of the building façade or wrap around the whole building are a simple design element which helps to communicate the historic theme. The porch should be big enough for people to encourage use. Porches may be raised, recessed in the form of a vestibule or may extend outside of the building envelope covered by a separate shed roof.



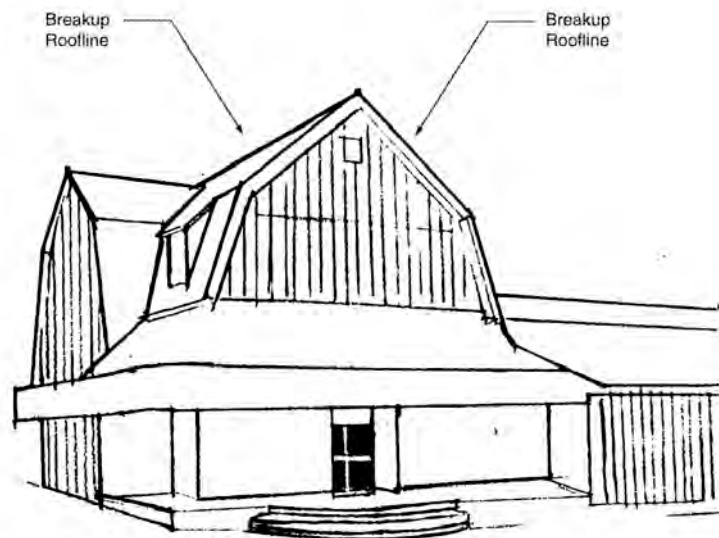
- (c) Entries: Entries should be clearly identified and act as a visual clue to passersby. They should be made of stone or native materials and be covered.



- (d) **Building Materials:** Building materials should consist of wood and/or natural stone sidings. Dimensional concrete products which look like wood may be used. Vertical and horizontal wood battens good materials but should be carried to the roofline. Plywood sidings (except for board and batten) and stucco are not appropriate. Treated fire retardant shake roofs are preferred.



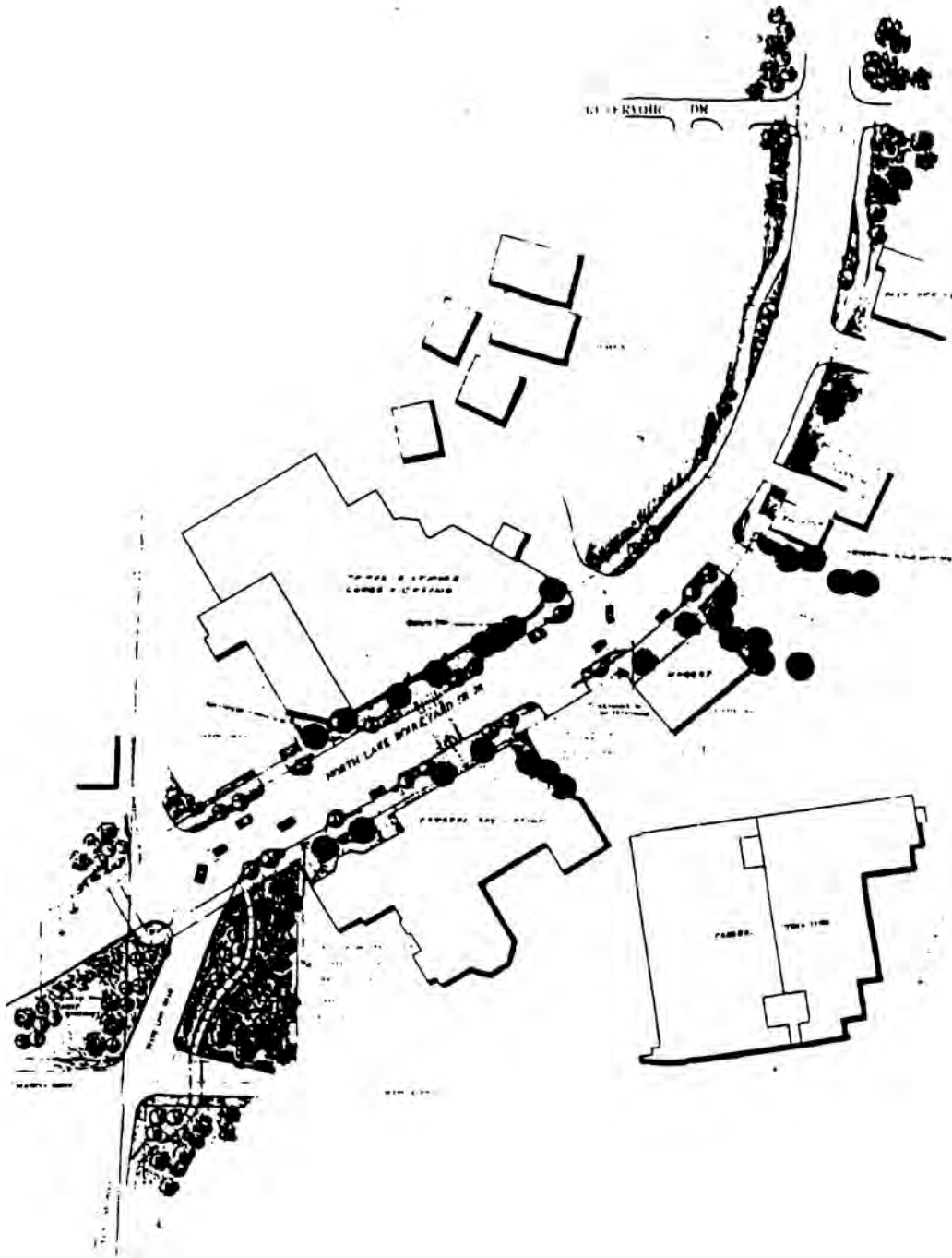
- (e) **Roofs:** Roof design and their decorative features are important in defining the overall historical character. Appropriate roofs include the gambrel, hipped and gabled roof. The roofline should be broken by the use of second story and shed dormers. Breaking up the roofline will breakup the large roof plane and add visual interest to the building



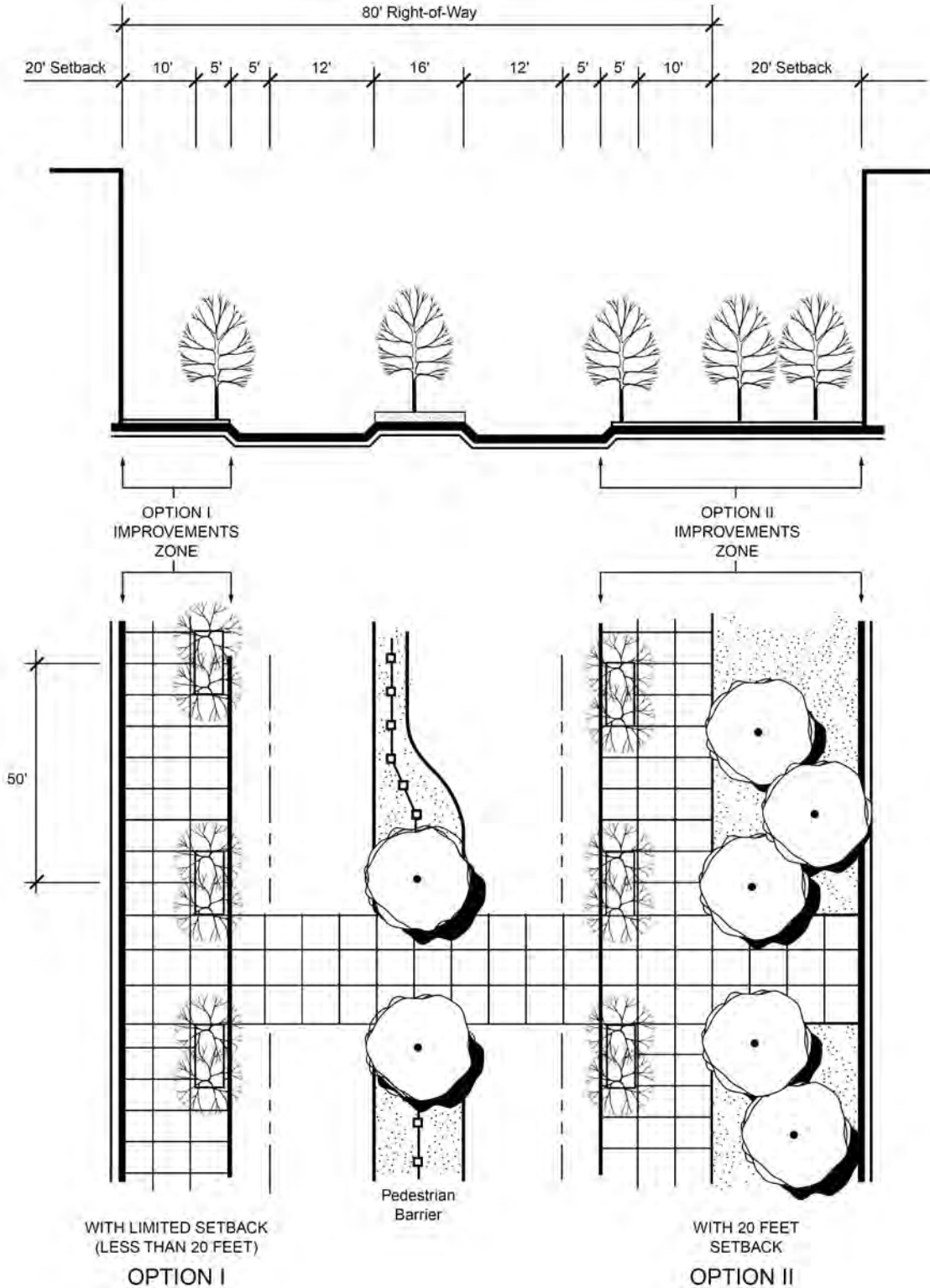
6. **Streetscapes**: A main street will run through Crystal Bay, connecting the casinos and shops. Buildings should face towards the street, similar to a small town, with a concentration of shops along the main street where people are encouraged to walk, window shop and browse. The guidelines for the different streetscapes are as follow:

State Route 28 Scenic Byway Plan: The following plan provides guidelines for future State Route 28 improvement plans.

