



WASHOE COUNTY



# TAHOE AREA PLAN

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WASHOE COUNTY ADOPTED – JANUARY 26, 2021  
TRPA ADOPTED – MAY 26, 2021

# **TAHOE AREA PLAN**

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## **Washoe County**

**Adopted by Washoe County on January 26, 2021**

**Adopted by the Tahoe Regional Planning Agency on May 26, 2021**

# ACKNOWLEDGEMENTS

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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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## TABLE OF AMENDMENTS

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Area Plan Adoption

Washoe County Board of Commissioners –  
Regulatory Zone Map Adoption

Washoe County Board of Commissioners –  
Development Code Standards Adoption

TRPA Governing Board Adoption

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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.

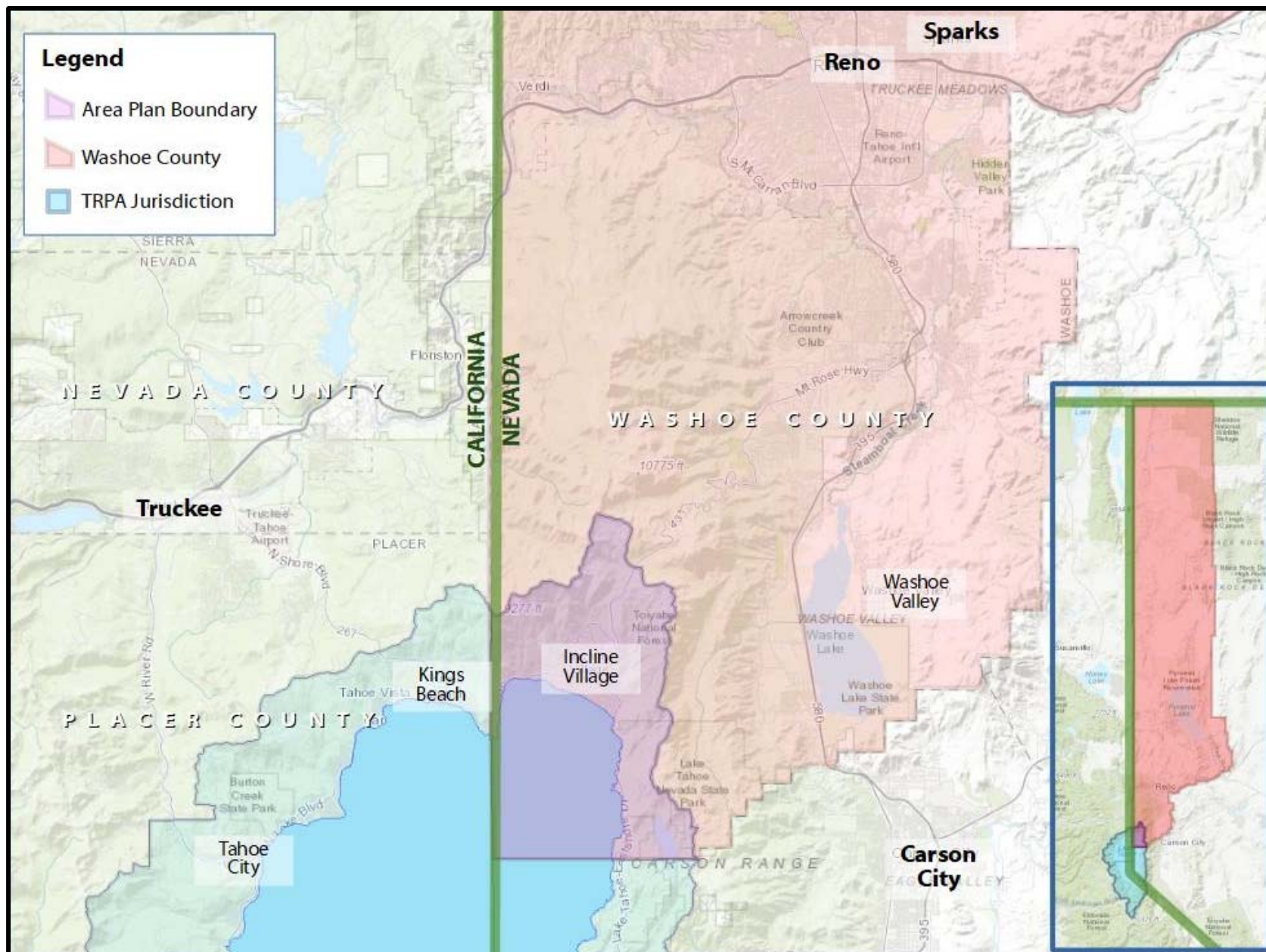
The plan seeks to provide a balance between two competing forces that have always coexisted in the plan area. The first is the desire to maintain a base of permanent residents doing business, going to school, and recreating in a community designed to integrate with the world class alpine and lake environment. 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%  |

## 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.

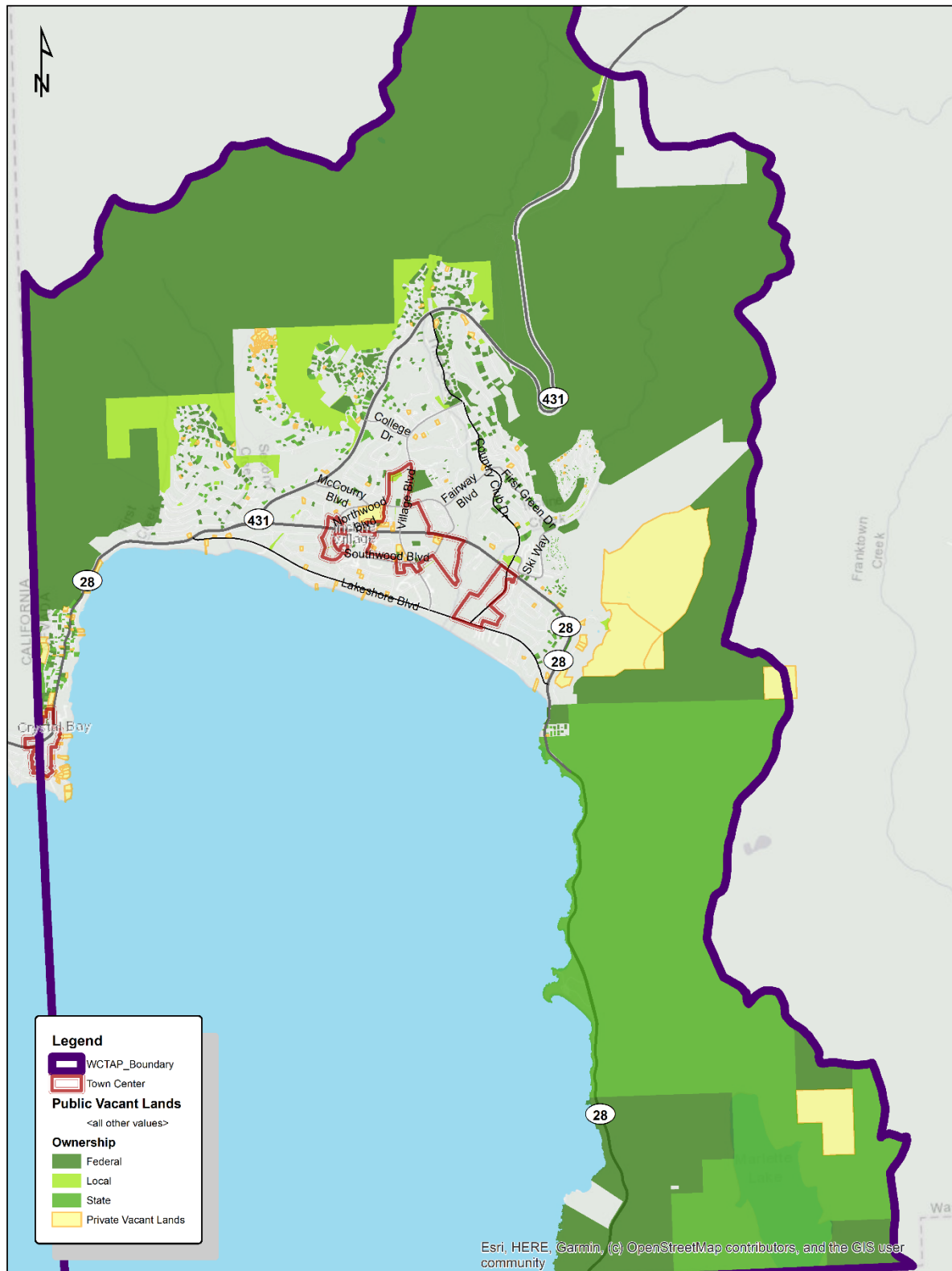
Table 2.2: Vacant Parcel Ownership

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

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 are located in residential regulatory zones and are 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<br>(sq. ft.) | Average IPES |
|--------------------------|---------|---------------------------|--------------|
| Chateau                  | 8       | 35,534                    | 737          |
| Crystal Bay              | 26      | 33,801                    | 698          |
| Crystal Bay Condominiums | 1       | ---                       | ---          |
| 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**

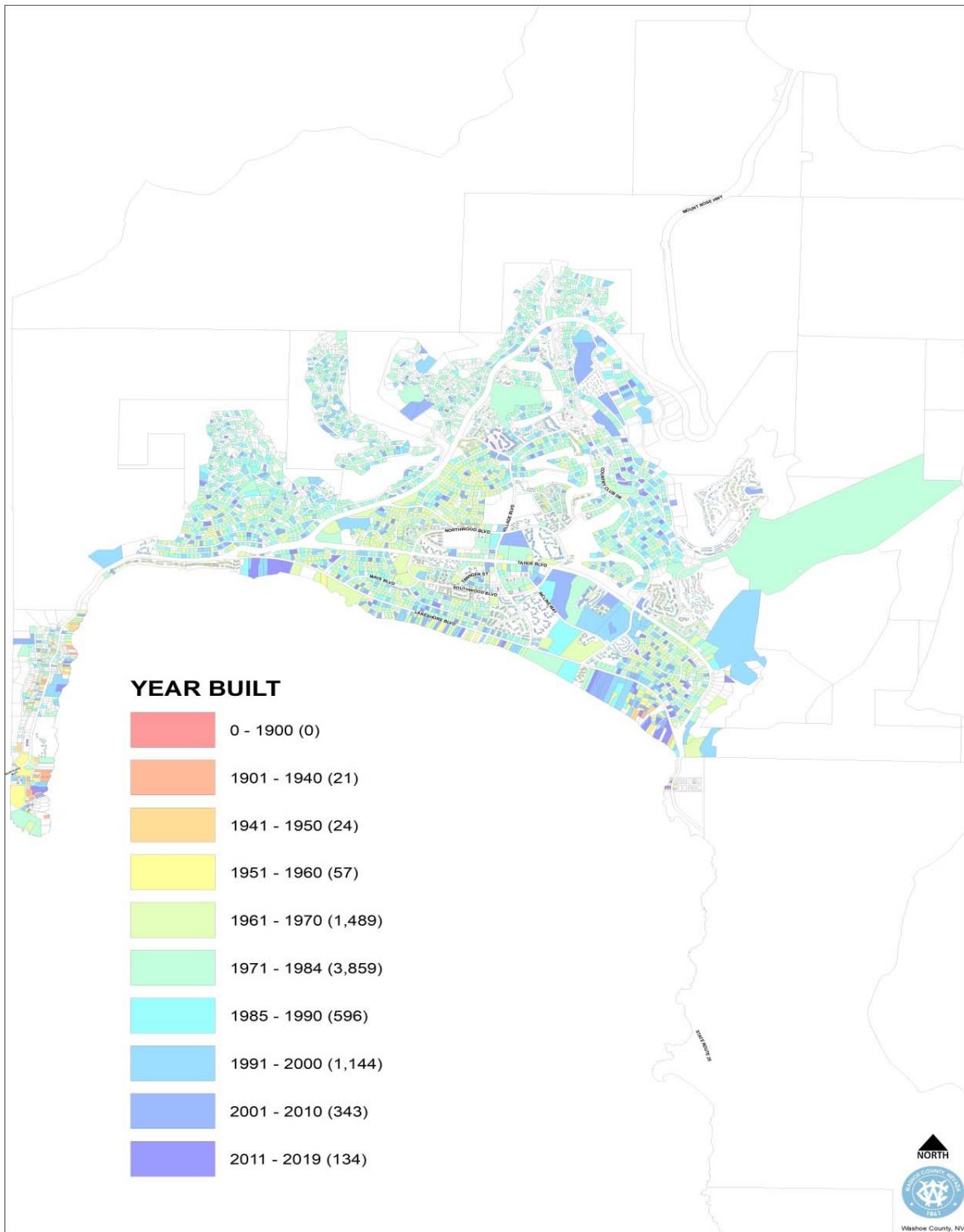
| Regulatory Zones            | Parcels | Average Size<br>(sq. ft.) | Average IPES |
|-----------------------------|---------|---------------------------|--------------|
| Incline Village 4           | 12      | 15,031                    | 646          |
| Incline Village 5           | 5       | 18,043                    | 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. These agencies, or others who may ultimately manage the land, are expected to continue to maintain the large parcels and residential lots in a safe and clean condition.

## 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 a “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.   | <ul style="list-style-type: none"> <li>• Marlette Lake</li> <li>• Martis Peak</li> <li>• Mount Rose</li> <li>• Tunnel Creek</li> </ul> |
| Backcountry       | Roadless areas designated by the US Forest Service as part of the Resource Management Plans   |  |
| 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. |  |
| Recreation        | Non-urban areas with good potential for outdoor recreation, park use, or concentrated recreation.   | <ul style="list-style-type: none"> <li>• East Shore</li> <li>• Incline Meadows</li> <li>• Incline Ski</li> </ul>                       |

| Land Use Category | Description  | Regulatory Zones  |
|-------------------|--|---|
| Residential       | Urban areas having the potential to provide housing for residents of the region.   | <ul style="list-style-type: none"> <li>• Chateau</li> <li>• Crystal Bay</li> <li>• Crystal Bay Condominiums</li> <li>• Fairway</li> <li>• Incline Village 1 through 5</li> <li>• Incline Village Residential</li> <li>• Lakeview</li> <li>• Mill Creek</li> <li>• Mt. Shadows</li> <li>• Stateline Point</li> <li>• Tyrolian Village</li> <li>• Wood Creek</li> </ul> |
| 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"> <li>• Incline Village Commercial</li> <li>• Ponderosa Ranch</li> </ul>   |
| 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"> <li>• Crystal Bay Tourist</li> <li>• Incline Village Tourist</li> </ul>  |

## 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.

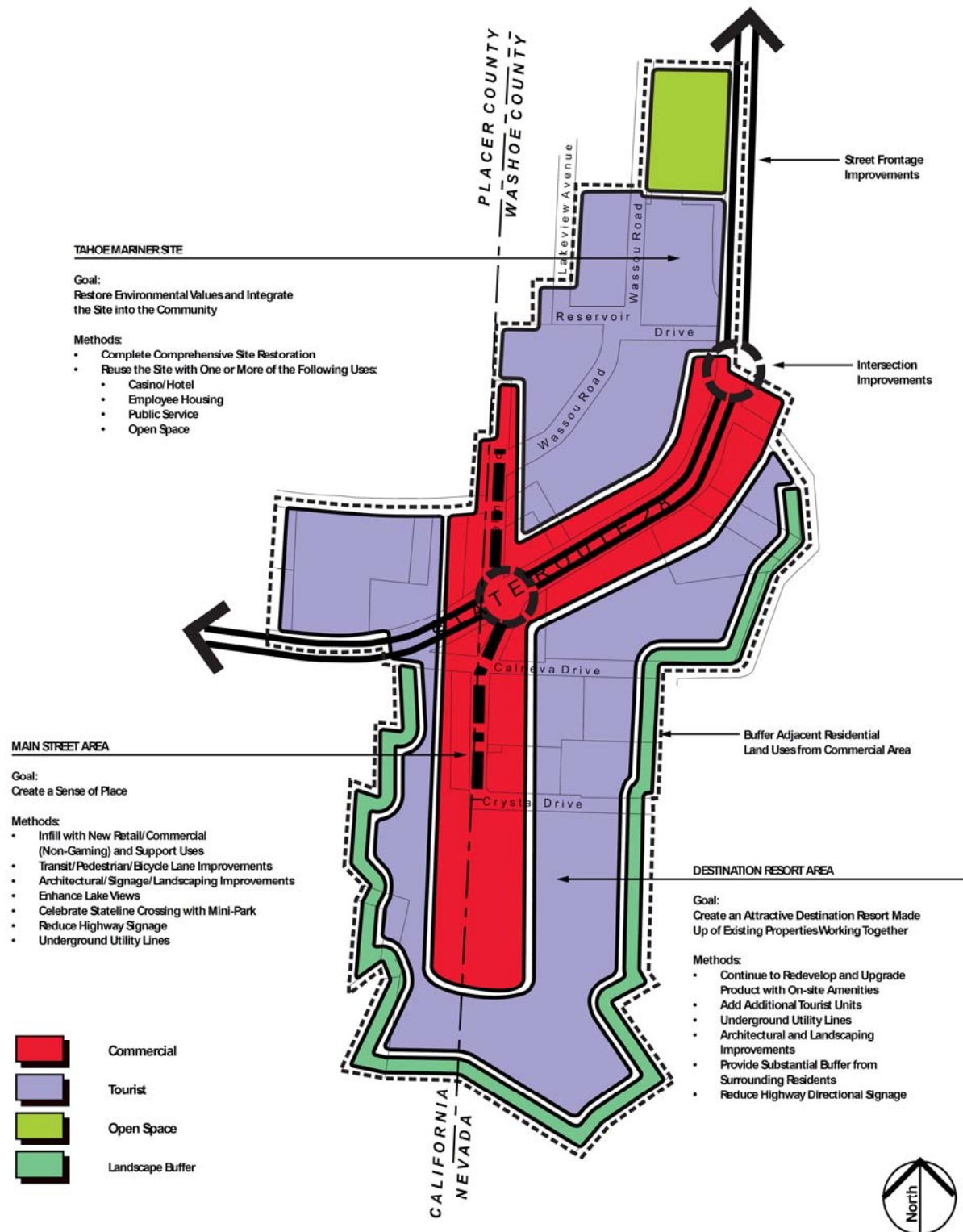
These are important similarities. However, historical development patterns, differences in available permissible uses, and differences in available development rights combine to create large differences in the community character of these areas. These differences are reflected in the brief discussions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

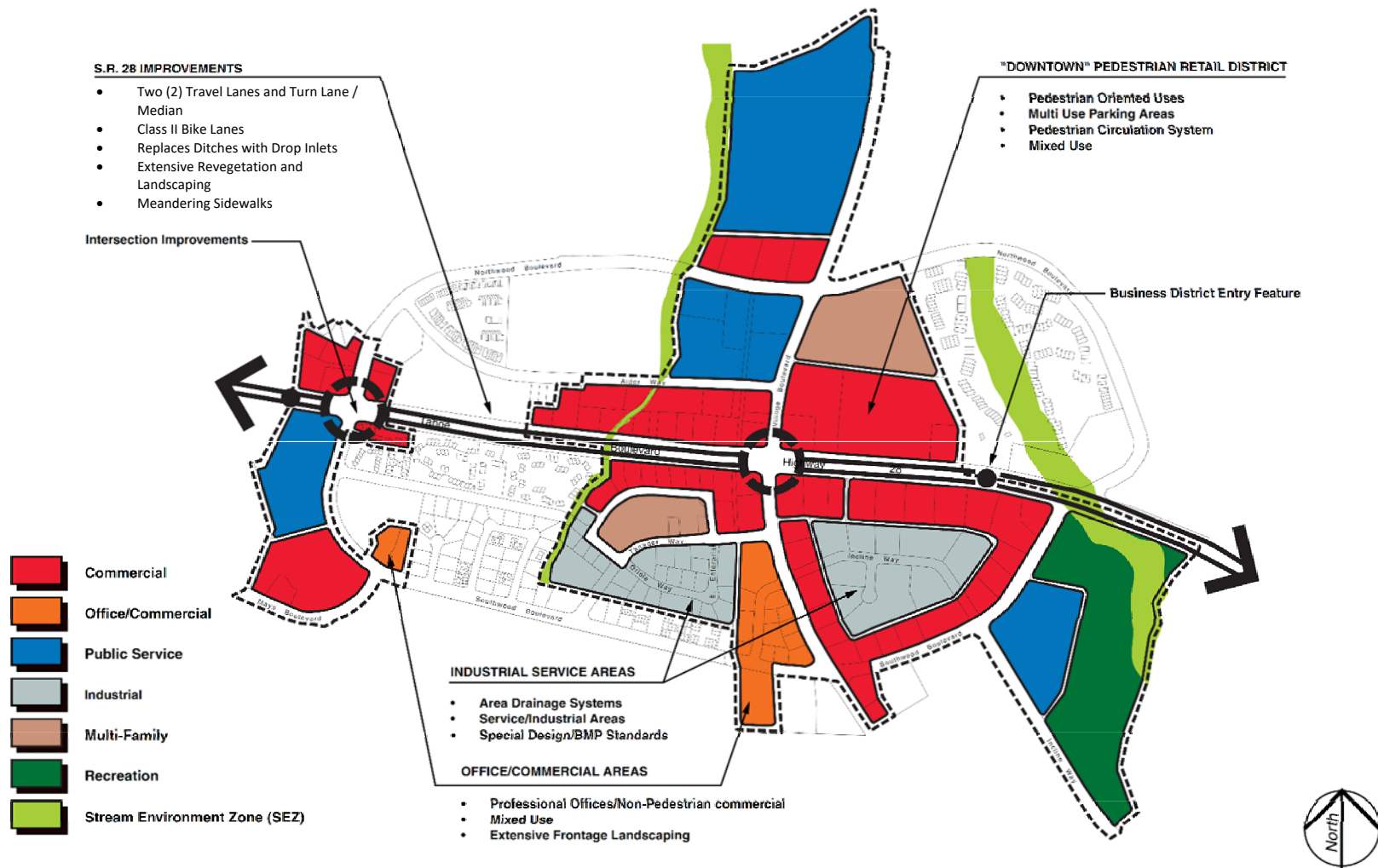
### *The Incline Village Commercial Regulatory Zone*

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 limits 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.

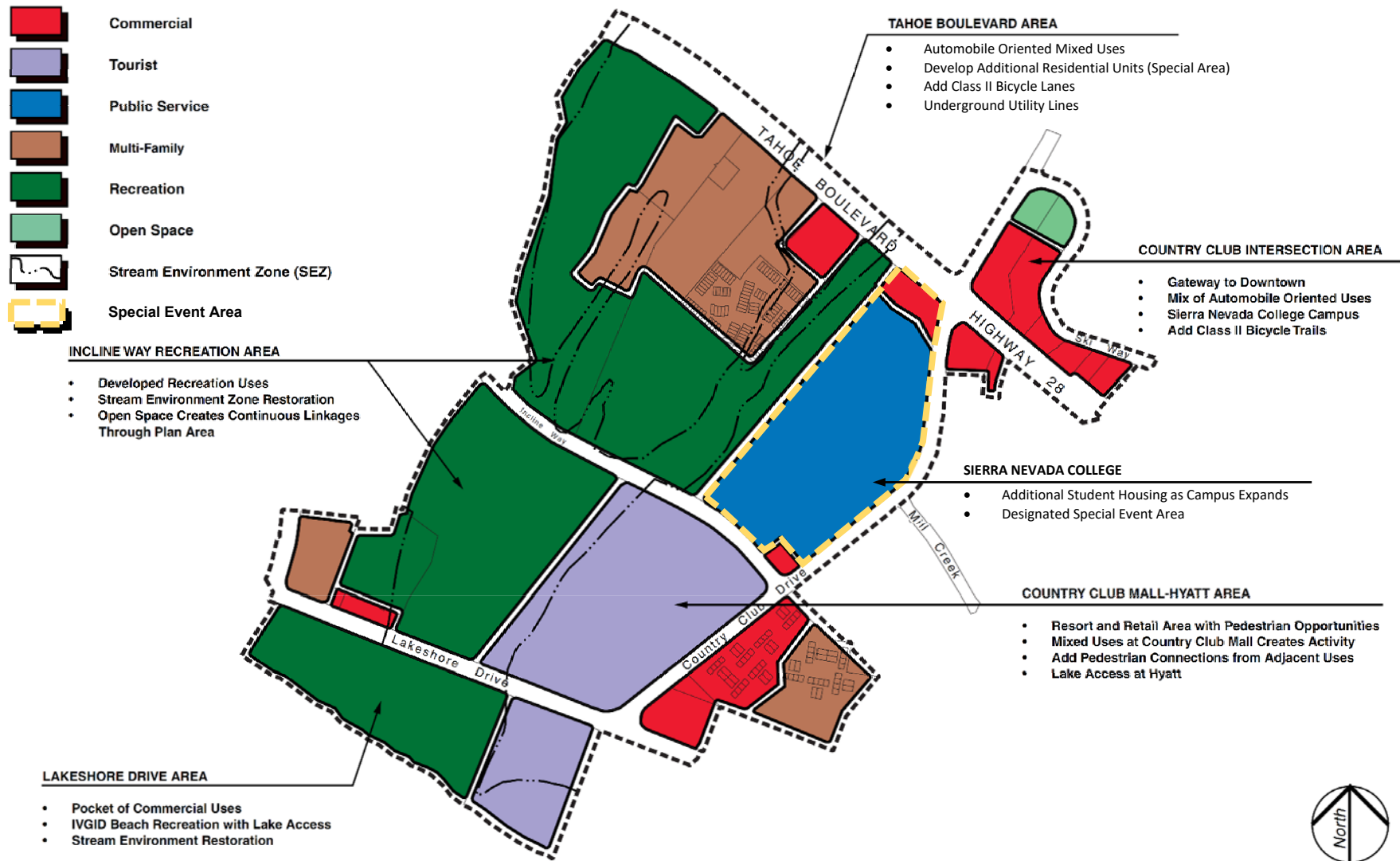
Neither Sierra Nevada College nor IVGID facilities are targets for redevelopment; however, continued evolution of these areas is important. Sierra Nevada College is subject to a TRPA-issued permit for its facilities master plan. IVGID recreation facilities form an important part of the overall community character for Incline Village and are guided by the IVGID facilities master plan<sup>1</sup> 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.

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<sup>1</sup> 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.

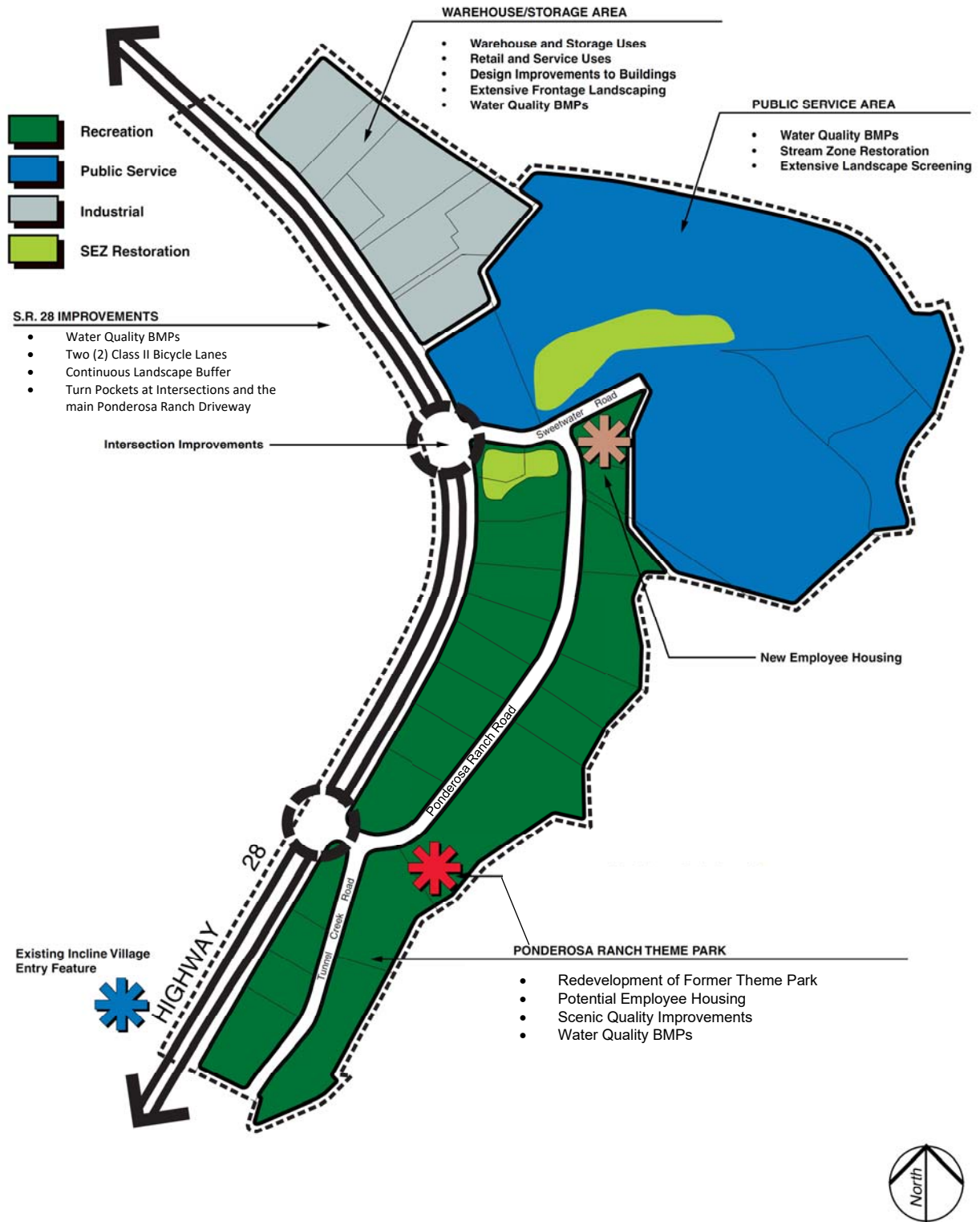
A significant portion of the remainder of the area (Special Area) was the location of the Ponderosa Ranch theme park. The dismantling and subsequent partial redevelopment of the site has resulted in portions of this area being in an undeveloped or underdeveloped state. Other portions have since been 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.