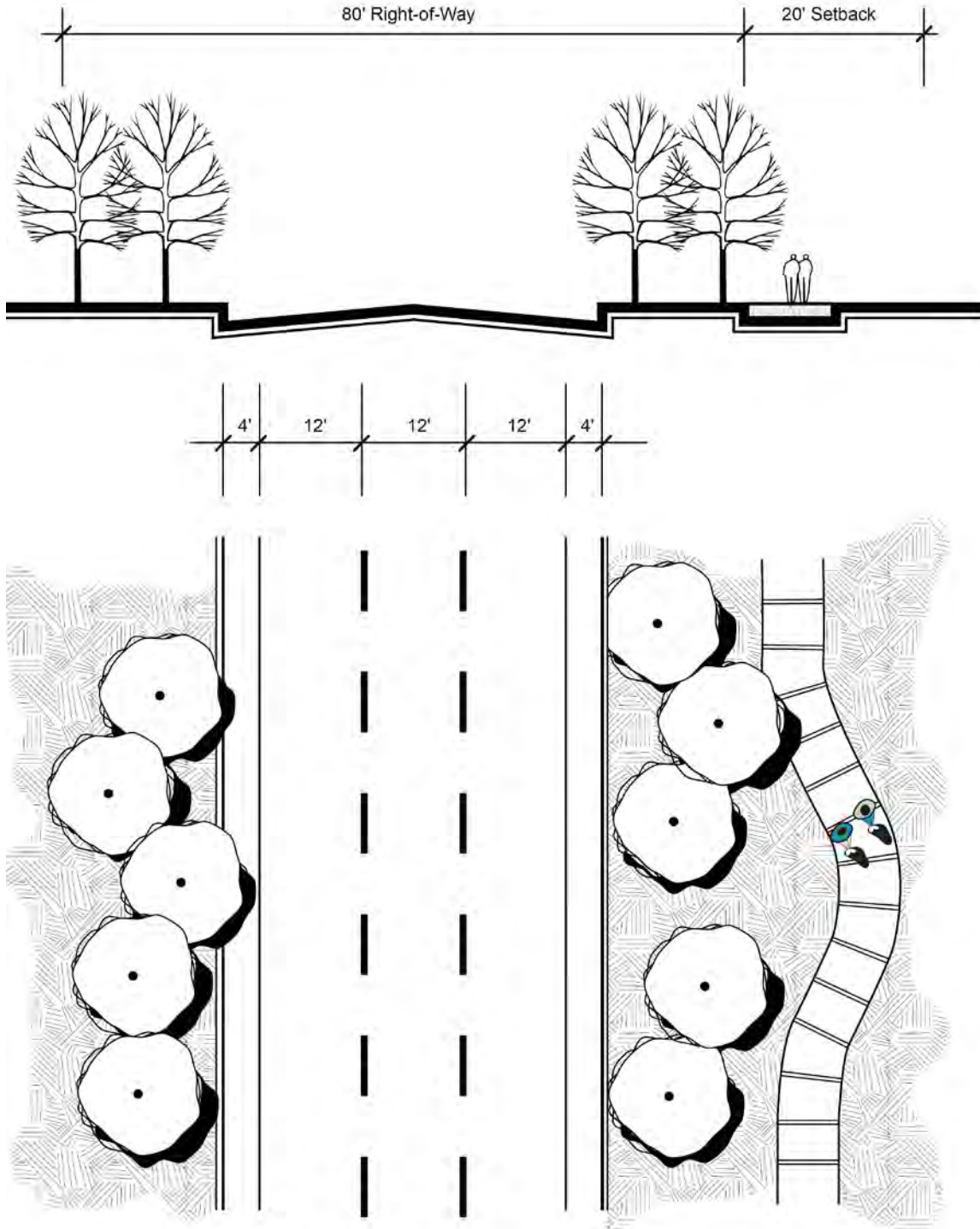
- (a) **Streetscape Plan**:



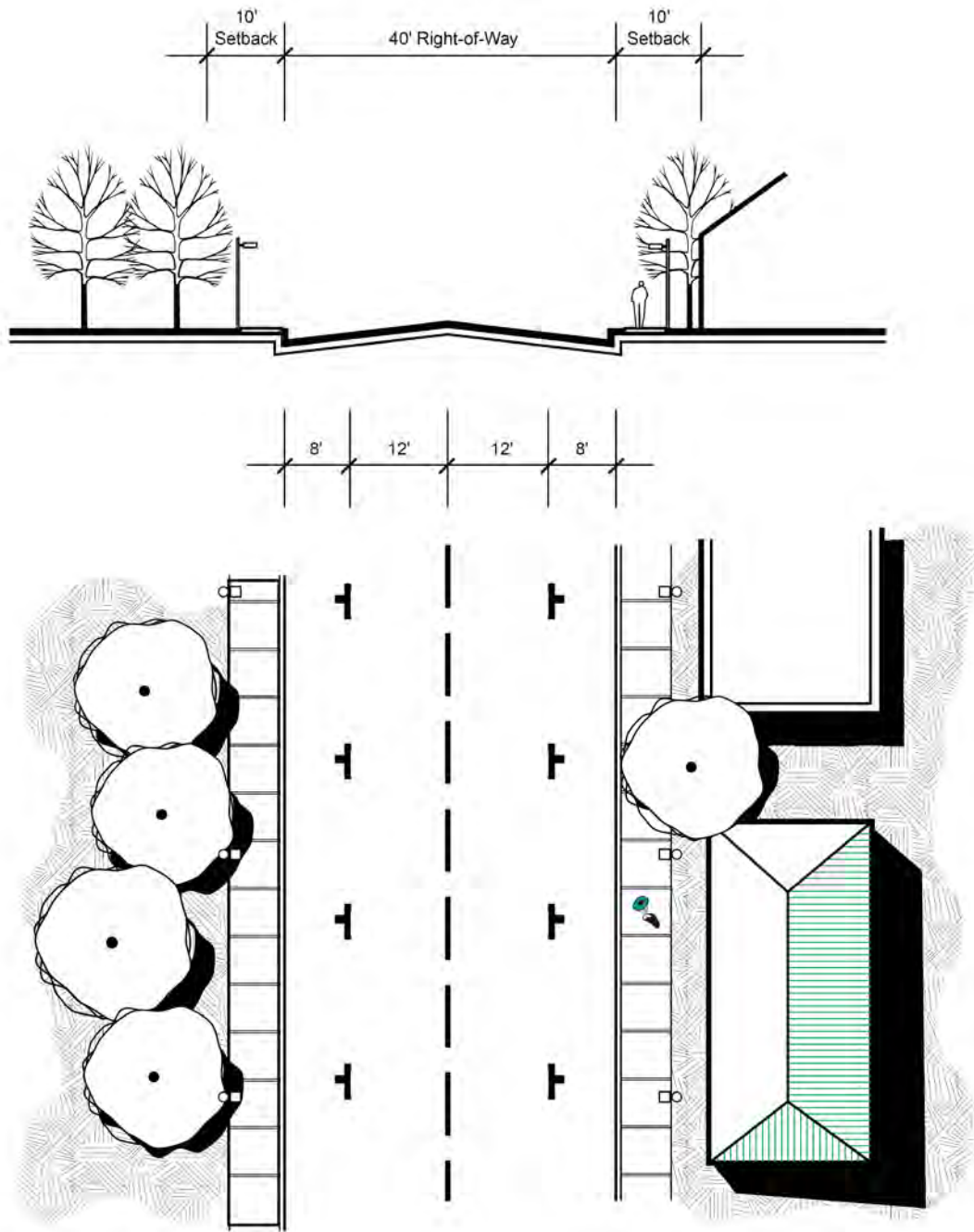
- (b) Main Street State Route 28: The Main Street improvements should have two travel lanes, 80-foot wide right-of-way, bike lanes, 10 foot setback, 15 foot minimum sidewalks with a 5 foot furniture zone. Option I improvements are for areas of limited setback, if there is room, Option II is available.



- (c) Entry Area State Route 28: Projects in/or fronting on State Route 28 in the entry areas should include these basic elements: three travel lanes, 80' right-of-way, no parking in right-of-way, 20 foot building and parking setbacks, 5-8 foot recreational trail on the uphill side away from the lake, barriers, lighting and landscaping.



- (d) Other Streets Typical Cross Section: Projects in/or fronting local public rights-of-way should consider these basic elements: two travel lanes, 10' building setback from the property line, 6' sidewalks, parallel parking, lighting and landscaping.



7. **Parking Areas**: In the design of large parking areas, the expanses of parking pavement should be separated with landscaping. When parking lots occur on sloping terrain, the parking lots should be stepped to follow the terrain. Combined parking areas for adjoining businesses or uses are encouraged. Parking area design should provide for efficient snow storage and removal, without impeding overall vehicular and pedestrian circulation and access or reducing parking spaces. The landscaping should be designed to provide snow storage areas. Snow storage areas should not inadvertently create an opportunity for drainage across driving and walking surfaces that could freeze.
8. **Parking Structures**: Parking structures should be designed to be integral with the architectural/design of the neighborhood and the development it is serving. They should be attractive and their visual impact as a parking structure be minimized through design.
9. **Public Lighting**: The intent of public lighting should be to give character and scale to the street. Lighting should focus on enhancement of the landscape, architecture and main street, and reinforce one's perception of the streetscape as a continuum of related elements building a total image. The lighting system should relate to traffic signals, signing and street furniture, in terms of common or complimentary materials, systems and scale.
 - (a) Emphasize the street as a corridor by focusing the lighting totally on the street and pedestrian ways. Minimize spill-over light into adjacent properties, except at driveways.
 - (b) Light fixtures should be at a comfortable height to the pedestrian, approximately ten to fifteen feet high.
 - (c) Light posts should be the same material as sign posts, preferably wood or metal, stained or painted a dark or neutral color.
10. **Street Furniture**: Appropriate street furniture should be used to make the main street environment more legible, expressive, pleasant and engaging, as well as establish a "sense of place".
11. **Sidewalks**: Sidewalks should be wide enough to accommodate strolling areas and street furniture. (Relate to minimum width standards in preceding pages)

12. **Street Furniture**: Street furniture should be compatible and consistent with the surrounding streetscape and the overall Crystal Bay environment. Miscellaneous structures and street furniture located on private property, public ways and other public property should be designed to be an integral part of the overall concept of the design and landscape. Materials should be compatible with buildings. Scale should be appropriate. Colors should be in harmony with buildings and surroundings, and should use earth-tones with non-reflective materials. Advertising is not permitted on street furniture. Proportions should be to scale. The street furniture elements addresses are bus shelters, information kiosks, benches, fountains and trash receptacles.
- (a) **Bus Shelters**: Bus shelters should be of the same scale, material and color. They should be of sufficient size to provide adequate protection from the weather. Seating should be provided. The material and color should be consistent with that of the Crystal Bay buildings and design guidelines. It should exude the sense of "shelter".
 - (b) **Benches**: Benches should be incorporated along the pedestrian and bicycle paths proposed throughout Crystal Bay as well as along the main street. They should serve as rest stops for bicyclists and pedestrians. Materials should be of wood or metal, in dark or neutral colors. Benches should have backs. In plaza or outdoor seating areas, a general rule of thumb is to provide one linear foot of seating for every 30 square feet of plaza area. Seating height is generally recommended to be approximately 30 inches.
 - (c) **Trash Receptacles**: Trash receptacles should be incorporated as part of the overall streetscape elements. Their size should not dominate the streetscape elements. They should be made of iron/metal/wood. Their color should blend with existing street elements.
 - (d) **Kiosk**: Kiosks should be centrally located within the plan area for information posting.
13. **Outdoor Plazas and Spaces**: The downtown area should have outdoor pedestrian spaces located within the area.
14. **Street Name Signs**: A distinctive, well designed system of street name signing would contribute towards creating the special identity for Crystal Bay. The mounting and upright post should be compatible with that used for other public signing. The letter type should be picked for legibility and clarity. Value contrast as opposed to color should be emphasized to facilitate readability. A graphic symbol that is representative of Crystal Bay should be incorporated into all street name signs and used consistently. Coordination between local and state agencies with jurisdiction over public rights-of-way will be necessary.