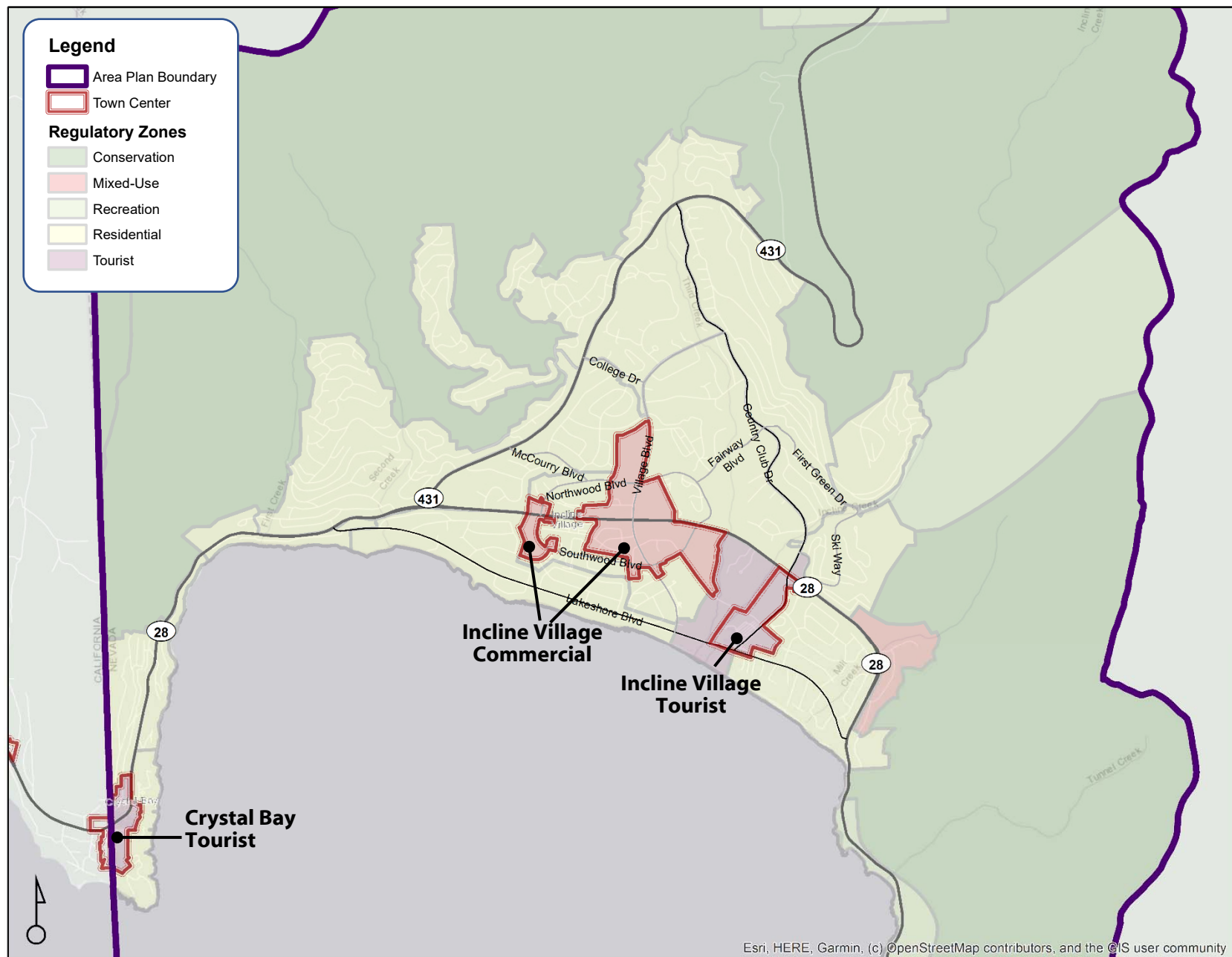
### **Special Areas**

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.



**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 establish 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

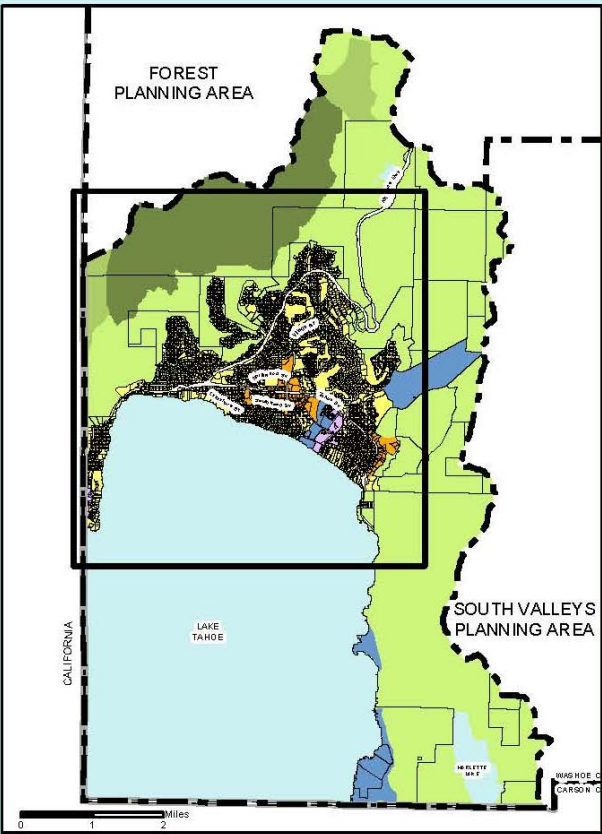
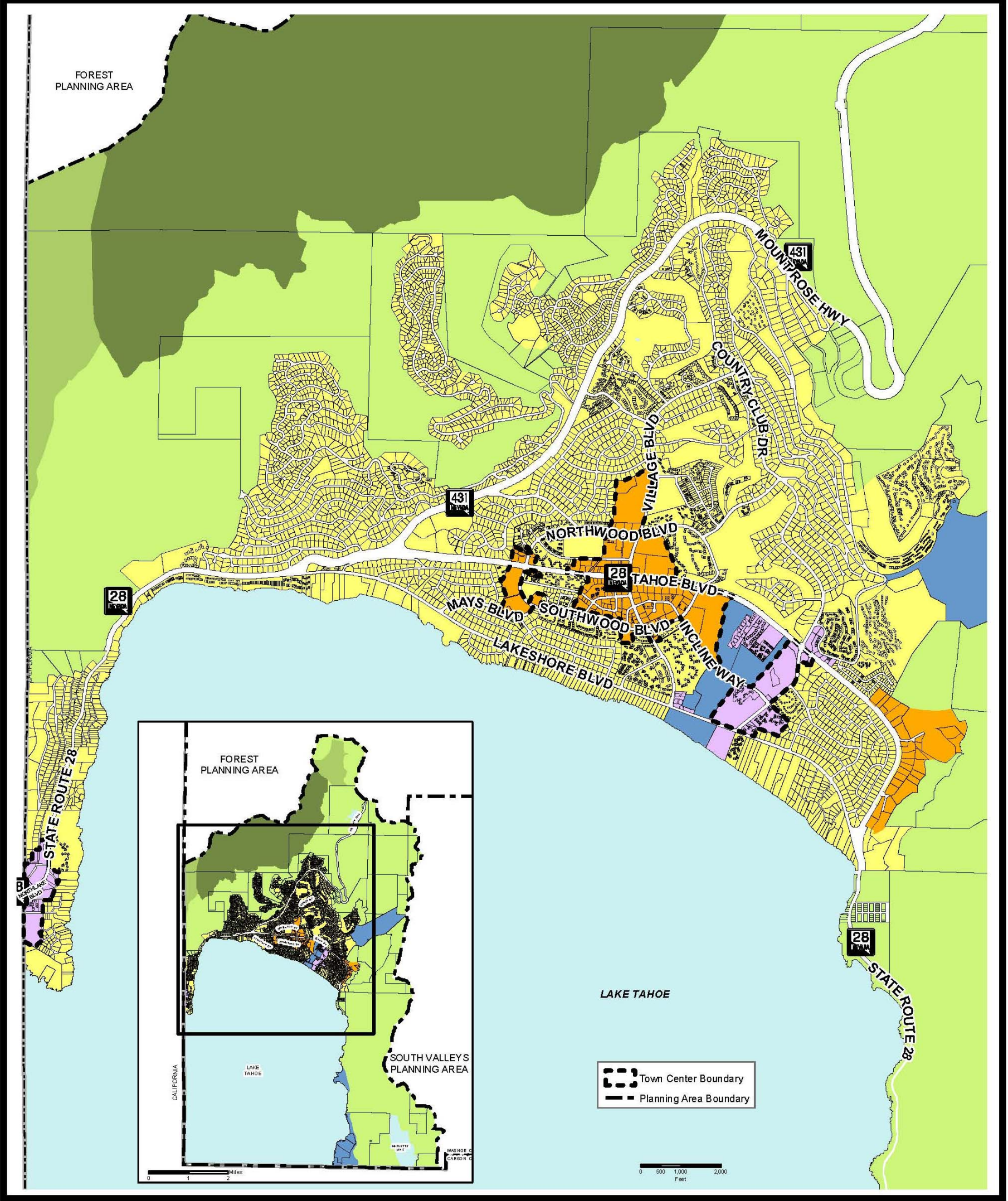
### *Action LU-12 Ponderosa Ranch Planning Process*

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

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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

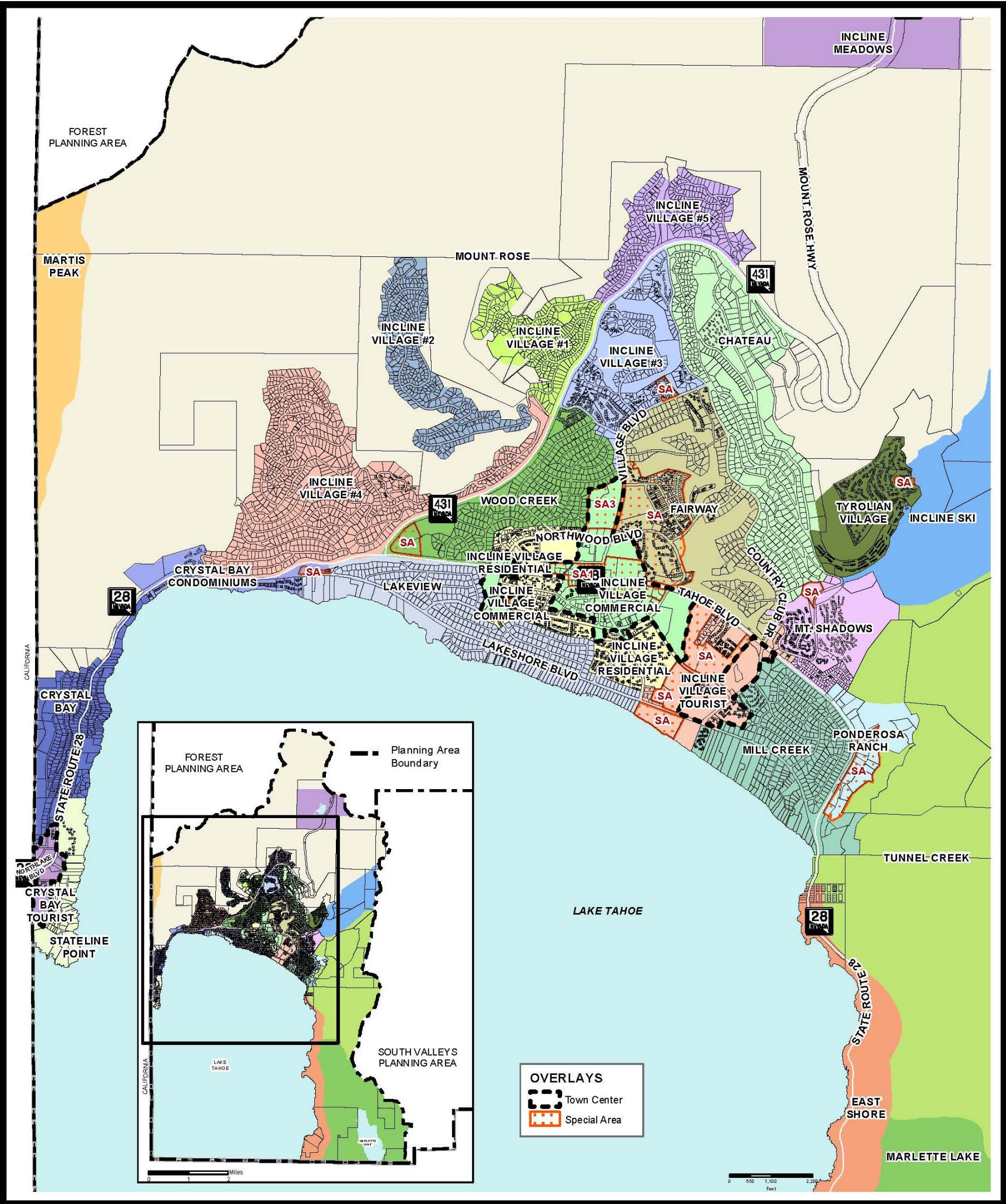
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Reno, Nevada 89512 (775) 328-3600

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

PC Date:  
BCC Adoption Date:

MAP 2.8. MASTER PLAN MAP





TAHOE  
REGULATORY ZONE MAP

| NEIGHBORHOOD NAME        |  |                    |                             |                  |
|--------------------------|--|--------------------|-----------------------------|------------------|
| CHATEAU                  |  | INCLINE MEADOWS    | INCLINE VILLAGE COMMERCIAL  | MOUNT ROSE       |
| CRYSTAL BAY              |  | INCLINE SKI        | INCLINE VILLAGE RESIDENTIAL | MT. SHADOWS      |
| CRYSTAL BAY CONDOMINIUMS |  | INCLINE VILLAGE #1 | INCLINE VILLAGE TOURIST     | PONDEROSA RANCH  |
| CRYSTAL BAY TOURIST      |  | INCLINE VILLAGE #2 | LAKEVIEW                    | STATELINE POINT  |
| EAST SHORE               |  | INCLINE VILLAGE #3 | MARLETTE LAKE               | TUNNEL CREEK     |
| FAIRWAY                  |  | INCLINE VILLAGE #4 | MARTIS PEAK                 | TYROLIAN VILLAGE |
|                          |  | INCLINE VILLAGE #5 | MILL CREEK                  | WOOD CREEK       |

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Reno, Nevada 89512

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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.

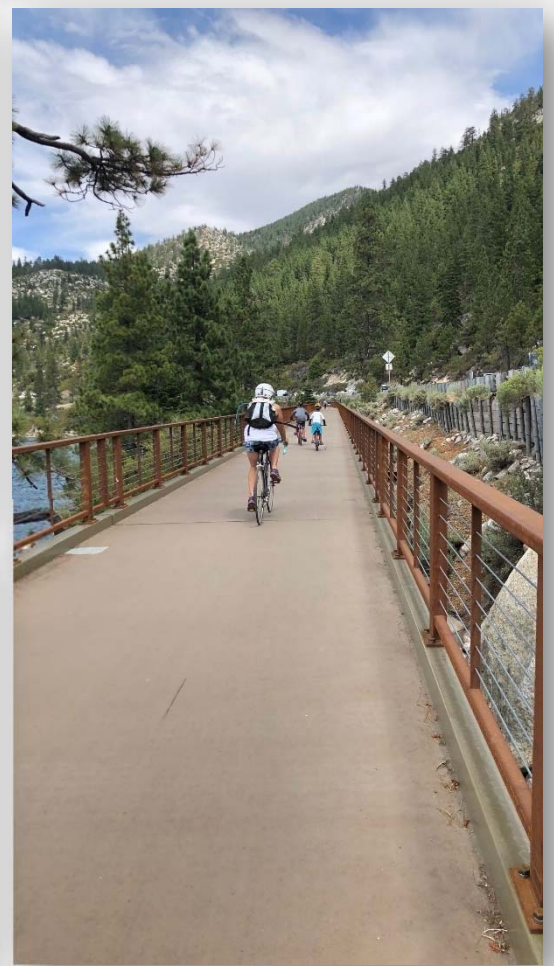
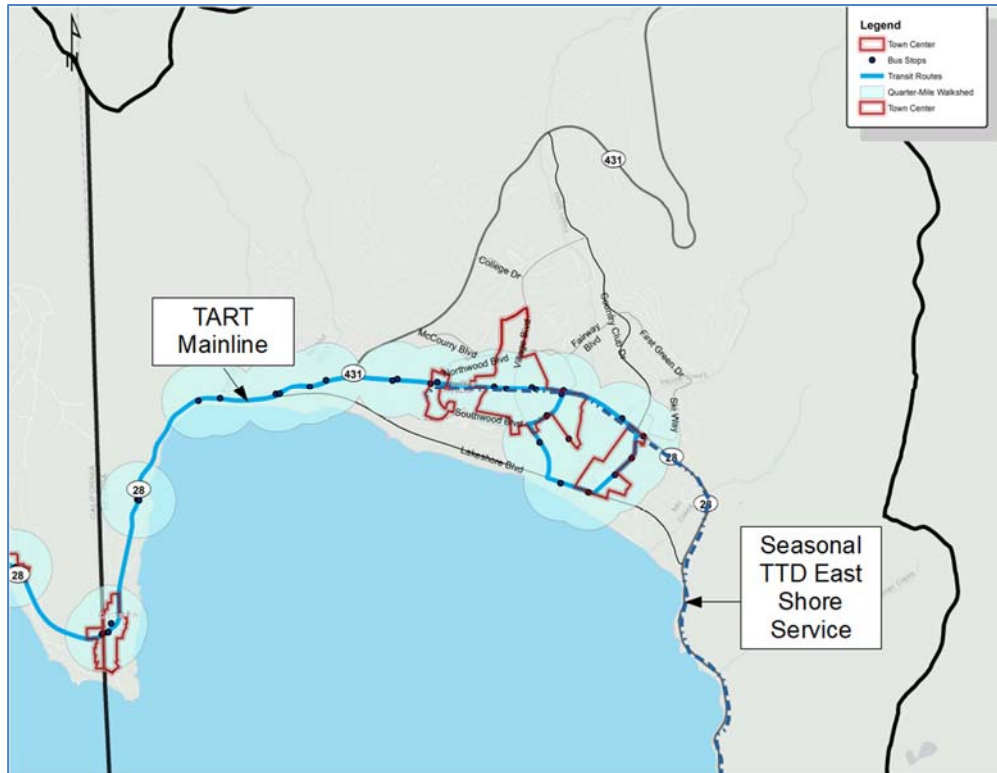


Table 3.1: Existing Active Transportation Facilities

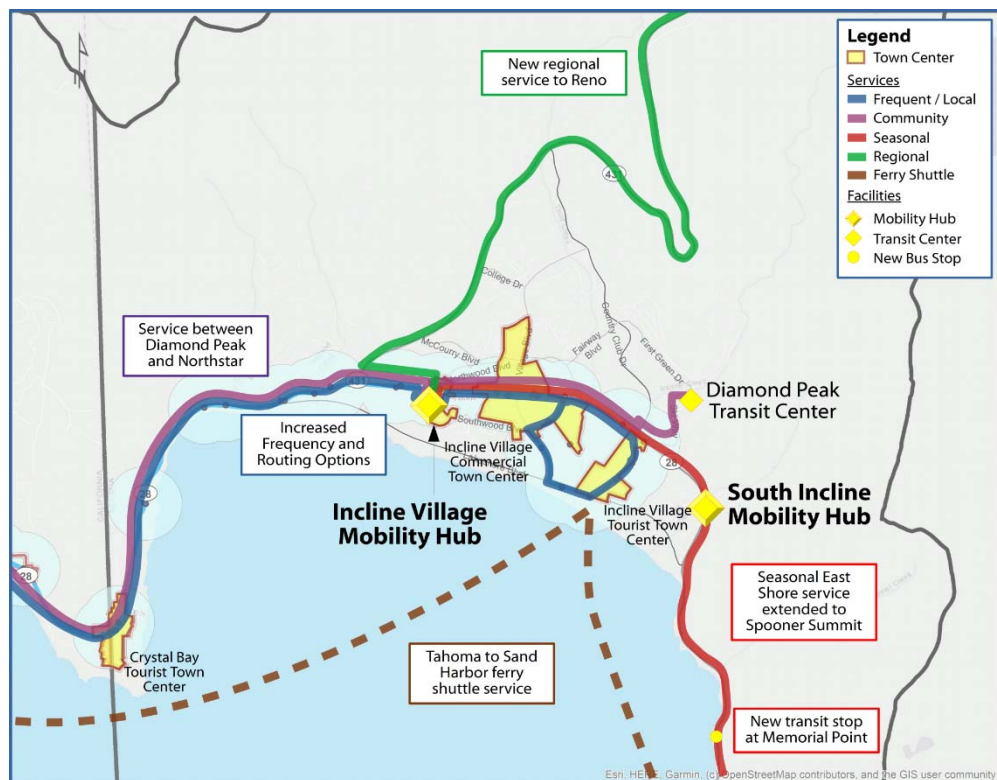
| Classification                    | Facility                            | Extent   |
|-----------------------------------|-------------------------------------|--|
| <b>Class I<br/>Multi-Use Path</b> | State Route 28 East Shore Trail     | Ponderosa Ranch to Sand Harbor   |
|                                   | 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   |
| <b>Class II<br/>Bike Lanes</b>    | State Route 28 Bike Lanes           | Western to eastern intersection with Lakeshore Boulevard   |
| <b>Sidewalks</b>                  | 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                              |
|--|-----------|---|
| <b>Crystal Bay Tourist Regulatory Zone</b>                                     |           |   |
| Crystal Bay Club (eastbound)   | TART      | Transit shelter, pullout, garbage bins, |
| Tahoe Biltmore (westbound)   | TART      | Transit shelter, pullout, garbage bins  |
| <b>Incline Village Commercial Regulatory Zone</b>                              |           |   |
| 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                                 |
| <b>Incline Village Tourist Regulatory Zone</b>                                 |           |   |
| Hyatt Regency Lake Tahoe   | TART      | None                                    |
| <b>Ponderosa Ranch Regulatory Zone</b>   |           |   |
| Ponderosa Ranch parking lots (westbound)                                       | TTD       | Parking, garbage bins                   |



| Transit Stop                                | Served By | Facilities |
|---|-----------|------------|
| <b>Mill Creek Regulatory Zone</b>           |           |            |
| State Route 28 north of Lakeshore Boulevard | TTD       | None       |
| <b>East Shore Regulatory Zone</b>           |           |            |
| 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**

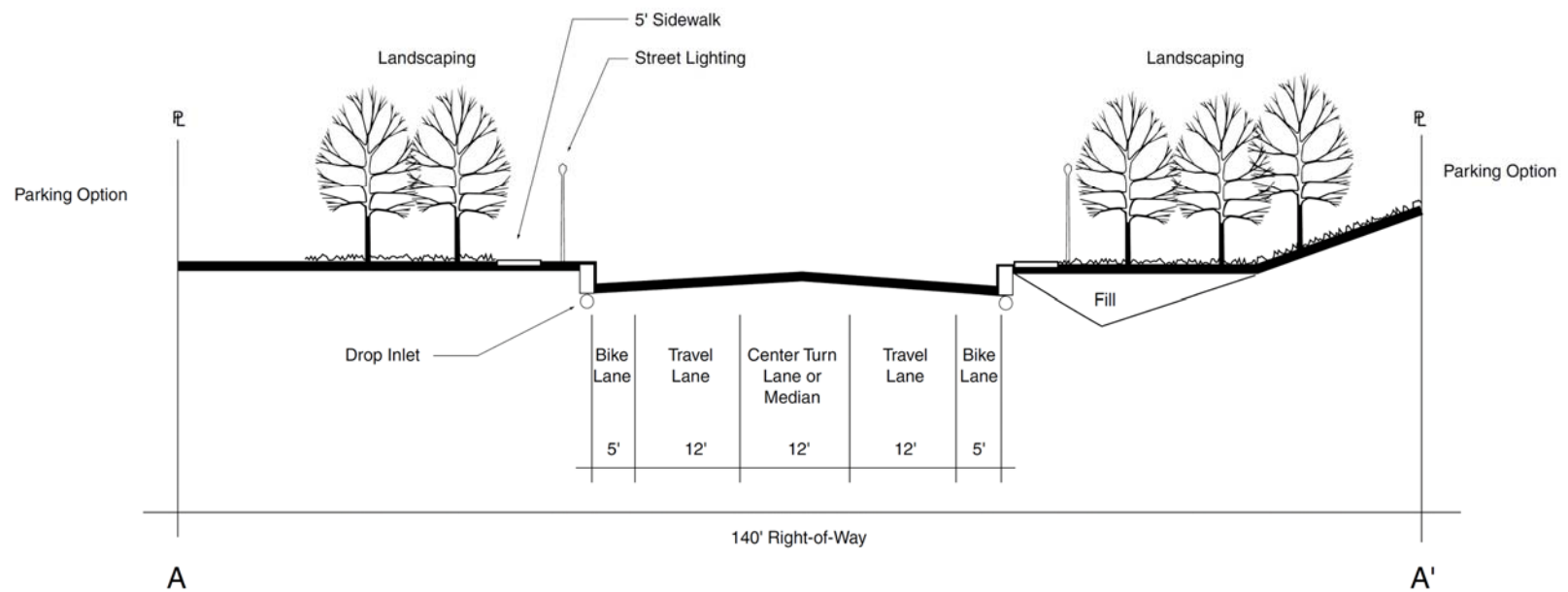
The area plan proposes a comprehensive network of Class I multi-use pathways connecting Town Centers with residential areas and recreational uses. At completion, this network would involve roughly 9.65 miles of Class-I multi-use pathways. This network is supplemented with Class II bicycle lanes, sidewalks, 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 zone neighborhood 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 2<sup>nd</sup> 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 Path<sup>1</sup>**

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.

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

**Project T-23: Diamond Peak Multi-Use Path**

North side of Ski Way between Country Club Drive and Diamond Peak.

**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 Lanes<sup>2</sup>**

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:

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<sup>2</sup> 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<br><i>within 5 years</i> | Medium-Term<br><i>5-10 years</i> | Long-Term<br><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.

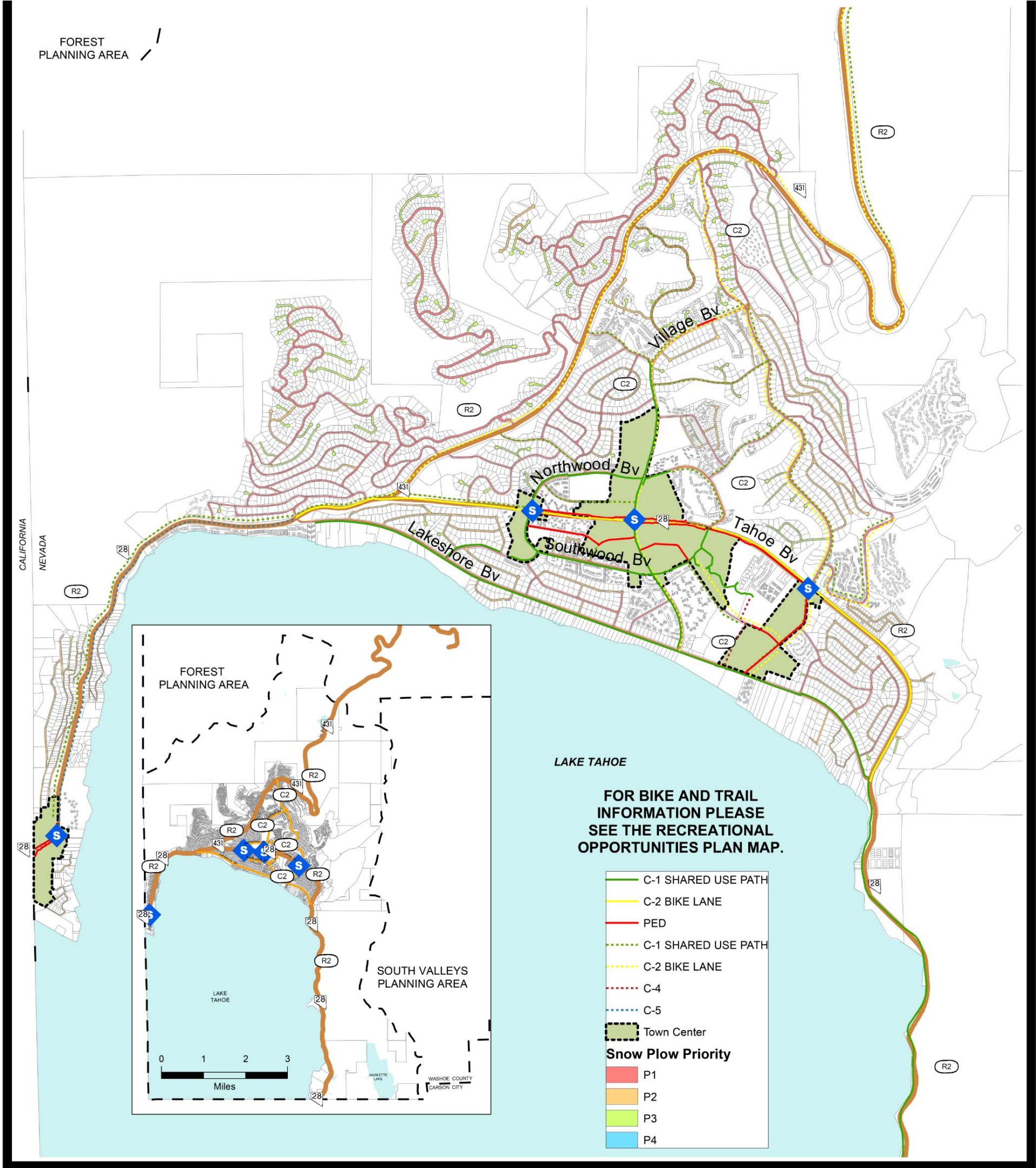
**Project T-46: Seasonal and Special Event Shuttle**

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.