15. **Side and Rear Frontage**: Side and rear frontages should provide for attractive facades. Recommendations are shown on the graphic below.
16. **Deciduous Trees**: Deciduous trees when planted, should be 6 to 12 feet tall and suitable for the urban streetscape. Tree wells can be covered with cast-iron grates or planted with annual flowers for color. A consistent grate design is recommended. Trees should be varied in type and spacing to enhance and complement the facade, awnings and shape of building, and also complement each other in color and shape. Spacing should be 50 feet on center starting at the east corner on east/west streets and starting at the north corner on the north/south streets. The recommended trees are those listed below or similar trees found on TRPA's List of Native and Adapted Species.
- (a) **European Mountain Ash**: Fast growing up to 20-25 feet then slower growth to forty feet. Drought tolerant, columnar bright yellow fall foliage. Best for 2-story buildings and can be planted close to street.
 - (b) **Scarlet (Red) Maple**: Choose smaller species. Wide spreading shade trees, need some water to get established. Fairly fast growing to 20-30 feet. Foliage red in fall. Good for wider sidewalk and plaza areas.
 - (c) **Flowering Crabapple**: Fast-growing to 20 feet. Forms a dense, rounded crown. Spread roughly equal to height of tree. Purplish leaves and bark on twigs. "Aldenhamensis" variety recommended.
 - (d) **Hawthorn**: Moderate growth to 20-30 feet. White to pink flowers in the spring, small red berries in the summer, red and yellow fall foliage. Spreading crown, very drought tolerant, soft texture, good against wood or brick or to soften stucco and concrete. Hawthorne trees should only be used in entry areas and are not considered effective as screening trees. Washington thorn variety has the least fireblight problems.
 - (e) **Ginkgo**: This tall, deciduous, sparsely branched, long-lived tree is valuable as an ornamental and shade tree, particularly as a park and street tree. It is highly resistant to air pollution. The male species is recommended.
17. **Evergreen Trees**: Evergreen trees may be used in the entry areas and key landscape locations where overhead utility lines are not a problem. Evergreen conifers provide greenery and screening year-round. They should be 8 to 10 feet tall and planted in larger open tree wells/planters. Evergreen trees should be used in State Route 28 frontage areas where none currently exist. Planting pockets should consist of two to three trees at spacing intervals between planting pockets of 150 to 200 feet on average.

- (a) Jeffery Pine: Moderate growth to 60-120 feet, native to Tahoe, has symmetrical shape, straight trunk, upper branches ascending form an open pyramid shape, drought resistant, silver-gray bark with bluish foliage.
- (b) Ponderosa Pine: Moderate growth to 50-60 feet, straight trunked, well branched, very hardy, attractive tree at all ages, yellow/green to dark green needles.
- (c) Incense Cedar: Slow growth to 75-90 feet, native to mountains of California, symmetrical, dense pyramidal crown, reddish brown bark, green foliage.
- (d) White Fir: Slow growing out of natural environment, native to the mountains of California, a popular Christmas tree, symmetrical, bluish-green needles.

Exhibit A Ordinance

Appendix A Parking Demand Table

The following represents a minimum parking demand or requirements for projects. The maximum limit is established by multiplying the minimum number of requirements by 1.1.

Parking requirements may be reduced on a case-by-case basis where supported by a parking study, joint parking agreements, or other alternative mechanisms, as appropriate.

I. RESIDENTIAL

Employee Housing

Use Multiple family Dwelling Rate

Mobile Home

2 spaces / unit; and

1 space / 6 units (guest parking)

Multiple Family Dwelling

1 space / 2 beds; and

1/2 space per bedroom

Multi-Person Dwelling

1 space / 2 beds; and

1 space / live-in employee; and

1 space / 10 beds (guest parking)

Nursing and Personal Care

1 space / 3 beds; and

1 space / employee

Residential Care

1 space / 4 beds; and

1 space / live-in employee; and

1 space / 2 other employee; and

1 space / 5 beds (guest parking)

Single Family Dwelling

Single family house - 2

Vacation rental – as required by Article 319, *Short-Term Rentals*, of the Washoe County Development Code

Secondary residence – As required by Section 110.220.85 of the Washoe County Development Code

Other, e.g., condos, , guest houses, , etc. - (Use Multiple Family Dwelling rate)

Summer Home

Exhibit A Ordinance

Use Single Family House Rate

II. TOURIST ACCOMMODATION

Bed and Breakfast Facilities

Use Hotel / Motel Rate

Hotel, Motel, and other Transient Dwelling Units

1 space / full-time administrative employee; and

1 space / 2 other full-time employees; and

1 space / 3 part-time employees; and

1 space / guest room or unit; and

1 space / 250 s.f. meeting/display area; and

1 space / 400 s.f. commercial-retail area

Time Sharing (Hotel / Motel Design)

Use Hotel / Motel Rate

Time Sharing (Residential Design)

Use Hotel / Motel Rate

III. COMMERCIAL

A. Retail

Auto, Mobile Home and Vehicle Dealers

1 space / employee; and

1 space / 500 s.f. gross sales area

Building Materials and Hardware

1 space / 300 s.f. GFA; and

1 space / 200 s.f. gross site area

Eating and Drinking Places

1 space / 100 s.f. GFA; or

1 space / 4 customers or seats

Food and Beverage Retail Sales

1 space / 150 s.f. GFA

Furniture, Home Furnishings and Equipment

Furniture 1 space / 500 s.f. non-storage area and

1 space / 1,000 s.f. storage area

Other 1 space / 300 s.f. GFA

General Merchandise Stores

Convenience Store 1 space / 150 s.f. GFA

Other 1 space / 300 s.f. GFA

Exhibit A Ordinance

Mail Order and Vending
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Nursery
1 space / full-time employee; and
1 space / 300 s.f. GFA

Outdoor Retail Sales
1 space / employee; and
1 space / 500 s.f. gross sales area

Service Station
1 space / 300 s.f. retail / office area; and
3 spaces / service bay

B. Entertainment

Amusements and Recreation Services

Arcade 1 space / 150 s.f. GFA
Bowling 5 space / lane
Health Spa/ Gym 1 space / 300 s.f. GFA
Ice/ Roller Rink 1 space / full-time employee; and
1 space / 200 s.f. GFA
Tennis (indoor)
Racquetball, etc. 1 space / employee; and
3 spaces/ court
Theater 1 space / employee; and
1 space / 3 seats
Other 1 space / 35 s.f. GFA]

Gaming-Nonrestricted Only

1 space / 1.5 full-time employees; nad
1 space / 3 part-time employees; and
1 space / 250 s.f. casino floor area

Privately Owned Assembly and Entertainment

Auditorium 1 space / full-time employee; and
1 space / 150 s.f. GFA; or
1 space / 3 seats
Cabaret 1 space / 2 employees; and
1 space / 4 seats
Convention 1 space / full-time employee; and
1 space / 400 s.f. GFA

Outdoor Amusements

Exhibit A Ordinance

Miniature Golf 3 spaces / hole; and
1 space / 250 s.f. commercial area
Other Case-by-case

C. Services

Animal Husbandry Services

1 space / 250 s.f. GFA outside of kennel

Auto Repair and Service

1 space / 300 s.f. retail / office area; and
3 spaces / service bay

Broadcasting Studios

1 space / 300 s.f. GFA

Business Support Services

1 space / 300 s.f. GFA

Contract Construction Services

1 space / 1,500 s.f. GFA storage; and
1 space / 300 s.f. GFA office

Financial Services

1 space / 200 s.f. GFA

Health Care Services

1 space / 150 s.f. GFA; and
1 space / 2 employee

Laundries and Dry Cleaning Plant

1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Personal Services

Laundromat 1 space / 150 s.f. GFA
Other 1 space / 250 s.f. GFA

Professional Offices

1 space / 250 s.f. GFA

Repair Services

1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Sales Lots

1 space / employee; and

Exhibit A Ordinance

1 space / 500 s.f. gross sale area

Schools - Business and Vocations

1 space / 75 s.f. GFA; and

1 space / employee

Schools - Preschool

1 space / employee; and

1 space / 5 students

Secondary Storage

1 space / 1,000 s.f. storage area

D. Light Industrial

Batch Plants

1 space / 500 s.f. non-storage area; and

1 space / 1,000 s.f. storage area

Food and Kindred Products

1 space / 500 s.f. non-storage; and

1 space / 1,000 s.f. storage area

Fuel and Ice Dealers

1 space / 500 s.f. non-storage area; and

1 space / 1,000 s.f. storage area

Industrial Services

1 space / 350 s.f. GFA

Printing and Publishing

1 space / 500 s.f. non-storage area; and

1 space / 1,000 s.f. storage area

Recycling and Scrap

1 space / 500 s.f. non-storage area; and

1 space / 1,000 s.f. storage area

Small Scale Manufacturing

1 space / 400 s.f. GFA

E. Wholesale / Storage

Storage Yards

1 space / 500 s.f. non-storage area; and

1 space / 1,000 s.f. storage area

Exhibit A Ordinance

Vehicle and Freight Terminals
1 space / employee; and
1 space / bay

Vehicle Storage and Parking
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Warehousing
Mini-warehouse 1 space / 5 rental units; and
1 space / employee
Other 1 space / 1,000 s.f. GFA

IV. PUBLIC SERVICE

A. General

Churches
1 space / 3 seats

Collection Stations
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Cultural Facilities
1 space / full-time employee; and
1 space / 250 s.f. GFA

Day Care Centers
1 space / employee; and
1 space / 5 students

Government Offices
1 space / 250 s.f. GFA

Hospitals
1 space / 2 employees; and
1 space / 2 beds; and
1 space / 300 s.f. emergency room area

Local Assembly and Entertainment
(Use Privately Owned Assembly and Entertainment Rate)

Local Public Health and Safety Facilities
1 space / employee; and
1 space / 1,000 s.f.