## TAHOE LOCAL TRANSPORTATION NETWORK

| EXISTING | PROPOSED |                             |
|----------|----------|-----------------------------|
|          |          | FREEWAY                     |
|          |          | ARTERIAL                    |
|          |          | RURAL HIGHWAY               |
|          |          | COLLECTOR                   |
|          |          | GRADE SEPARATED INTERCHANGE |
|          |          | SIGNALIZED INTERSECTION     |

### PLANNED GEOMETRIC DESIGN

|   |                           |
|---|---------------------------|
|   | DEGREE OF ACCESS CONTROL  |
| H | HIGH CONTROL              |
| M | MODERATE CONTROL          |
| L | LOW CONTROL               |
| U | ULTRA LOW CONTROL         |
|   | NUMBER OF TRAFFIC LANES   |
|   | FUNCTIONAL CLASSIFICATION |
| F | FREEWAY                   |
| A | ARTERIAL                  |
| C | COLLECTOR                 |
| R | RURAL                     |
| L | PRIVATE/LIMITED ACCESS    |
| E | EMERGENCY                 |

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**Community Services  
Department**

**WASHOE COUNTY  
NEVADA**

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Reno, Nevada 89512

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YEAR 2025 ROADWAY NETWORK PROVIDED BY THE REGIONAL TRANSPORTATION COMMISSION, EXCEPT FOR MOST COLLECTORS. ADDITIONAL RIGHT OF WAY MAY BE NEEDED TO ACCOMMODATE FULL MASTER PLAN DEVELOPMENT IN THE REGION

WCPC ADOPTION DATE :  
BCC ADOPTION DATE :

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](http://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

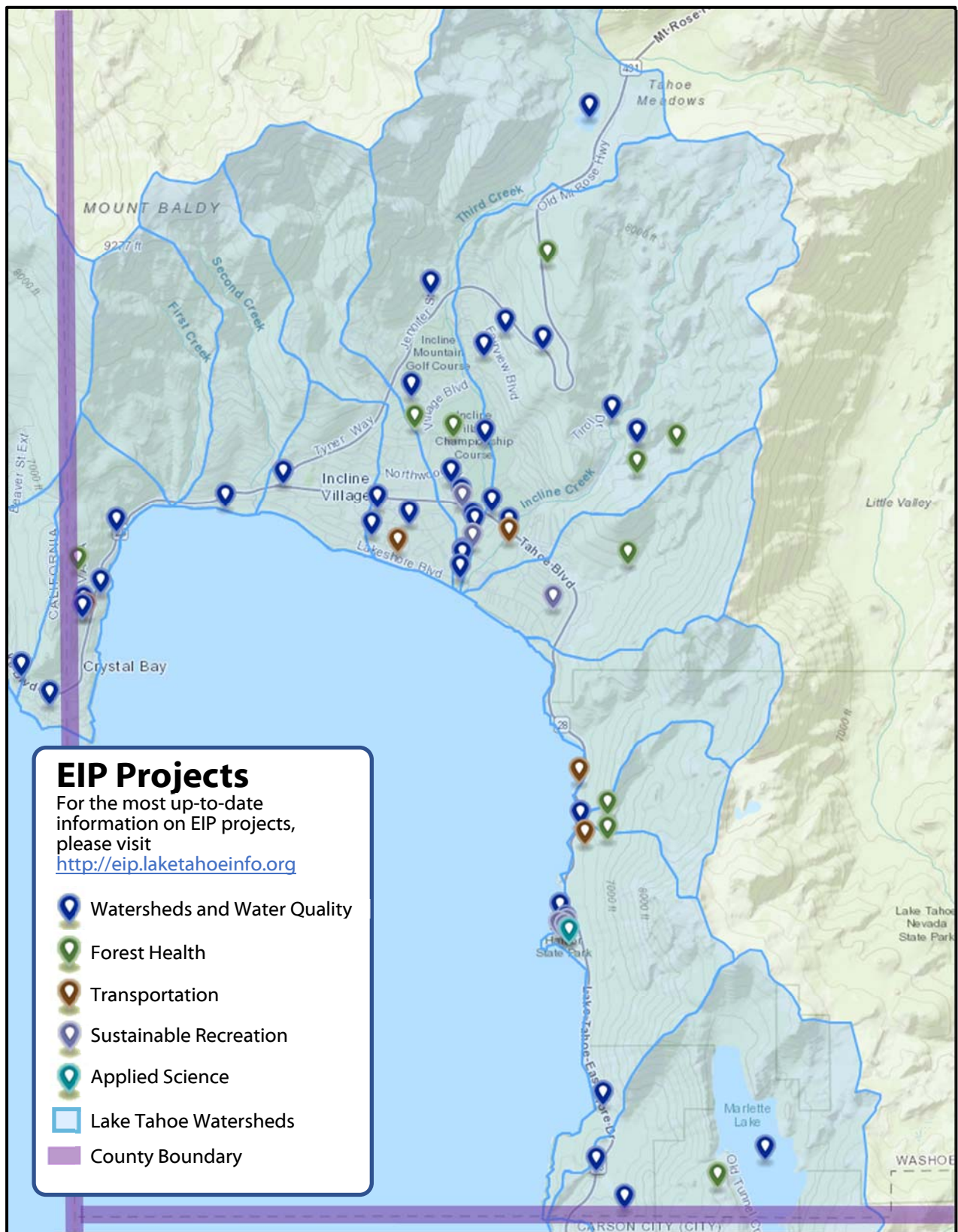
Washoe County's participation in the Total Maximum Daily Load (TMDL) and stormwater load reduction programs is ongoing. The county has developed and implemented improvements in the planning area to reduce pollutant loading from stormwater runoff (see Map 1). The Lake Tahoe TMDL sets targets and a timeline 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%                   |
| <b>Total</b>              | <b>6,261</b>    | <b>2,435</b>       | <b>8,696</b> | <b>72%</b>            |

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.

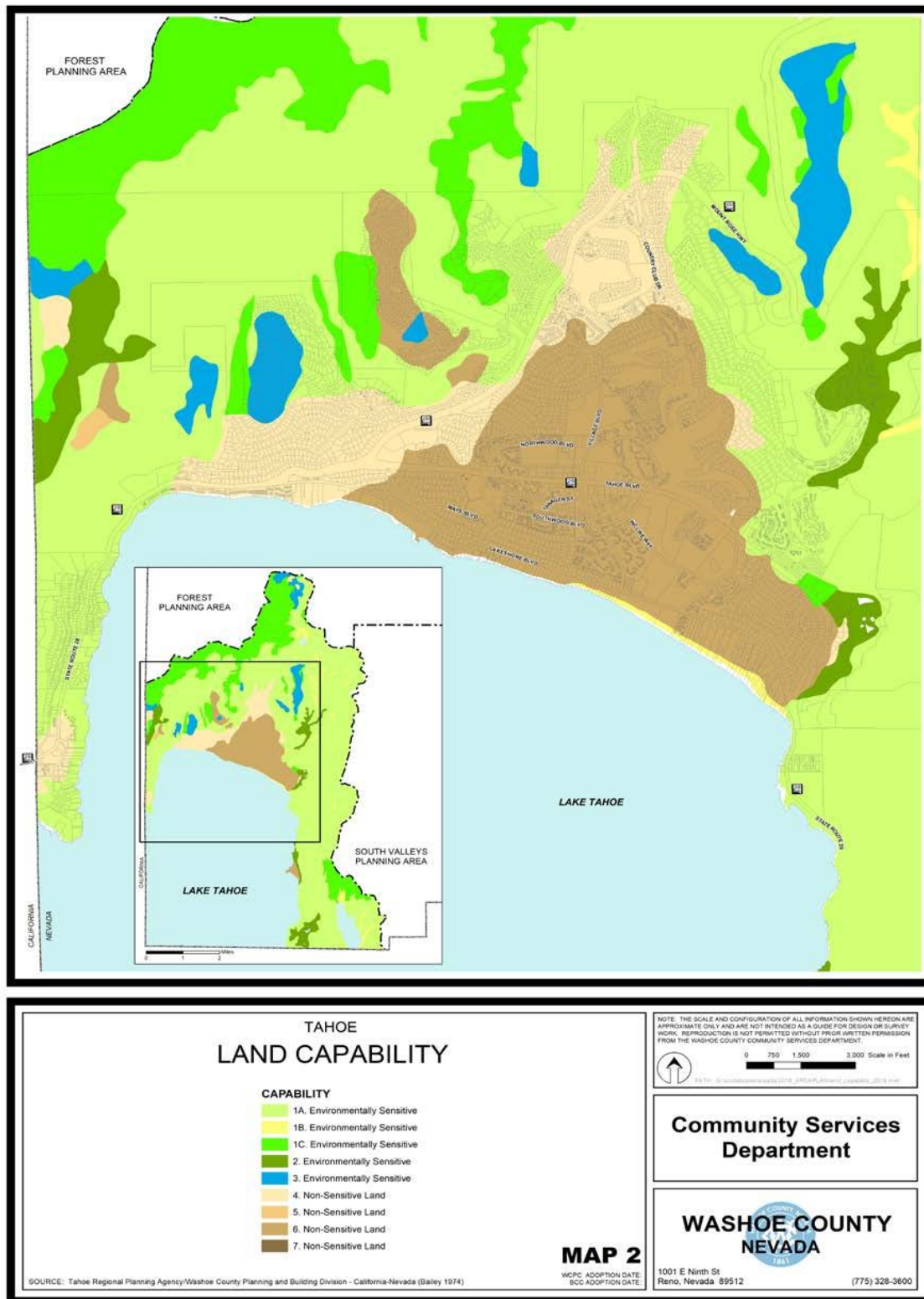
According to TRPA's 2015 Threshold Evaluation, all land capabilities across the basin are in attainment with the exception of land capabilities 1b (SEZ) and 2. These land capabilities have a higher percentage of impervious coverage relative to the allowable coverage percentage. Within the plan area,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

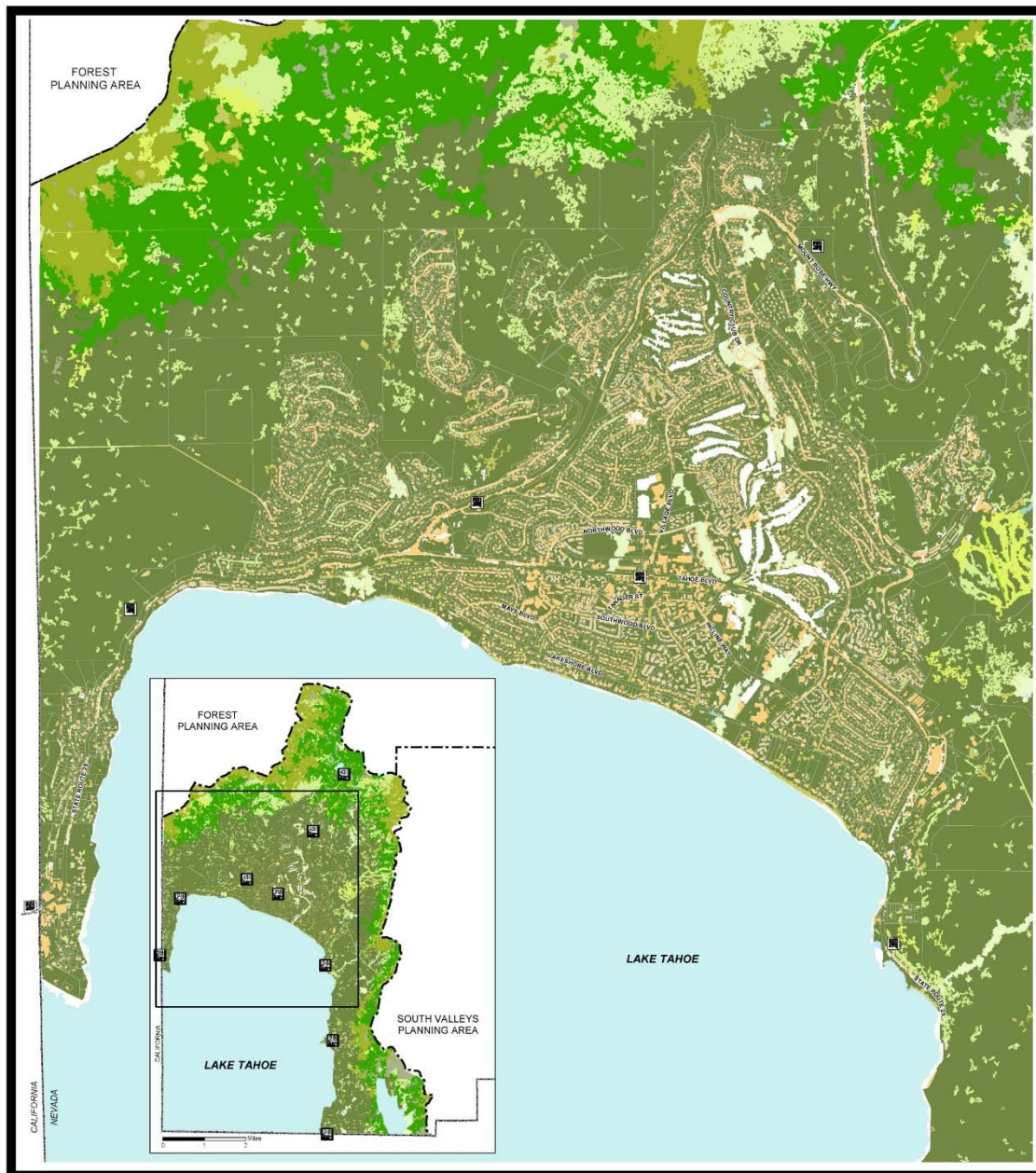
### *Stream Environment Zones*

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                        |
| <b>Total</b>             | <b>19749.19</b>    |                         | <b>918.30</b>              | <b>1224.78</b>            | <b>-306.48</b>             |

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.