Exhibit A Ordinance

- Power Generating
1 space / full-time employee

- Publicly Owned Assembly and Entertainment
(Use Privately Owned Assembly and Entertainment Rate)

- Public Utility Center
3 spaces / 2,500 s.f. of facility area

- Regional Public Health and Safety Facilities
1 space / employee; and
1 space / 1,000 s.f.

- School - Colleges
1 space / employee; and
1 space / 2 full-time students; and
1 space / 4 seats in auditorium, stadium, or gymnasium; and
1 space / 100 s.f. non-classroom meeting area

- Schools - Kindergarten through Secondary
 - Elementary 1 space / employee; and
1 space / 50 s.f. non-classroom area
 - High School 1 space / employee; and
1 space / 3 students; and
1 space / 4 seats auditorium, etc.; and
1 space / 100 s.f. non-classroom meeting area

V. RECREATION

A. Urban Recreation

- Recreation Centers
1 space / full-time employee; and
1 space / 500 s.f. GFA

- Participating Sports Facilities
 - Swimming 1 space / full-time employee; and
1 space / 3 part-time employee; and
1 space / 75 s.f. pool area
 - Tennis 1 space / 3 courts
 - Other Case-by-case

- Sports Assembly
1 space / 3 seats

B. Developed Outdoor Recreation

- Developed Campgrounds

Exhibit A Ordinance

1 space / full-time employee; and
1 space / 3 part-time employees; and
1 space / campsite or cabin; and
1 space / 10 campsites or cabins (guest parking)

Golf Course

Driving Range 1 space / full-time employee; and
 1 space / tee
Executive (par 3) 1 space / full-time employee; and
 40 spaces / 9 holes
Other 1 space / full-time employee; and
 1 space / 3 part-time employees; and
 10 spaces / hole

Group Facilities

1 space / 1,000 s.f. park area

Marinas

1 space / full-time employee; and
1 space / 3 moorings or slips

Recreational Vehicle Park

1 space / full-time employee; and
1 space / 3 part-time employees; and
1 space / RV site; and
1 space / 10 RV sites (guest parking)

VI. ALL OTHER USES

All Other Uses Case-by-case

Notes:

1. Where used above, "Employee" refers to the number of employees for the largest shift.
2. GFA - Gross Floor Area

SECTION 3. General Terms.

1. All actions, proceedings, matters, and things heretofore taken, had and done by the County and its officers not inconsistent with the provisions of this Ordinance are ratified and approved.
2. The Chairman of the Board and officers of the County are authorized and directed to take all action necessary or appropriate to effectuate the provisions of this Ordinance. The District Attorney is authorized to make non-substantive edits and corrections to this Ordinance.

Exhibit A Ordinance

3. All ordinances, resolutions, bylaws and orders, or parts thereof, in conflict with the provisions of this Ordinance are hereby repealed to the extent only of such inconsistency. This repealer shall not be construed to revive any ordinance, resolution, bylaw or order, or part thereof, heretofore repealed.

4. Each term and provision of this Ordinance shall be valid and shall be enforced to the extent permitted by law. If any term or provision of this Ordinance or the application thereof shall be deemed by a court of competent jurisdiction to be in violation of law or public policy, then it shall be deemed modified, ipso facto, to bring it within the limits of validity or enforceability, but if it cannot be so modified, then the offending provision or term shall be excised from this Ordinance. In any event, the remainder of this Ordinance, or the application of such term or provision to circumstances other than those to which it is invalid or unenforceable, shall not be affected.

DRAFT

Exhibit A Ordinance

Passage and Effective Date

Proposed on _____ (month) _____ (day), 2020.

Proposed by Commissioner _____.

Passed on _____ (month) _____ (day), 2020.

Vote:

Ayes: Commissioners _____

Nays: Commissioners _____

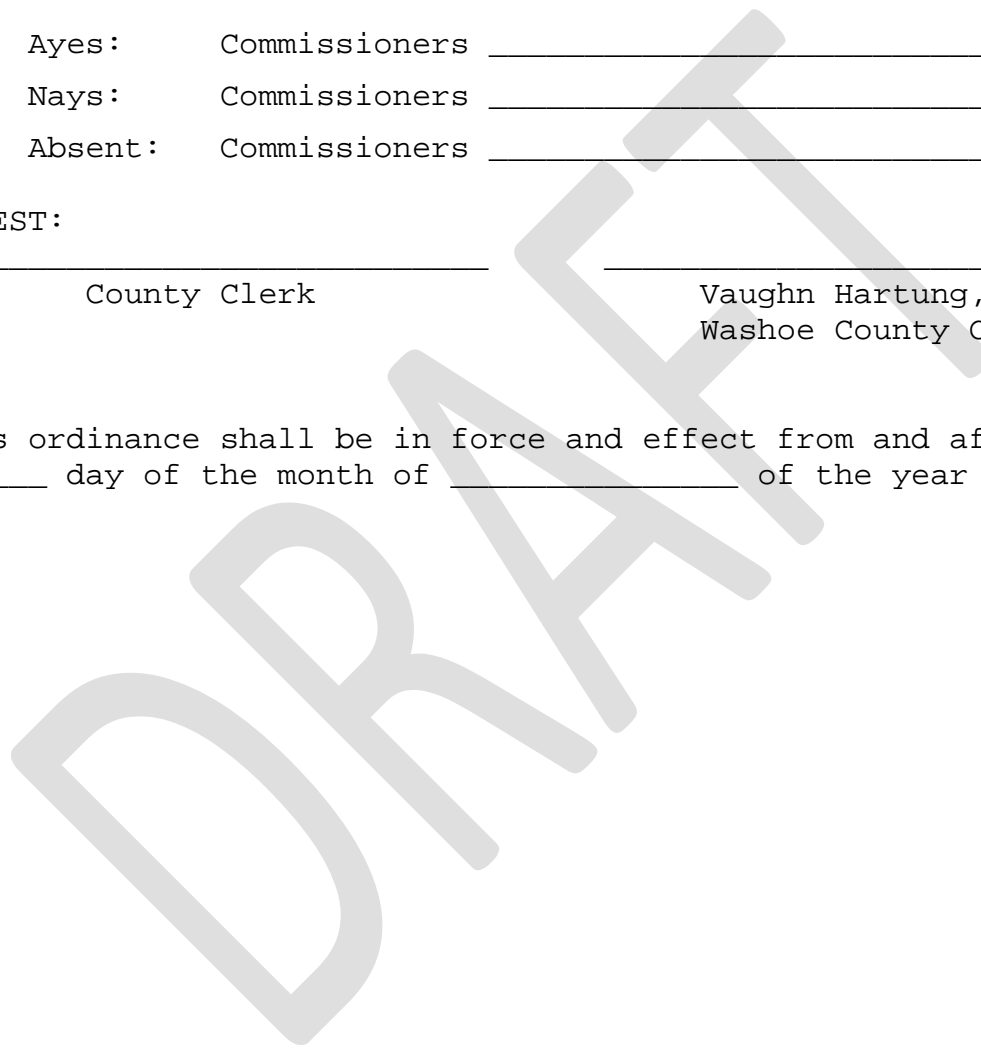
Absent: Commissioners _____.

ATTEST:

County Clerk

Vaughn Hartung, Chair
Washoe County Commission

This ordinance shall be in force and effect from and after the
_____ day of the month of _____ of the year _____.



AGENCY REVIEW CHECKLIST

Case Planner: Eric Young
Case Number: WDCA19-0007, WRZA19-0007, WMPA19-0007

FEDERAL

- Army Corp of Engineers
- Bureau of Indian Affairs
- NRCS
- Bureau of Land Management**
 - Nevada State Office
 - Eagle Lake Field Office
 - Surprise Field Office
 - Winnemucca District Office
- US Fish & Wildlife *Hard Copy ✓*
- US Forest Service**
 - Carson Ranger District
 - State Office - Sparks
- US Postal Service

STATE OF NEVADA

- Environmental Protection
- Mining
- NDF - Endangered Species
- Parks
- Transportation
- Water Resources
- Wildlife (NDOW)

COUNTY

- County Manager
- District Attorney, Civil Division
- Library
- Water Resource Planning
- Community Services Department**
 - Building & Safety
 - GIS
 - Parks and Open Spaces
 - Water Rights Manager
- Engineering and Capital Projects Division Director
 - Tentative Parcel Map
 - Land Development
 - Sewer
 - Street Naming
 - Surveyor (PMs Only)
 - Traffic
- Operations Division Director

- Animal Services**
- Animal Services

Sheriff

- Law Enforcement
- District Health**
 - Air Quality
 - Environmental Health
 - Emergency Medical Services

FIRE PROTECTION

- Truckee Meadows Fire Protection
- Sparks Fire
- Reno Fire

CITIZEN ADVISORY BOARDS

- East Truckee Canyon
- North Valleys
- South Truckee Meadows/Washoe Valley
- Spanish Springs
- Sun Valley
- Warm Springs/Rural
- West Truckee Meadows

REGIONAL/CITIES

- Airport Authority
- RTC
- Reno Community Development
- Sparks Community Services
- Truckee Meadows Regional Planning
- Washoe County School District
- WCSD Receives all Tentative Subdivision Map Applications**
- Washoe -Storey Conservation District

HISTORIC PRESERVATION

- Pyramid Lake Paiute Tribe
- Reno/Sparks Indian Colony
- Nevada Historic Preservation
- Washoe Tribe of Nevada *Hard Copy ✓*

GENERAL IMPROVEMENT DISTRICTS

- Gerlach GID
- Grandview Terrace GID
- Palomino Valley GID
- Sun Valley GID

UTILITIES

- AT&T
- NV Energy
- Plumas-Sierra Rural Electric Cooperative
- Sky Ranch Utility c/o Utilities, Inc
- Southwest Gas
- TMWA
- Utilities, Inc

TAHOE

- Charter Communications
- Incline Village/Crystal Bay CAB
- IVGID
- Nevada State Lands *Hard Copy ✓*
- Nevada Tahoe Conservation Dist *Hard Copy ✓*
- North Lake Tahoe FPD
- Tahoe Regional Planning Agency
- Tahoe Transportation District
- US Forest Service - LTBMU

OTHER/STAFF

- Sent 11/15/19*
- Washoe County Emergency Man:
- Placer County TART
- Carson City Planning Division
- Placer County Planning Division
- League to Save Lake Tahoe
- Truckee-North Tahoe Transportation Management Assoc.
- Lake Tahoe NV State Park

Date Sent:
Nov. 8 + 12, 2019

By Staff:
Katy Stark

WASHOE COUNTY TAHOE AREA PLAN

Contact List - Updated October 25, 2019

Agency and Organization Contacts

Agencies not on the "Tahoe Area Plan Agency Review Checklist"

- ✓ **Lake Tahoe Nevada State Park** j.howard@parks.nv.gov
Attn: Jay Howard, Park Supervisor
PO Box 6116
Incline Village, NV 89452
- ✓ **League to Save Lake Tahoe** gavin@keeptahoeblue.org
Attn: Gavin Feiger, Senior Land Use Policy Analyst
2608 Lake Tahoe Blvd.
South Lake Tahoe, CA 96150
- ✓ **Placer County Planning Division** sbuelna@placer.ca.gov
Attn: Steve Buelna, Supervising Planner
775 N. Lake Blvd
Tahoe City, CA 96145
- ✓ **Carson City Planning Division** lplemel@carson.org
Attn: Lee Plemel, Community Development Director
108 E. Proctor St.
Carson City, NV 89701
- ✓ **Nevada Tahoe Conservation District** mkelly@ntcd.org
Attn: Meghan Kelly, District Manager
PO Box 915
Zephyr Cove, NV 89448
- ✓ **Truckee-North Tahoe Transportation Management Association** jaime@laketahoetransit.com
Attn: Jamie Wright, Executive Director
10183 Truckee Airport Road
Truckee, CA 96161
- ✓ **Placer County TART** tart@placer.ca.gov
PO Box 1909
Tahoe City, CA 96145

Agencies already on the "Tahoe Area Plan Agency Review Checklist"

- ✓ **US Forest Service - Lake Tahoe Basin Management Unit** pa_ltbmu@fs.fed.us
Attn: Mike Gabor, Forest Engineer
35 College Drive
South Lake Tahoe, CA 96150

- ✓ **Incline Village General Improvement District**
Attn: Indra Winqwest, Interim General Manager
893 Southwood Blvd.
Incline Village, NV 89451
[✓ isw@ivgid.org](mailto:isw@ivgid.org)
- ✓ **Nevada Division of State Lands**
Attn: Meredith Gosejohan, Management Analyst
901 S. Stewart St.
Suite 5003
Carson City, NV 89701
[✓ mgosejohan@lands.nv.gov](mailto:mgosejohan@lands.nv.gov)
- ✓ **Nevada Department of Transportation**
Attn: Sondra Rosenberg, Assistant Director of Planning
1263 S. Stewart St.
Carson City, NV 89701
[✓ srosenberg@dot.state.nv.us](mailto:srosenberg@dot.state.nv.us)
- ✓ **Incline Village / Crystal Bay Citizens Advisory Board**
Attn: Pete Todoroff, Chair
PO Box 11130
Reno, NV 89520-0027
ivcbcab@washoecounty.us
- ✓ **North Lake Tahoe Fire Protection District**
Attn: ~~Mark Regan, Fire Marshall~~
866 Oriole Way
Incline Village, NV 89451
~~mregan@nltpd.net~~
- ✓ **Tahoe Transportation District**
Attn: Carl Hasty, District Manager
PO Box 499
Zephyr Cove, NV 89448
[✓ chasty@tahoetransportation.org](mailto:chasty@tahoetransportation.org)
- ✓ **Washoe County Regional Transportation Commission**
Attn: Amy McAbee Cummings, Director of Planning
PO Box 30002
Reno, NV 89520
[✓ acummings@rtcwashoe.com](mailto:acummings@rtcwashoe.com)
- ✓ **Nevada Division of Environmental Protection**
Attn: Jennifer Carr, Deputy Administrator
901 S. Stewart St.
Suite 4001
Carson City, NV 89701
[✓ jcarr@ndep.nv.gov](mailto:jcarr@ndep.nv.gov)
- ✓ **Washoe Tribe of Nevada and California**
Attn: Serrell Smokey, Chairman
919 Highway 395 South
Gardnerville, NV 89410
[✓ executive.assistant@washoetribe.us](mailto:executive.assistant@washoetribe.us)
- ✓ **Nevada Department of Wildlife**
Attn: Mark Enders, Biologist
901 S. Stewart St.
Carson City, NV 89701

- ✓ Nevada Division of State Parks
901 S. Stewart St.
Suite 5005
Carson City, NV 89701

Additional agencies on the "Tahoe Area Plan Agency Review Checklist"

FEDERAL AGENCIES

- ✓(1) Bureau of Land Management – Nevada State Office
- ✓(2) US Fish and Wildlife Service

STATE AGENCIES

- ✓(3) Nevada Division of Forestry – Endangered Species
- ✓(4) Nevada Division of Water Resources
- ✓(5) Nevada Division of Historic Preservation

COUNTY AGENCIES

- ✓(6) District Attorney – Civil Division
- ✓(7) Library
- ✓(8) Parks and Open Spaces
- ✓(9) Engineering and Capital Projects
- ✓(10) Operations Division Director
- ✓(11) District Health: Air Quality
- ✓(12) District Health: Environmental Health

OTHER LOCAL AGENCIES

- ✓(13) Washoe County School District
- ✓(14) Washoe-Storey Conservation District

PUBLIC UTILITIES

- ✓(15) AT&T
- ✓(16) NV Energy



WASHOE COUNTY PLANNING COMMISSION Meeting Minutes

Planning Commission Members

Larry Chesney, Chair
Francine Donshick, Vice Chair
James Barnes
Thomas B. Bruce
Sarah Chvilicek
Kate S. Nelson
Trevor Lloyd, Secretary

Tuesday, February 4, 2020
6:30 p.m.

Washoe County Commission Chambers
1001 East Ninth Street
Reno, NV

The Washoe County Planning Commission met in a scheduled session on Tuesday, February 4, 2020, in the Washoe County Commission Chambers, 1001 East Ninth Street, Reno, Nevada.

1. *Determination of Quorum

Chair Chesney called the meeting to order at 6:30 p.m. The following Commissioners and staff were present:

Commissioners present: Larry Chesney, Chair
Francine Donshick, Vice Chair
James Barnes
Thomas B. Bruce
Sarah Chvilicek
Kate S. Nelson

Staff present: Roger Pelham, Senior Planner, (Acting Secretary), Planning and Building
Eric Young, Senior Planner, Planning and Building
Chris Bronczyk, Planner, Planning and Building
Dan Cahalane, Planner, Planning and Building
Julee Olander, Planner, Planning and Building
Nathan Edwards, Deputy District Attorney, District Attorney's Office
Katy Stark, Recording Secretary, Planning and Building
Donna Fagan, Office Support Specialist, Planning and Building

2. *Pledge of Allegiance

Commissioner Barnes led the pledge to the flag.

3. *Ethics Law Announcement

Deputy District Attorney Edwards provided the ethics procedure for disclosures.

4. *Appeal Procedure

Secretary Pelham recited the appeal procedure for items heard before the Planning Commission.

5. *General Public Comment and Discussion Thereof

Chair Chesney opened the Public Comment period.

Ronda Tycer, Incline Village resident, spoke about community character as referenced in the Tahoe plan. The purpose is to implement the planning concepts contained in TRPA in a manner consistent with vision created by the community throughout the development of the plan. Referenced is an appendix C, which was to include various documents, but it's missing from the plan. She read a prepared statement of those documents. Neither was the summary from Pathway 2020 workshops or 2020 rural development are quoted in this statement. She said the first statement is true; community character is not significantly different than what was planned. However, the second statement, establishing new opportunities for tourism with recreation in a natural outdoor setting, appears nowhere in the documents. The statement was created by Mr. Young. It should be removed from the plan so future readers aren't misled. TRPA and Washoe County keep promoting tourism at the expense of resident character. We want to save it from over tourism.

Carol Black, Incline Village resident, said she provided copies in an email. She spoke about the area plan and short-term rentals. She quoted a Boeing employee during AirMax discussion, "nothing we do is so important that its worth hurting someone," which is an important concept. She said we don't want another Paradise fire with lack of preparation and evacuation plan. We need your support. Tourism is important and so are the residents. She said she has concerns about the plan. There is a huge amount of materials provided in the last minute. She said she thinks there are gaps. She said there were study sessions conducted during an area plan update in the other town she lived in. She suggested delaying approval of the document. She said you won't get robust feedback with last-minute submissions. The proposal is misleading. She said there is inadequate occupancy. It doesn't meet the requirements. She said there is not a District 1 representative on the board. She said she has data to support her information and would be available to review it with them at a later date. This is a huge undertaking.

Alexandra Profant said she submitted an application for the District 1 seat. She provided copies for everyone. She reiterated what Ms. Black said. She said she was chair and co-chair of Pathways 2020, Advisory committee, facilitated by TRPA with multiple agencies involved. It's the most complex planning region. Under 106, we have a right to be heard by a local government. We learned state preservation office that TRPA serves as our local government. There is a lot of complexity jurisdictionally. Most of us aren't against development in Nevada. However, in this area, we have rich history relative to our nation. When we do our historical resources survey, we will out compete many other regions. There is an overlay with zoning regulations and emergency management planning. Currently, there is no fire Marshall for the State. The NLTFPD serve us, there is commingling of services which include the fire Marshall. They have done investigations regarding the fires with short term rentals in Incline Village.

With no further public comment, Chair Cheney closed the public comment period.

6. Approval of Agenda

In accordance with the Open Meeting Law, Vice Chair Donshick moved to approve the agenda for the Tuesday, February 4, 2020 meeting as written. Commissioner Chvilicek seconded the motion, which passed unanimously with a vote of six for, none against.