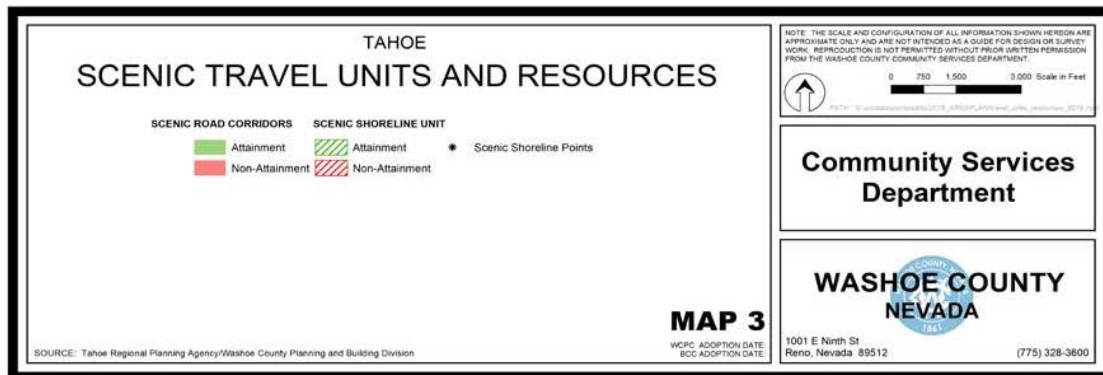
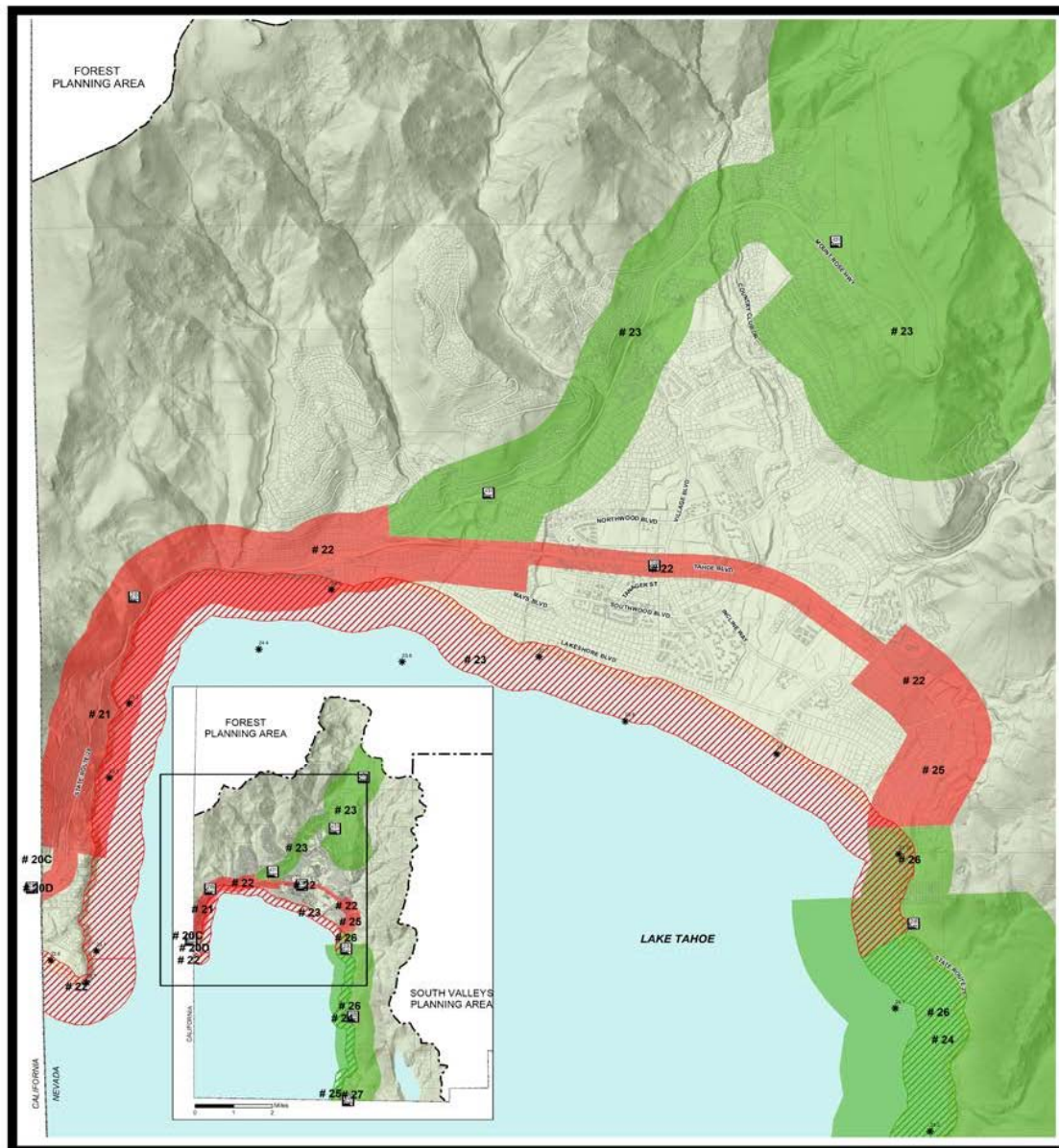
Table 4.5: Status of the TRPA-Designated Scenic Roadway Travel Units within the Plan Area

| Travel Unit Name            | Unit Number | 1982 Score | 2015 Score <sup>(1)</sup> | Status <sup>(1)</sup> |
|-----------------------------|-------------|------------|---------------------------|-----------------------|
| 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 <sup>(1)</sup> | Status <sup>(1)</sup> |
|------------------|-------------|------------|---------------------------|-----------------------|
| 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 education<sup>1</sup>. 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

<sup>1</sup> Washoe County Health District, 2015

regulations to protect both the public and wildlife, such as requiring bear proof garbage containers and prohibitions on feeding wildlife<sup>2</sup>.

## **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 (PM<sub>10</sub> and PM<sub>2.5</sub>), maintaining levels of nitrogen oxides (NO<sub>x</sub>), 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.

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<sup>2</sup> 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 <sup>(2)</sup>  |
|  | Highest 8-hour Average Concentration of Ozone                      | Somewhat worse than target            | Moderate improvement <sup>(2)</sup>  |
|  | 3 Year Average of the 4th Highest 8-hour Concentration of Ozone    | At or somewhat better than target     | Moderate improvement <sup>(2)</sup>  |
|  | Oxides of Nitrogen Emissions                                       | Considerably better than target       | Moderate improvement                 |
| Visibility                             | <b>Regional Visibility</b>   |                                       |                                      |
|  | 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                  |
|  | <b>Subregional Visibility</b>                                      |                                       |                                      |
|  | 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 <sub>10</sub> Concentration                                | Somewhat worse than target        | Little or no change  |
|  | Annual Average PM <sub>10</sub> Concentration                                 | Considerably better than target   | Moderate improvement |
|  | 24-hour PM <sub>2.5</sub> Concentration                                       | At or somewhat better than target | Little or no change  |
|  | Annual Average PM <sub>2.5</sub> Concentration                                | Considerably better than target   | Little or no change  |
| Nitrate Deposition                     | Reduce generation and transport of nitrate to achieve water quality standards | Implemented <sup>1</sup>          | Unknown              |
|  | Vehicle Miles Traveled (VMT)  | At or somewhat better than target | Moderate improvement |
| Odor                                   | Reduce diesel engine fumes  | Implemented <sup>1</sup>          | 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<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), and respirable and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). 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) <sup>(1)(2)</sup> | Attainment Status <sup>(3)</sup> |
|---|------------------------|--|----------------------------------|
| Ozone   | 8-hour                 | 0.070 ppm <sup>(4)</sup> (147 µg/m <sup>3</sup> )                  | Attainment                       |
| Carbon Monoxide (CO)                              | 1-hour                 | 35 ppm (40 mg/m <sup>3</sup> )                                     | Maintenance                      |
|   | 8-hour                 | 9 ppm (10 mg/m <sup>3</sup> )                                      | Maintenance                      |
| Nitrogen Dioxide (NO <sub>2</sub> )               | Annual arithmetic mean | 53 ppb (100 µg/m <sup>3</sup> )                                    | Attainment                       |
|   | 1-hour                 | 100 ppb (188 µg/m <sup>3</sup> )                                   | Attainment                       |
| Respirable Particulate Matter (PM <sub>10</sub> ) | 24-hour                | 150 µg/m <sup>3</sup>  | Maintenance                      |
| Fine Particulate Matter (PM <sub>2.5</sub> )      | Annual arithmetic mean | 12 µg/m <sup>3</sup>   | Attainment                       |
|   | 24-hour                | 35 µg/m <sup>3</sup>   | Attainment                       |

Source: EPA 2016, 2019

Notes

µg/m<sup>3</sup> = 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 PM<sub>10</sub> 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. The PM<sub>2.5</sub> 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**

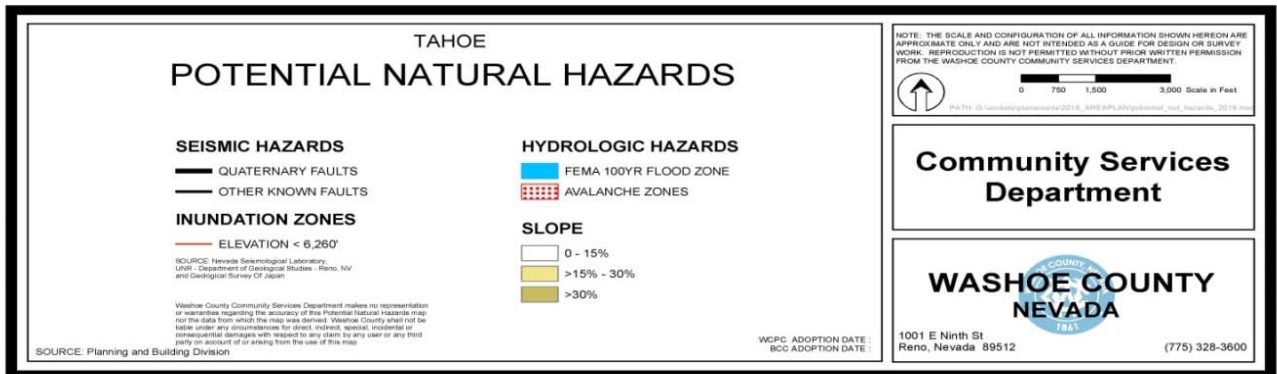
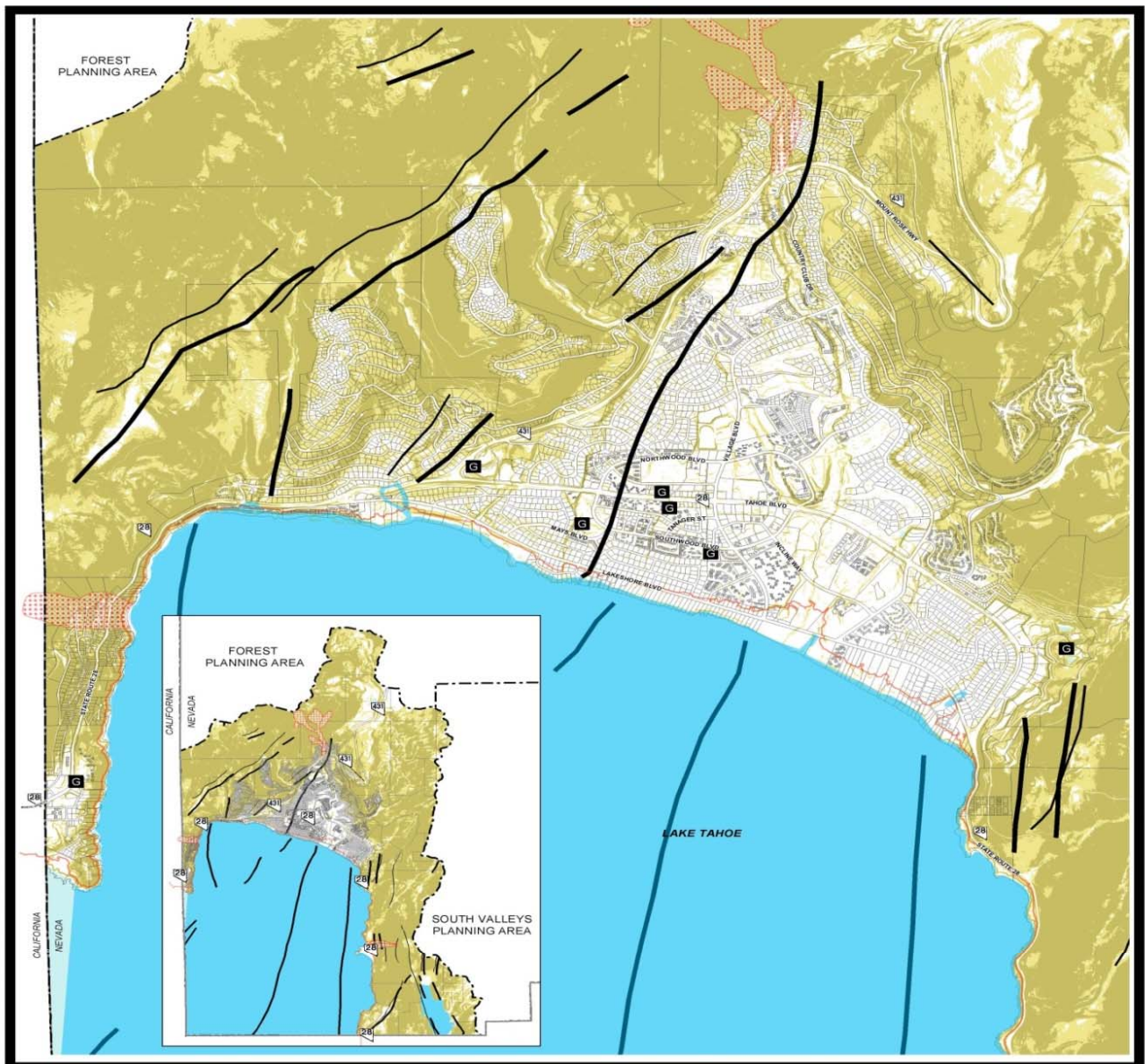
A variety of natural hazards have the potential to occur throughout the region. The potential for flood, landslide, earthquake, avalanche, wildfire, and tsunami presents serious threats that must be protected against and or mitigated. Washoe County, through the adoption and implementation of building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



**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"> <li>• Ponderosa Ranch (outside of SA #1)</li> </ul>   |
| Hotel/Motel Areas              | 60 dBA        | <ul style="list-style-type: none"> <li>• Crystal Bay Tourist</li> <li>• Incline Village Commercial</li> <li>• Ponderosa Ranch (SA #1)</li> </ul>   |
| Commercial Areas               |               |  |
| High-Density Residential Areas | 55 dBA        | <ul style="list-style-type: none"> <li>• Crystal Bay Condominiums</li> <li>• Incline Village 2, 3, and 4</li> <li>• Incline Village Residential</li> <li>• Fairway</li> <li>• Lakeview</li> <li>• Mt. Shadows</li> <li>• Wood Creek</li> </ul> |
| Low-Density Residential Areas  | 50 dBA        | <ul style="list-style-type: none"> <li>• Chateau</li> <li>• Crystal Bay</li> <li>• Incline Village 1 and 5</li> <li>• Mill Creek</li> <li>• Stateline Point</li> <li>• Tyrolian Village</li> </ul>   |
| Urban Outdoor Recreation Areas | 55 dBA        | <ul style="list-style-type: none"> <li>• Incline Village Tourist</li> <li>• Incline Ski</li> <li>• Martis Peak</li> </ul>  |
| Rural Outdoor Recreation Areas | 50 dBA        | <ul style="list-style-type: none"> <li>• Incline Meadows</li> <li>• East Shore</li> <li>• Marlette Lake</li> </ul>   |
| Wilderness and Roadless Areas  | 45 dBA        | <ul style="list-style-type: none"> <li>• Tunnel Creek</li> <li>• Mount Rose</li> </ul>   |
| 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"><li>• Continue to participate in the Environmental Improvement Program (EIP) and the Lake Clarity Credit program.</li><li>• Require coverage reduction on sites with more than 70 percent existing coverage. (Development Code Sec. 110.220.40(3))</li><li>• Prioritize BMP installation on private properties.</li></ul> |
| Scenic Resources                | <ul style="list-style-type: none"><li>• Encourage environmentally beneficial redevelopment</li><li>• Create an aesthetically pleasing entry to Incline Village near Ponderosa Ranch.</li><li>• Place overhead utilities underground.</li><li>• Improve shoreline screening of the Crystal Bay Condominiums.</li></ul>                                       |
| Fisheries and Aquatic Resources | <ul style="list-style-type: none"><li>• Continue to participate in the EIP.</li><li>• Support other agencies' restoration efforts.</li><li>• Support basinwide programs, such as the aquatic invasive species prevention program.</li></ul>   |
| Vegetation and Wildlife         | <ul style="list-style-type: none"><li>• Promote defensible space policies.</li><li>• Support other agencies' restoration and fuels reduction efforts.</li><li>• Continue interagency cooperation and public education efforts to reduce conflicts with urban wildlife.</li></ul>  |
| Cultural Resources              | <ul style="list-style-type: none"><li>• Encourage the preservation of historic structures and consider adaptive reuse opportunities.</li></ul>  |
| Noise                           | <ul style="list-style-type: none"><li>• Continue to enforce noise standards that align with TRPA's thresholds. (Development Code Sec. 110.220.420)</li></ul>  |
| Natural Hazards                 | <ul style="list-style-type: none"><li>• Disclose potential risks to landowners.</li><li>• Mitigate natural hazard risks through building codes and development standards.</li></ul>   |

## 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 5 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       |
|--|----------------|
| <b>Local Parks/Facilities</b>                        |                |
| East Entrance Park                                   | IVGID          |
| Preston Park   | IVGID          |
| Burnt Cedar Park                                     | IVGID          |
| Incline Beach Park                                   | IVGID          |
| Ski Beach Park                                       | IVGID          |
| West Entrance Park                                   | IVGID          |
| Aspen Grove Community Center                         | IVGID          |
| Incline Village Visitor Center                       | IVGID          |
| Incline Skate Park                                   | IVGID          |
| North Tahoe Lions Club Disc Golf Course              | IVGID          |
| Diamond Peak Ski Resort                              | IVGID          |
| The Robert & Robin Holman Family Bike Park           | IVGID          |
| Incline Village Tennis Center                        | IVGID          |
| Sierra Park at Boulder Bay                           | IVGID, private |
| <b>State Parks</b>                                   |                |
| Lake Tahoe Nevada State Park (Including Sand Harbor) | State Parks    |
| <b>Beaches</b>                                       |                |
| Chimney Beach  | USFS           |
| Sand Harbor Beach                                    | State Parks    |
| Hidden Beach   | State Parks    |
| Ski Beach  | IVGID          |
| Incline Beach  | IVGID          |
| Burnt Cedar Beach                                    | IVGID          |
| <b>Golf Courses</b>                                  |                |
| 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.

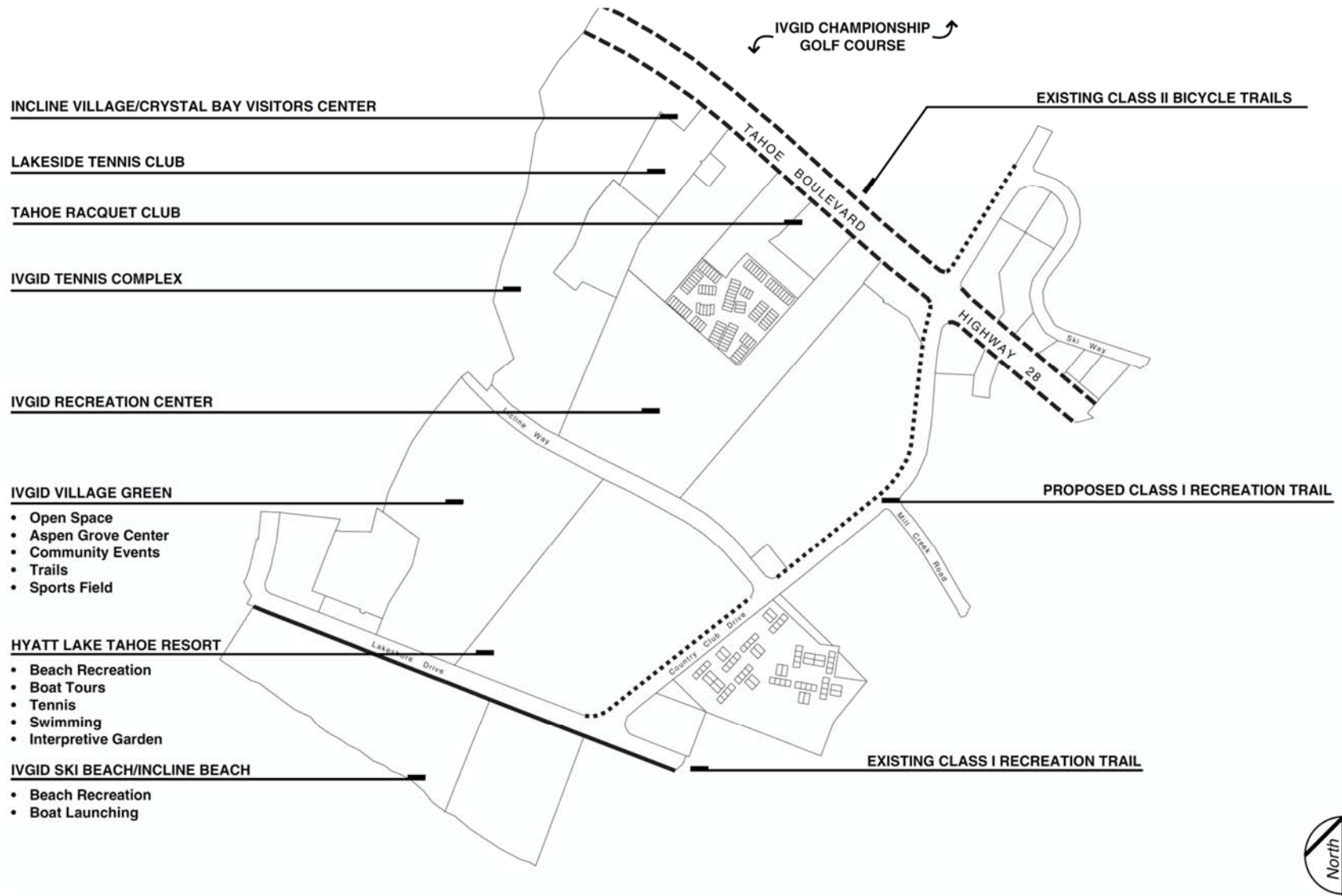
Transportation and recreation are inextricably linked. Sustainable recreation is dependent upon completion of needed active transportation infrastructure. Additionally, transit services should be developed to link Town Centers with high-demand recreational facilities.

### **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, Dorcey Drive area, and/or on Loma Court.

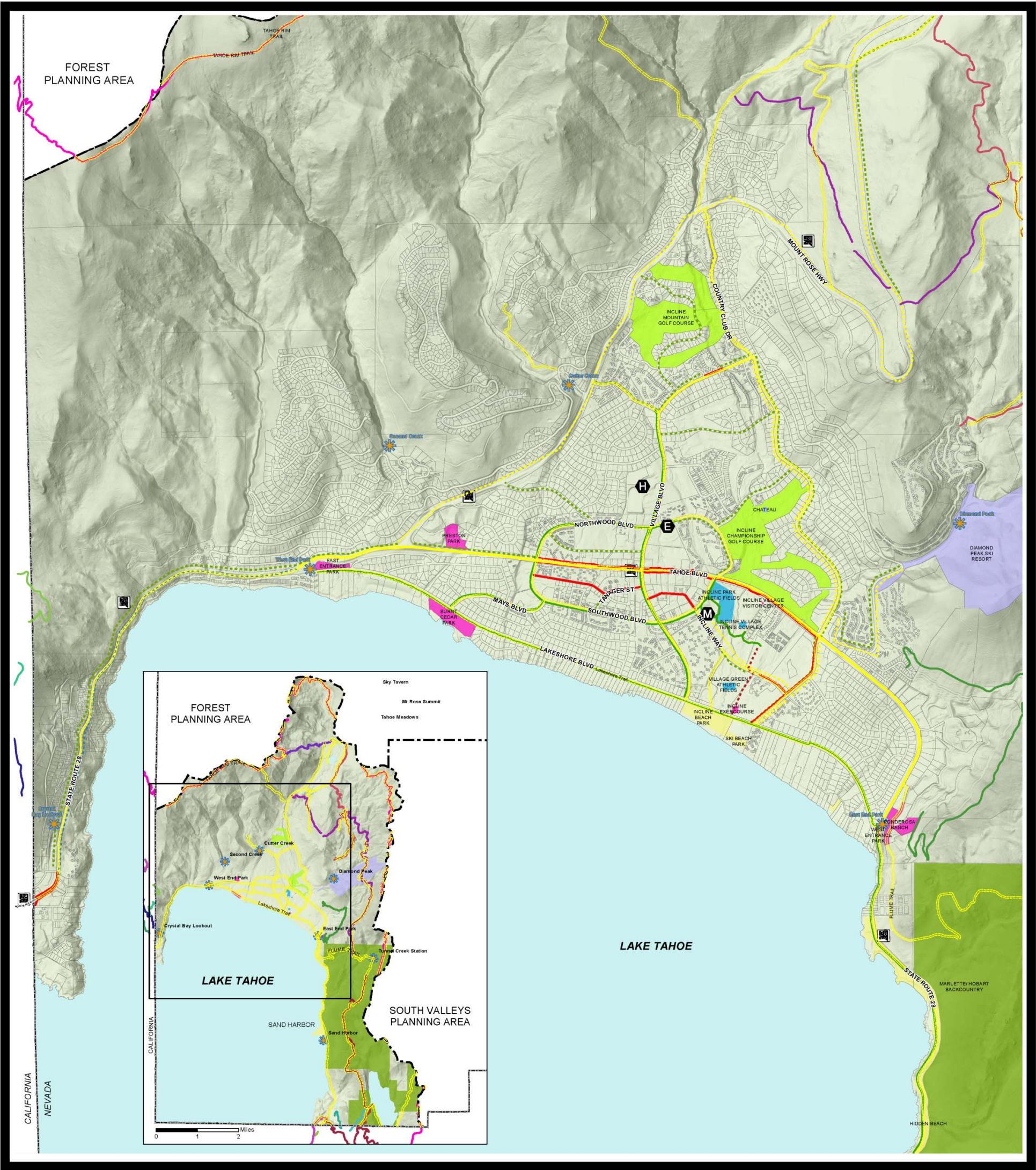
**Project R-4: Public Access Trail (Crystal Bay Tourist Regulatory Zone)**

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

| USFS TRAIL NAME                         | EXISTING BIKE/PED PATHS/LANES | RECREATIONAL FACILITY    |
|---|-------------------------------|--------------------------|
| INCLINE FLUME TRAIL                     | C-1 SHARED USE PATH           | BACKCOUNTRY AREA         |
| KINGS BEACH                             | C-2 BIKE LANE                 | COMMUNITY REC CENTER     |
| MARLETTE AREA                           | PED                           | COMMUNITY SPORTS AND REC |
| STATELINE LOOKOUT TRAIL                 | PROPOSED BIKE/PED PATHS/LANES | DAY USE AREA             |
| STATELINE VISTA                         | C-1 SHARED USE PATH           | DAY USE BEACH            |
| TAHOE RIM TRAIL                         | C-2 BIKE LANE                 | GOLF                     |
| TYROLIAN DOWNHILL                       | C-4                           | HIKING TRAIL             |
| TRAIL HEAD                              | C-5                           | 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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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.**

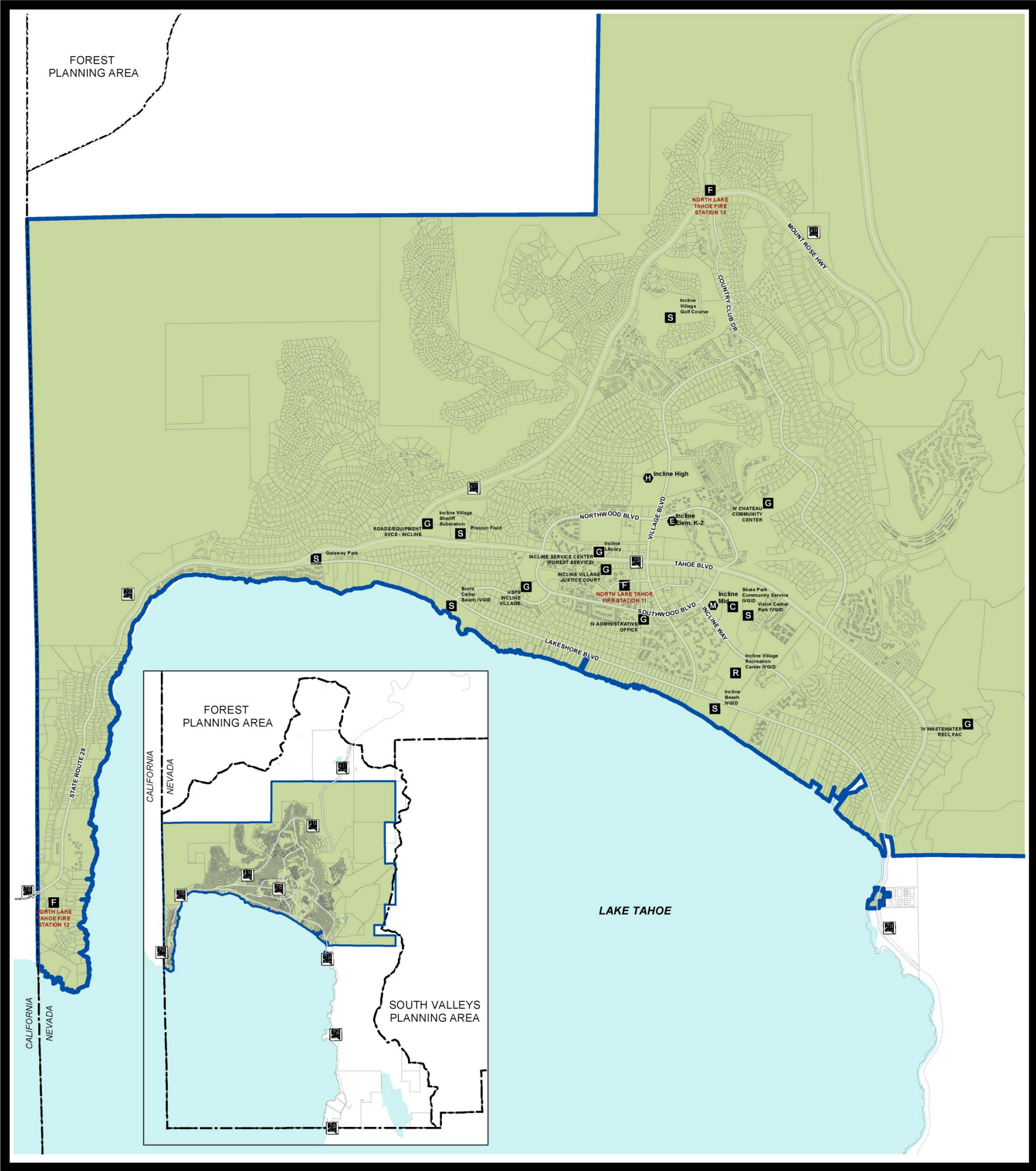
*Policy PSF3-1 Greenhouse Gas Reduction*

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.