7. Approval of January 7, 2020 Draft Minutes

Vice Chair Donshick moved to approve the minutes for the January 7, 2020, Planning Commission meeting as written. Commissioner Nelson seconded the motion, which passed

unanimously with a vote of six for, none against.

8. Planning Items

A. Possible action to approve a resolution of Appreciation of Service for Philip Horan and to authorize the Chair to sign the resolution on behalf of the Planning Commission. Phil Horan was unable to attend. This item was rescheduled for March 3, 2020.

9. Public Hearings

A. Special Use Permit Case Number WSUP19-0030 (A Dog's Life) – For possible action, hearing, and discussion to approve a special use permit to operate a Commercial Kennel. Commercial kennels refers to kennel services for dogs, cats and similar animals. Typical uses include commercial animal breeding with four (4) or more animals (dogs), boarding kennels, pet motels, or dog training centers. Commercial kennels require a parcel size minimum of two-and-one-half (2.5) acres regardless of the regulatory zone within which it is located. The project site will consist of a 20,000 square foot building, associated landscaping and parking. In addition to the commercial kennel, this project will also include a grooming and pet supply store and a construction sales and services operation that will function as materials storage and a takeoff point for a contractor. Fifteen thousand square feet of the building is planned to function as the commercial kennel with boarding and doggie daycare; two thousand square feet of the building will function as retail in the form of a grooming and pet supply store; three thousand square feet will function as the construction sales and services operation. Both the pet supply store and construction sales and services uses are allowed without a special use permit and are incidental to the operation of the commercial kennel. Lastly, the special use permit also includes grading of an area over 1 acre on a parcel smaller than 6 acres in size.

- Applicant/Property Owner: Dixie D. May Trust
- Location: Corner of Ingenuity and Pyramid Highway
- Assessor's Parcel Number: 530-492-01
- Parcel Size: 2.75 Acres
- Master Plan Category: Industrial (I)
- Regulatory Zone: Industrial (I)
- Area Plan: Spanish Springs
- Citizen Advisory Board: Spanish Springs
- Development Code: Authorized in Article 810, Special Use Permit
- Commission District: 4 – Commissioner Hartung
- Prepared by: Chris Bronczyk, Planner
Washoe County Community Services Department
Planning and Building Division
- Phone: 775.328.3612
- E-Mail: cbronczyk@washoecounty.us

Chair Chesney called for Commissioner disclosures. Commissioner Nelson disclosed that the company that she works for, JP engineering, supplied lighting for this site. Commissioner Nelson recused herself. There were no other disclosures by the Commissioners.

Chris Bronczyk, Washoe County Planner, provided a staff presentation.

Commissioner Bruce said he is concerned with the turn off of Pyramid Highway and the traffic. He noted the primary traffic is heading south in the morning. Mr. Bronczyk stated this application was submitted for review to NDOT and they had no concerns. Commissioner Bruce asked about

the traffic they expect to have with 100 animals/cages. Mr. Bronczyk said the applicant submitted a traffic study which does not trigger a full traffic study with 80 ADT threshold.

In regard to the other services allowed on the property by right, Commissioner Chvilicek asked why they need a special use permit. Mr. Bronczyk said he included those other uses in order to provide full disclosure to understand what is happening at that site. DDA Edwards said the SUP tonight is just for the kennel.

Dave Snelgrove, CFA, Applicant Representative, provided a presentation.

There were no requests for public comment. Chair Chesney closed the public comment period.

MOTION: Commissioner Chvilicek moved that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission approve, with the conditions included as Exhibit A in the staff report, Special Use Permit Case Number WSUP19-0030 for Dixie D. May Trust, having made all five findings in accordance with Washoe County Code Section 110.810.30.

1. Consistency. That the proposed use is consistent with the action programs, policies, standards and maps of the Master Plan and the Spanish Springs Area Plan;
2. Improvements. That adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, the proposed improvements are properly related to existing and proposed roadways, and an adequate public facilities determination has been made in accordance with Division Seven;
3. Site Suitability. That the site is physically suitable for a commercial kennel and contractors office, and for the intensity of such a development;
4. Issuance Not Detrimental. That issuance of the permit will not be significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area;
5. Effect on a Military Installation. Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

The motion was seconded by Commissioner Bruce and passed unanimously with a vote of five for, none against (Commissioner Nelson had recused herself).

Commissioner Nelson returned to the meeting.

B. Abandonment Case Number WAB19-0003 (Cooper Easement) – For possible action, hearing, and discussion to approve abandoning a portion of the access and utility easement bulb, located in the southwestern corner of the subject parcel, in order to create a non-constrained buildable area.

AND

Variance Case Number WPVAR19-0003 (Cooper Variance) – For possible action, hearing, and discussion to approve a variance of the setbacks located on the relocated easement per WAB19-0003. The required setbacks are 30 feet front and rear, and 50 feet for the side yards. The variance request is for a zero (0) feet for the front yard setback off the relocated access easement, and a ten (10) foot side yard setback on the western property line.

- Applicant/Property Owner: Jimmy and Marianna Cooper
- Location: 0 El Molino Drive
- Assessor's Parcel Number: 076-381-64
- Parcel Size: 10 acres
- Master Plan Category: Rural (R)
- Regulatory Zone: General Rural (GR)
- Area Plan: Spanish Springs
- Citizen Advisory Board: Spanish Springs
- Development Code: Authorized in Article 806, Vacations and Abandonments of Streets and Easements and Article 804, Variances

- Commission District: 4 – Commissioner Hartung
- Prepared by: Dan Cahalane, Planner and Chris Bronczyk, Planner
Washoe County Community Services Department
Planning and Building Division

- Phone: 775.328.3628 (Dan); 775.328.3612 (Chris)
- E-Mail: cbronczyk@washoecounty.us and
dcahalane@washoecounty.us

Chair Chesney called for Commissioner disclosures. Commissioner Bruce stated he visited the location. There were no other disclosures by the Commissioners.

Dan Cahalane, Washoe County Planner, provided a staff presentation.

Ryan Switzer, Applicant Representative/civil engineer, was available to answer questions and stated the applicant supported staff's recommendation.

Public comment:

Larry Cooper referenced a slide and said the yellow square is the property in consideration. He showed where his property was in regard to the subject property. He said the applicant wants to have zero setback on the property line. They have to stop at the utility easement which is in his backyard. He said he bought his property to be away from neighbors. He hopes this is turned down; he doesn't want a property next to him. He said he likes his space.

Brenna Smith showed on the map where her property is located. She showed the proposed abandoned easement which currently allows her to access the backside of her property. She said if the easement goes away, she doesn't know how she will access the backside of her property.

Steve Tischler stated he lives near the subject property but was speaking on behalf of another neighbor who couldn't attend who lives to the west of the subject property. He said his neighbor will be affected the most. This subject property sits 160 feet above his neighbor's house. If they build a two-story house, it will tower over the neighbor's house. He provided the background story of the property. He used the overhead to show a map of a property, and the proposed bulb. He spoke about an underground power line that dissects the bulb. (Not speaking into the microphone). He spoke about the steep topography. He said the bulb is for safety and access for fire trucks. He said what is being proposed is a safety hazard. He spoke about a fire that went through that area.

There were no more requests for public comment.

Commissioner Bruce asked if NV power line is a big line in regard to capacity. Mr. Cahalane said there is a 10-foot public utility access which won't be affected by the change the bulb to hammerhead. Mr. Cahalane spoke about the abandonment detail with the turnaround. The easement for electrical supply line is 10 feet; they won't be able to build there. He stated staff is recommending denial of the variance, so the side backs would remain 30 feet and won't be affected.

Commissioner Nelson requested clarification if the 10-foot easement is utility. Mr. Cahalane said that won't be affected. He said we are just looking at the access easement turn around. In response to her question, he said the other neighbor is not landlocked.

Abandonment Case Number WAB19-0003 (Cooper Easement)

MOTION: Vice Chair Donshick moved that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission approve, with the conditions included as Exhibit A in the staff report, Abandonment Case Number WAB19-0003 for Cooper, having made all three findings in accordance with Washoe County Code Section 110.806.20.

1. Master Plan. The abandonment or vacation is consistent with the policies, action programs, standards and maps of the Master Plan and the Spanish Springs Area Plan, and
2. No Detriment. The abandonment or vacation does not result in a material injury to the public; and
3. Existing Easements. Existing public utility easements in the area to be abandoned or vacated can be reasonably relocated to provide similar or enhanced service.

Commissioner Bruce seconded the motion, which passed unanimously with a vote of six for, none against.

Variance Case Number WPVAR19-0003 (Cooper Variance)

MOTION: Vice Chair Donshick moved that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission deny Variance Case Number WPVAR19-0003 for Cooper, having been unable to make all five required findings in accordance with Washoe County Development Code Section 110.804.25:

1. Special Circumstances. Because of the special circumstances applicable to the property, including exceptional narrowness, shallowness or shape of the specific piece of property; exceptional topographic conditions; extraordinary and exceptional situation or condition of the property and/or location of surroundings; the strict application of the regulation results in exceptional and undue hardships upon the owner of the property;
2. No Detriment. The relief will not create a substantial detriment to the public good, substantially impair affected natural resources or impair the intent and purpose of the Development Code or applicable policies under which the variance is granted;
3. No Special Privileges. The granting of the variance will not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and the identical regulatory zone in which the property is situated;

4. Use Authorized. The variance will not authorize a use or activity which is not otherwise expressly authorized by the regulation governing the parcel of property;
5. Effect on a Military Installation. Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

Commissioner Bruce seconded the motion for denial, which passed unanimously with a vote of six for, none against.

C. Master Plan Amendment Case Number WMPA19-0007, Regulatory Zone Amendment Case Number WRZA19-0007, and Development Code Amendment Case Number WDCA19-0007 (Tahoe Area Plan Updates)

Possible action at the Planning Commission to adopt amendments to the following:

- 1) The Washoe County Code (WCC) at Chapter 110, Development Code, Article 220, Tahoe Area, commonly referred to as the Tahoe Area Modifiers;
- 2) The Washoe County Code (WCC) at Chapter 110, Development Code, adding Article 220.1 Tahoe Area Design Standards;
- 3) The Washoe County Master Plan, Volume 2, Tahoe Area Plan, including changes to the goals, policies and maps; and
- 4) The Tahoe Area Regulatory Zone map.

These amendments are meant to ensure the conformance of Washoe County's plans with the 2012 Regional Plan adopted by the Tahoe Regional Planning Agency (TRPA), including but not limited to the following:

- A. Adopting the TRPA's permissible uses set forth in TRPA Regional Plan Chapter 21 *Permissible Uses* in lieu of Washoe County's allowed uses set forth in article 302 of the Washoe County Development Code;
- B. Adopting Design Standards that are in conformance with the requirements set forth in TRPA Regional Plan Chapters 13 *Area Plans* and 36 *Design Standards*;
- C. Adopting development standards that are consistent with the developments standards set forth in the TRPA Regional Plan;
- D. Adopting TRPA's Master Plan land use categories in lieu of Washoe County's Master Plan land use categories set forth in Article 106 of the Washoe County Development Code;
- E. Adopting neighborhood plans utilizing the boundaries and allowed uses of TRPA's plan area statements and community plans in lieu of Washoe County's regulatory zones set forth in Article 106 of the Washoe County Development Code;
- F. Adopting Goals and Policies for the following TRPA required subjects: Land Use, Transportation, Conservation, Public Services and Facilities, Recreation, and Implementation;
- G. Adopting TRPA's implementing plans by reference when necessary, including but not limited to portions of the TRPA Code of Ordinances and the Shore Zone plan; and,
- H. Adopting other matters necessarily connected therewith and pertaining thereto.

- Applicant: Washoe County
- Location: Tahoe Planning Area, i.e. all of Washoe County's jurisdiction inside the Tahoe Basin
- Assessor's Parcel Numbers: All parcels within the Tahoe Area Plan
- Area Plan: Tahoe
- Citizen Advisory Board: Incline Village/Crystal Bay CAB

- Development Code: Authorized in Article 818, *Amendment of Development Code*, Article 820, *Amendment of Master Plan*, and Article 821, *Amendment of Regulatory Zone*
- Commission District: 1 – Commissioner Berkbigler
- Prepared by: Eric Young, Senior Planner
Washoe County Community Services Department
Planning and Building Division
- Phone: 775.328.3613
- E-Mail: eyoung@washoecounty.us

Chair Chesney called for Commissioner disclosures. There were no disclosures by the Commissioners.

Eric Young, Senior Planner, introduced Michael Conger from TRPA.

Michael Conger, Senior Planner with TRPA, provided an alternative PowerPoint presentation.

Eric Young, Washoe County Senior Planner, provided a staff presentation.

Mr. Young requested that the development code motion include expanded memory care and other assisted living facility.

Commission Chvilicek inquired about page numbers and a glossary. Mr. Young said he wasn't sure if the Commission was going to ask for changes. He added that pagination is laborious and time consuming. The glossary is not required. The table of contents will be established. Commissioner Chvilicek noted it was hard to find things.

Public comment:

Alexandra Profant, Incline Village resident, submitted an application for the District 1 seat. She said she spoke on behalf of others from Incline. Once they hear that there could be a vote on this without a District 1 seat, there may be an appeal and enormous liability like there has been in the past due to the TRPA ignoring law. She spoke about historical preservation and view corridor standards. This region has enormous rich architectural history. Owner occupancy and transient occupancy must be protected. She asked for this to be tabled or denied.

With no further requests for public comment, Chair Chesney closed the public comment period.

Commissioner Bruce thanked staff for their effort. He said he has some problems and reluctance. He said it's coalescing, not coalesced. These are huge changes. He said he has a hard time approving without safeguards.

Commissioner Chvilicek asked counsel regarding the Commission body as a whole. DDA Edwards advised this Commission is not bound by one District's representative. You are appointed by Districts at large. In regard to a District 1 seat, DDA Edwards said you are free to continue, as it's agendaized as an action item.

Mr. Young said he appreciated Commissioner Bruce's comments. He said it's a lot of information and a big change; however, land use doesn't change. He said there is a lot that doesn't change. In response to Commissioner Bruce's statement, he requested feedback and direction. He said the safe-guard or backstop he proposes is once we get this started and find the little things that don't work, we would bring it back and ask this Commission to approve changes. Mr. Young said

if that is not sufficient, then please provide direction and we would be happy to do it. Staff is willing to give this a shot. He added there has been in-house training for staff regarding this plan. The community has heard about it for years, and this specific plan for many months. He said they have received comments. He said if it doesn't work, then we will come back to ask you to help us to fix it.

Chair Chesney said this is an excellent starting point. Commissioner Chvilicek complimented staff on their work. She said no matter how new the ink is, it can be reviewed and amended. Vice Chair Donshick commended Eric and staff. She added the detail is extreme. This has had many entities involved. This said this is one of the most extensive she has seen.

DDA Edwards stated that regardless of the action tonight, nothing is approved for final. The master plan goes to the County Commission, then to Regional Planning for conformance, which could be challenged at the governing board. The zoning changes have to go to the County Commission. Zoning and Ordinances are part of the package. There will be more opportunity for the public to speak and provide feedback. He wanted to remind the Commission that this isn't the end.

Master Plan Amendment Case Number WMPA19-0007 (Tahoe Area Plan)

MOTION: Vice Chair Donshick moved that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission adopt Master Plan Amendment Case Number WMPA19-0007, per the resolution included as Exhibit B, having made the following five findings in accordance with Washoe County Code Section 110.820.15(d). She further moved to certify the resolution and the proposed Master Plan Amendment in WMPA19-0007 as set forth in this staff report for submission to the Washoe County Board of Commissioners and authorize the chair to sign the resolution on behalf of the Planning Commission.

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Changed Conditions. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.
5. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

Regulatory Zone Amendment Case Number WRZA19-0007 (Tahoe Area Plan)

MOTION: Vice Chair Donshick moved that after giving reasoned consideration to the information contained in the staff report and received during the public hearing, the Washoe County Planning Commission adopt the resolution included as Exhibit C, recommending adoption of Regulatory Zone Amendment Case Number WRZA19-0007 having made all of the following findings in accordance with Washoe County Development Code Section 110.821.15(d). She further moved to certify the resolution and the proposed Regulatory Zone Amendment in WRZA19-0007 as set forth in this staff report for submission to the Washoe County Board of Commissioners and authorize the chair to sign the resolution on behalf of the Planning Commission.

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will not result in land uses which are incompatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Change Conditions; more desirable use. The proposed amendment identifies and responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed amendment.
5. No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.
6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

Development Code Amendment Case Number WDCA19-0007 (Tahoe Area Plan)

MOTION: Vice Chair Donshick moved that after giving reasoned consideration to the information contained in the staff report and received during the public hearing, the Washoe County Planning Commission adopt the resolution included as Exhibit D, recommending adoption of Development Code Amendment Case Number WDCA19-0007 having made all of the following findings in accordance with Washoe County Development Code Section 110.821.15(d). She further moved to certify the resolution and the proposed Development Code Amendment in WDCA19-0007 as set forth in this staff report for submission to the Washoe County Board of Commissioners and authorize the chair to sign the resolution on behalf of the Planning Commission.

1. Consistency with Master Plan. The proposed Development Code amendment is in substantial compliance with the policies and action programs of the Washoe County Master Plan.
2. Promotes the Purpose of the Development Code. The proposed Development Code amendment will not adversely impact the public health, safety or welfare, and will promote

the original purposes for the Development Code as expressed in Article 918, Adoption of Development Code.

3. Response to Changed Conditions. The proposed Development Code amendment responds to changed conditions or further studies that have occurred since the Development Code was adopted by the Board of County Commissioners and the requested amendment allow for a more desirable utilization of land within the regulatory zones.
4. No Adverse Effects. The proposed Development Code amendment will not adversely affect the implementation of the policies and action programs of the Conservation Element or the Population Element of the Washoe County Master Plan.

The motions were seconded by Commissioner Chvilicek. DDA Edwards requested a review of an item prior to vote. He noted, to clarify, references to Regional Planning is TRPA, not Truckee Meadows Regional Planning. Mr. Young asked if the motion for the development code could include his suggestions to expand it from memory care to assisted living. Vice Chair Donshick accepted the amended motion. Commissioner Chvilicek accepted amended motion. The motion passed with a vote of five for, with one against. Commissioner Bruce was opposed.

The Commission took a brief recess at 8:40 p.m. and reconvened at 8:47 p.m.

D. Master Plan Amendment Case Number WMPA19-0009 and Regulatory Zone Amendment Case Number WRZA19-0009 (Reno-Stead Corridor Joint Plan) – For possible action, hearing, and discussion:

- (1) Adopt a master plan amendment to the North Valleys Area Plan, a component of the Washoe County Master Plan, to remove all references of the Reno-Stead Corridor Joint Plan (RSCJP) from the North Valleys Area Plan and to sunset the RSCJP, changing all existing RSCJP master plan land use designations on four hundred and sixteen (416) parcels of land, totaling approximately 734.85 acres, from RSCJP designated Medium Density Suburban/Suburban Residential (MDS/SR) & Low Density Suburban/Rural Residential (LDS/RR) to Washoe County master plan category of Suburban Residential (SR); from RSCJP designated High Density Rural (HDR) to Washoe County master plan category of Rural Residential (RR); from RSCJP designated General Rural (GR) to Washoe County master plan category of Rural (R); from RSCJP designated General Commercial (GC) to Washoe County master plan category of Commercial (C); and from RSCJP designated Public & Semi-Public Facilities (PSP) and RSCJP designated Parks and Recreation (PR) to Washoe County master plan category of Open Space (OS). If approved, authorize the chair of the Washoe County Planning Commission and to forward their recommendation on to the Washoe County Commission for possible approval; and
- (2) Subject to final approval and adoption of the associated master plan amendment and a finding of conformance with the 2019 Truckee Meadows Regional Plan, to recommend adoption of an amendment to the North Valley Regulatory Zone Map, changing all existing RSCJP land use designations on four hundred and sixteen (416) parcels of land, totaling approximately 734.85 acres, from RSCJP designated Medium Density Suburban/Suburban Residential (MDS/SR) to Washoe County regulatory zoning of Medium Density Suburban (MDS-3 dwelling units/acre); from RSCJP designated Low Density Suburban/Rural Residential (LDS/RR) to Washoe County regulatory zoning of Low Density Suburban (LDS- 1 dwelling unit/acre); from RSCJP designated High Density Rural (HDR) to Washoe County regulatory zoning of High Density Rural (HDR-1 dwelling unit/2 acres); from RSCJP designated General Rural (GR) to Washoe County regulatory

zoning of General Rural (GR-1 dwelling unit/40 acres); from RSCJP designated General Commercial (GC) to Washoe County regulatory zoning of General Commercial (GC); from RSCJP designated Public and Semi-Public Facilities (PSP) to Washoe County regulatory zoning of Public and Semi-Public Facilities (PSP); and from RSCJP designated Parks and Recreation (PR) to Washoe County regulatory zoning of Parks and Recreation (PR). If approved, authorize the chair to sign a resolution to this effect.

- Applicant: Washoe County
- Property Owners/Parcel Numbers: See Exhibit C, for information for all 416 parcels
- Location: Reno-Stead Corridor Joint Plan (RSCJP) is location in various areas along portions of US-395, North Virginia Street, Red Rock Road, Lemmon Drive, & Seneca Drive (Horizon Hills)

- Total Acreage of Parcels: 734.85 acres
- Existing Master Plan Categories: Medium Density Suburban/Suburban Residential (MDS/SR), Low Density Suburban/Rural Residential (LDS/RR), High Density Rural (HDR), General Rural (GR), General Commercial (GC), Public and Semi-Public Facilities (PSP), and Parks and Recreation (PR)

- Proposed Master Plan Categories: Suburban Residential (SR), Rural (R), Rural Residential (RR), Commercial (C), and Open Space (OS)

- Existing Regulatory Zones: Medium Density Suburban/Suburban Residential (MDS/SR), Low Density Suburban/Rural Residential (LDS/RR), High Density Rural (HDR), General Rural (GR), General Commercial (GC), Public and Semi-Public Facilities (PSP), & Parks and Recreation (PR)

- Proposed Regulatory Zones: Medium Density Suburban (MDS), Low Density Suburban (LDS), High Density Rural (HDR), General Rural (GR), General Commercial (GC), Public and Semi-Public Facilities (PSP), or Parks and Recreation (PR)

- Area Plan: North Valleys Area Plan
- Citizen Advisory Board: North Valleys
- Development Code: Authorized in Article 820, Amendment of Master Plan and Article 821, Amendment of Regulatory Zone

- Commission District: 5 – Commissioner Herman
- Prepared by: Julee Olander, Planner
Washoe County Community Services
Department
Planning and Building Division

- Phone: 775.328.3627
- E-Mail: jolander@washoecounty.us

Chair Chesney called for Commissioner disclosures. There were no disclosures by the Commissioners.

Julee Olander, Washoe County Planner, provided a staff presentation.

Vice Chair Donshick stated the new 2019 TMRPA removed joint corridor plan, so it doesn't exist anymore. Ms. Olander said NRS 278.0284 lays out how a joint plan is designated. It needs to be done by regional planning agency. It came about after a discussion if it was needed, and it was decided it wasn't needed. If regional planning doesn't have it in its plan, then it doesn't have a place to live anymore.

Public comment:

Ray Lake noted it's not that we don't necessarily trust the County, it's we don't trust the City of Reno. He said he attended January 13th meeting and wasn't convinced that this needs to go away. He said he believes both agencies need to represent the property owners. The purpose of this that there should be an agreement. There are still issues in North Valleys under the purview of the plan. He said we have one Commissioner that stands up for the people in the North Valley. It takes more than just the City annexing a piece of the property and do what they please. City of Reno lets the developments go on through. The joint corridor plan should remain.

Patrick Shea, Golden Valley resident, he said he is the Chair of the North Valleys CAB. He said we voted to deny. He said he enjoyed this presentation tonight. He said presentation was different than what the CAB meeting. He said removing Washoe County from the corridor agreement will impact North Valleys. He spoke about developments that got denied by Washoe County and annexed into Reno and approved. He spoke about massive warehouses with impermeable surfaces which creates runoff into Swan Lake. NV CAB meeting residents expressed opposition to this proposal. We have no voice with City of Reno. He is asking the Commission to deny it to maintain a voice in joint corridor. By having a joint corridor plan, both county and city residents can speak regarding a project. He said he would extend it.

With no further public, Chair Chesney closed the public comment period.

Commissioner Chvilicek stated she has been a Regional Planning member and been involved with the joint corridor plan. She said there are very few parcels that fall under the plan because of the annexations. In response to Commissioner Chvilicek's question, Ms. Olander confirmed there aren't a lot of parcels left. She showed a few pockets on the map. She added NRS doesn't give direction on how to sunset a plan. The plan is no longer sited in the regional plan; there is no longer a mechanism to maintain the joint plan. Commissioner Chvilicek said prior to joint plan being pulled from 2019 plan, Reno and Washoe County staff agreed that the joint plan no longer serve its original intent. Mr. Pelham agreed, and noted both staffs agreed to sunset the plan. He said the parcels in the joint plan are not continuous parcels but checkered.

Commissioner Chvilicek said she represents Washoe County in Regional Plan which was approved in 2019 by all entities. She asked if she is allowed to make a motion. DDA Edwards said it's common for Commissions to sit on other boards in multiple capacities. He advised she isn't limited from participating just because she serves on the regional planning agency.

Master Plan Amendment Case Number WMPA19-0009 (Reno-Stead Corridor Joint Plan)

MOTION: Commissioner Chvilicek moved that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission adopt the resolution contained at Exhibit A to this staff report to amend the Master Plan as set forth in Master Plan Amendment Case Number WMPA19-0009 having made the following five findings in accordance with Washoe County Code Section 110.820.15(d) and the required North Valleys Area Plan finding. She further moved to certify the

resolution and the proposed Master Plan Amendments in WMPA19-0009 as set forth in this staff report for submission to the Washoe County Board of County Commissioners and authorize the chair to sign the resolution on behalf of the Planning Commission.

Washoe County Development Code Section 110.820.15(d) Master Plan Amendment Findings

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Change Conditions. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.
5. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

North Valley Area Plan Required Finding

Goal Twenty: Amendments to the North Valleys Area Plan will be for the purpose of further implementing the Vision and Character Statement, or to respond to new or changing circumstances. Amendments will conform to the North Valleys Vision and Character Statement. Amendments will be reviewed against a set of criteria and thresholds that are measures of the impact on, or progress toward, the Vision and Character Statement.

Regulatory Zone Amendment Case Number WRZA19-0009 (Reno-Stead Corridor Joint Plan)

MOTION: Commissioner Chvilicek moved that after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission adopt the resolution included as Exhibit B, recommending adoption of Regulatory Zone Amendment Case Number WRZA19-0009, having made all of the following findings in accordance with Washoe County Code Section 110.821.15(d). She further moved to certify the resolution and the proposed Regulatory Zone Amendment in WRZA19-0009 as set forth in this staff report for submission to the Washoe County Board of County Commissioners and authorize the chair to sign the resolution on behalf of the Washoe County Planning Commission.

Washoe County Development Code Section 110.821.35 Regulatory Zone Amendment Findings

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Change Conditions; more desirable use. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment.
5. No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.
6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.
7. Effect on a Military Installation When a Military Installation is Required to be Noticed. The proposed amendment will not affect the location, purpose and mission of the military installation.

Commissioner Bruce seconded the motion, which passed unanimously with a vote of six for, none against.

10. Planning Items

A. For possible action to designate a Planning Commissioner to sit on the RRIF/GAM Technical Advisory Committee – Regional Transportation Commission (RTC) is looking for a volunteer from the Planning Commission to sit on the Regional Road Impact Fee (RRIF)/General Administrative Manual (GAM) Technical Advisory Committee (TAC) – The purpose of the RRIF/GAM TAC is to review and recommend any modifications, additions, or updates to be made to the RRIF GAM and Capital Improvements Plan (CIP). The RRIF/GAM TAC typically meets on an as needed basis. – Trevor Lloyd, Planning Manager, Washoe County Community Services Department, Planning and Building Division

Commissioner Chesney volunteered to sit on the Regional Road Impact Fee (RRIF)/General Administrative Manual (GAM) Technical Advisory Committee (TAC).

MOTION: Commissioner Chvilicek moved to appoint Chair Chesney to sit on the advisory committee. The nomination was seconded By Vice Chair Donshick. The motion passed unanimously with a vote of six for, none against.

Public comment:

Alexandra Profant stated she wanted this tabled until the District 1 seat was filled just in case that person would have been interested. She said there is a report of heritage corridors provided by architect institute called AIA report done for this region in 2006; it's comprehensive and informative. She recommended the Commissioners visit that report on the Tahoe Foundation website. She highly recommended visiting that document as it's important for this region.

DDA Edwards advised the Commissioners to recast their vote.

MOTION: Commissioner Chvilicek moved to appoint Larry Chesney to sit on the Regional Road Impact Fee/General Administrative Manual Technical Advisory Committee. Vice Chair Donshick seconded the motion, which passed unanimously with a vote of six for, none against.

11. Chair and Commission Items

*A. Future agenda items - Chair Chesney stated he would like a presentation on the County's land acquisition plan for March.

*B. Requests for information from staff - none

12. Director's and Legal Counsel's Items

*A. Report on previous Planning Commission items - none

*B. Legal information and updates - none

13. *General Public Comment and Discussion Thereof

Alexandra Profant thanked the board for listening. She said she is passionate about preserving the home she loves which is Nevada and spent many years spending time aboard that teaches preservation planning and architecture conservation to bring back her knowledge. She said it's difficult because rural areas mean a lot of people don't live here and we must wear a lot of hats. She said she has been called an activist. She said she has done this in volunteer capacity for many years. She said as a foundation director, she is hoping to create community curriculum with community management planner to present to you. The topic of preservation planning is broad and deep. She said what gives her anxiety is the enormous advantages if locals establish criterion standard with the owner occupancy. With the short-term rental issue before us, issues that preservation planning looks at land use conversions from residential to commercial. Real estate trusts were vehicles created by preservation planners to incentives development. Anyone can own property collectively with real estate investment trusts. It's a corporate person. Tax incentives ultimately get realize to develop the project and forces the owners out and it has to be rented to be commercial in order to be held in trust. The whole region can be owned collectively. Only way to have control is to take a step forward and own that criterion standard and create protective privacy zone standard for owners to protect property as natural persons in regional plan in our state. She said it's interesting to hear about north valleys; heritage court can create and compete with funding and funding mechanism to us.


With no further requests for public comment, Chair Chesney closed the public comment period.

14. Adjournment

With no further business scheduled before the Planning Commission, the meeting adjourned at 9:27 p.m.

Respectfully submitted by Misty Moga, Independent Contractor.

Approved by Commission in session on March 3, 2020

A handwritten signature in black ink, appearing to read "Trevor Lloyd", is written over a horizontal line.

Trevor Lloyd
Secretary to the Planning Commission