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

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:\arcdata\planarea\ta\2018\_AREAPLAN\psf\_2019.mxd

Community Services  
Department

WASHOE COUNTY  
NEVADA  
1861

1001 E Ninth St  
Reno, Nevada 89512

(775) 328-3600

WCPC ADOPTION DATE:  
BCC ADOPTION DATE:

SOURCE: Planning and Building Division

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*       |

| Topic                               | Washoe County Code                                |   | TRPA Code              |
|-------------------------------------|---|---|------------------------|
|                                     | Town Centers                                      | Outside of Town Centers                           |                        |
| Density                             | 110.220.30,<br>110.220.135 through<br>110.220.150 | 110.220.30,<br>110.220.155 through<br>110.220.395 | Chapter 31*            |
| Design                              | 110.220.40 and<br>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,<br>110.220.421                       | 110.220.420,<br>110.220.421                       | Chapter 68             |
| Parking                             | Article 110.220.1                                 | Article 110.410                                   | Chapter 34*            |
| Permissible Uses & Special Policies | 110.220.135 through<br>110.220.150                | 110.220.155 through<br>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<br>110.324                   | 110.220.100, Article<br>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<br>1-5 Yrs | Mid-Term<br>6-10 Yrs | Long-Term<br>11-20 Yrs | One-Time | On-Going |                 |
| Land Use Actions  |                  |                    |                       |                      |                        |          |          |                 |
| Action LU-1<br>Additional Town Center Incentives        | WC               | TRPA               | ●                     |                      |                        | ●        |          | GF              |
| Action LU-2<br>Merged Development Pool                  | WC               | TRPA               | Upon Adoption         |                      |                        |          |          | N/A             |
| Action LU-3<br>Design Standards and Guidelines Revision | WC               | TRPA               |                       | ●                    |                        | ●        |          | GF, Grants      |
| Action LU-4<br>Update Land Use Concept Plans            | WC               | TRPA               |                       | ●                    |                        | ●        |          | GF              |
| Action LU-5<br>Public Outreach                          | WC               | TRPA               | ●                     |                      |                        | ●        |          | GF              |
| Action LU-6<br>Workforce Housing Incentives             | WC               | TRPA               | ●                     |                      |                        | ●        |          | GF              |
| Action LU-7<br>Design Standards and Guidelines Revision | WC               | TRPA               | ●                     |                      |                        |          |          | GF              |
| Action LU-8<br>Designate Special Events Areas           | WC               | TRPA               |                       | ●                    |                        | ●        |          | GF, Fees        |
| Action LU-9-<br>Planning and Development Approach       | WC               | TRPA               | Ongoing               |                      |                        |          | ●        | GF, Fees        |
| Action LU-10<br>Amendment Procedures                    | WC               | TRPA               | As Needed             |                      |                        | ●        |          | GF, Fees        |
| Action LU-11<br>Regional Plan Amendments                | WC               | TRPA               | As Needed             |                      |                        | ●        |          | GF              |

| Action/Project   | Lead Implementor | Other Participants     | Timing                |                      |                        | Costs    |          | Funding Sources   |
|--|------------------|------------------------|-----------------------|----------------------|------------------------|----------|----------|-------------------|
|  |                  |                        | Short-Term<br>1-5 Yrs | Mid-Term<br>6-10 Yrs | Long-Term<br>11-20 Yrs | One-Time | On-Going |                   |
| <b>Action LU-12</b><br>Ponderosa Ranch Planning Process    | WC               | TRPA, property owners  |                       | ●                    |                        |          |          | GF, private funds |
| <b>Action LU-13</b><br>Permissible Uses at Ponderosa Ranch | WC               | TRPA,                  | ●                     |                      |                        |          |          | GF                |
| <b>Transportation Actions</b>                              |                  |                        |                       |                      |                        |          |          |                   |
| <b>Action T-1</b><br>Employer Based Vehicle Trip Reduction | WC               | TMA, TRPA              | ●                     |                      |                        |          |          | GF, Grants        |
| <b>Action T-2</b><br>Access Management Standards           | WC               | NDOT                   | ●                     |                      |                        |          |          | RF                |
| <b>Action T-3</b><br>Plowing of Multi-Use Trails           | WC               | IVGID                  | ●                     |                      |                        |          |          | RF, GF            |
| <b>Action T-4</b><br>Short-Range Transit Plan              | WCRTC            | TMA, TRPA, TART, TTD   | ●                     |                      |                        |          |          | GF, Grants        |
| <b>Action T-5</b><br>Parking Management Plan               | WC               | TRPA                   | ●                     |                      |                        |          |          | GF, Grants        |
| <b>Conservation Actions</b>                                |                  |                        |                       |                      |                        |          |          |                   |
| <b>Action C-1</b><br>Environmental Improvement Program     | WC               | TRPA, IVGID, USFS, NSP | ●                     | ●                    | ●                      | ●        | ●        | GF, EIP, Grants   |
| <b>Action C-2</b><br>BMP Certification                     | WC               | TRPA                   | ●                     |                      |                        | ●        | ●        |                   |
| <b>Action C-3</b><br>Stormwater Districts                  | WC               | IVGID                  |                       | ●                    |                        | ●        |          | GF                |
| <b>Action C-4</b><br>Chateau Land Capability Study         | WC               | TRPA                   |                       | ●                    |                        | ●        |          | GF, EIP           |
| <b>Action C-5</b><br>Urban Forestry Strategy               | WC               |                        |                       | ●                    |                        | ●        | ●        | GF                |
| <b>Action C-6</b><br>Overhead and Above-Ground Utilities   | WC               |                        |                       |                      | ●                      | ●        |          | GF, RDA, SA, EIP  |

| Action/Project   | Lead Implementor | Other Participants             | Timing                |                      |                        | Costs    |          | Funding Sources    |
|--|------------------|--------------------------------|-----------------------|----------------------|------------------------|----------|----------|--------------------|
|  |                  |                                | Short-Term<br>1-5 Yrs | Mid-Term<br>6-10 Yrs | Long-Term<br>11-20 Yrs | One-Time | On-Going |                    |
| <b>Action C-7</b><br>Crystal Bay Condominiums Screening          | WC               | Homeowners associations        |                       |                      | ●                      | ●        |          | Private funds, EIP |
| <b>Action C-8</b><br>Community Information Signage               | WC               | TRPA                           | ●                     |                      |                        | ●        |          | GF                 |
| <b>Action C-9</b><br>Sign Regulation Enforcement                 | WC               | TRPA                           | ●                     |                      |                        |          | ●        | GF                 |
| <b>Public Services and Facilities Actions</b>                    |                  |                                |                       |                      |                        |          |          |                    |
| <b>Action PSF-1</b><br>Dig Once Policy                           | WC               | TRPA, IVGID, Utility Providers | ●                     |                      |                        | ●        |          | GF                 |
| <b>General Implementation and Administration Actions</b>         |                  |                                |                       |                      |                        |          |          |                    |
| <b>Action IM-1</b><br>Funding and Financing                      | WC               |                                | Ongoing               |                      |                        | ●        | ●        | Multiple           |
| <b>Action IM-1</b><br>Seek Partnerships                          | WC               | TRPA, USFS, IVGID, NSP, NDOT   | Ongoing               |                      |                        |          | ●        | GF                 |
| <b>Action IM-2</b><br>Public Land Management                     | WC               | USFS, NSP, IVGID               | Ongoing               |                      |                        |          | ●        | GF                 |
| <b>Action IM-3</b><br>Transportation Planning                    | WC               | TRPA, TTD, TMA, WCRTC, NDOT    | Ongoing               |                      |                        |          | ●        | GF                 |
| <b>Action IM-4</b><br>Other Projects with Environmental Benefits | WC               | USFS, NSP, IVGID, TRPA, NTCD   | Ongoing               |                      |                        |          | ●        | GF                 |
| <b>Action IM-5</b><br>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<br>1-5 Yrs | Mid-Term<br>6-10 Yrs | Long-Term<br>11-20 Yrs | One-Time | On-Going |                           |
| Transportation Projects                                     |                  |                    |                       |                      |                        |          |          |                           |
| Project T-1<br>State Route 28 Complete Street Improvements  | NDOT             | WC, TRPA           |                       | ●                    |                        |          |          | RF, Grants                |
| Project T-2<br>Left-Turn Pockets (Crystal Bay Tourist)      | NDOT             | WC, TRPA           |                       | ●                    |                        | ●        |          | RF, Grants                |
| Project T-3<br>Intersection Improvements                    | WC               | NDOT, TRPA         |                       | ●                    |                        | ●        |          | RF, Grants                |
| Project T-4<br>Wassou Road                                  | WC               | Property owners    |                       | ●                    |                        | ●        |          | RF, Private funding       |
| Project T-5<br>Off-Highway Parking along Mount Rose Highway | NDOT             | WC, TRPA, USFS     |                       |                      | ●                      | ●        |          | RF, Grants, EIP           |
| Project T-6<br>Mount Rose Highway Center Turn Lanes         | NDOT             | WC, TRPA           |                       |                      | ●                      | ●        |          | RF, Grants                |
| Project T-7<br>State Route 28 Turnouts                      | NDOT             | WC, TRPA, TTD      |                       | ●                    |                        |          |          | RF, Grants, Fees          |
| Project T-8<br>East Shore Off-Highway Parking               | NDOT             | WC, TRPA, TTD      | ●                     |                      |                        |          |          | RF, Grants, Fees          |
| Project T-9<br>East Shore Formalized Highway Parking        | NDOT             | WC, TRPA, TTD      | ●                     |                      |                        |          |          | RF, Grants, Fees          |
| Project T-10<br>East Shore Viewpoints                       | NDOT             | WC, TRPA, TTD      |                       | ●                    |                        |          |          | RF, Grants, Fees          |
| Project T-11<br>East Shore Aesthetic Improvement            | NDOT             | WC, TRPA, TTD      |                       | ●                    |                        |          |          | RF, Grants, Fees, EIP     |
| Project T-12<br>Community Gateways                          | WC               | NDOT, IVGID        |                       | ●                    |                        |          |          | RF, GF, Grants, EIP       |

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

| Action/Project  | Lead Implementor | Other Participants   | Timing                |                      |                        | Costs    |          | Potential Funding Sources   |
|---|------------------|----------------------|-----------------------|----------------------|------------------------|----------|----------|-----------------------------|
|   |                  |                      | Short-Term<br>1-5 Yrs | Mid-Term<br>6-10 Yrs | Long-Term<br>11-20 Yrs | One-Time | On-Going |                             |
| <b>Project T-27</b><br>Village Boulevard Multi-Use Path | WC               |                      |                       | ●                    |                        | ●        | ●        | RF, Grants, EIP             |
| <b>Project T-28</b><br>Tanager Street Multi-Use Path    | WC               |                      | ●                     |                      |                        | ●        | ●        | RF, Grants, EIP             |
| <b>Project T-29</b><br>Village Green Multi-Use Path     | IVGID            | WC                   | ●                     |                      |                        | ●        | ●        | RF, Grants, EIP             |
| <b>Project T-30</b><br>Village Boulevard Bike Lanes     | WC               |                      | ●                     |                      |                        | ●        |          | RF, Grants, EIP             |
| <b>Project T-31</b><br>Country Club Drive Bike Lanes    | WC               |                      | ●                     |                      |                        | ●        |          | RF, Grants, EIP             |
| <b>Project T-32</b><br>Incline Way Bike Lanes           | WC               |                      | ●                     |                      |                        | ●        |          | RF, Grants, EIP             |
| <b>Project T-33</b><br>Ski Way Bike Lanes               | WC               |                      |                       |                      | ●                      | ●        |          | RF, Grants, EIP             |
| <b>Project T-34</b><br>Mount Rose Highway Bike Lanes    | NDOT             | WC                   |                       | ●                    |                        | ●        |          | RF, Grants, EIP             |
| <b>Project T-35</b><br>South Incline Mobility Hub       | WCRTC            | TMA, TTD, TART, WC   | ●                     |                      |                        | ●        | ●        | RF, Grants, EIP, Fees       |
| <b>Project T-36</b><br>Incline Village Mobility Hub     | WCRTC            | TMA, TTD, TART, WC   | ●                     |                      |                        | ●        | ●        | RF, Grants, EIP             |
| <b>Project T-37</b><br>Diamond Peak Transit Center      | WCRTC            | TMA, IVGID, TART, WC | ●                     |                      |                        | ●        | ●        | RF, Grants, EIP, Conditions |
| <b>Project T-38</b><br>Ferry Shuttle Dock Improvements  | TMA              | WCRTC                |                       |                      | ●                      | ●        |          | RF, Grants, EIP             |
| <b>Project T-39</b><br>Transit Shelters                 | WC               | TART                 | ●                     |                      |                        | ●        |          | GF                          |
| <b>Project T-40</b><br>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<br>1-5 Yrs | Mid-Term<br>6-10 Yrs | Long-Term<br>11-20 Yrs | One-Time | On-Going |                            |
| <b>Project T-41</b><br>North Shore Transit Route Expansion                                    | WCRTC            | TMA, TTD, TART, TRPA, WC | ●                     | ●                    | ●                      | ●        | ●        | GF, Grants, EIP            |
| <b>Project T-42</b><br>Reno-North Tahoe Transit Service                                       | WCRTC            | WC, TART, TMA, TTD       |                       | ●                    |                        | ●        | ●        | Grants, EIP                |
| <b>Project T-43</b><br>North Shore Ferry Service  | TMA              | WCRTC, WC, TRPA          | ●                     |                      |                        | ●        | ●        | Grants, EIP, Fees          |
| <b>Project T-44</b><br>Transit Service Hours and Frequency                                    | TART, TTD, TMA   | WC, TRPA                 | ●                     | ●                    | ●                      | ●        | ●        | Grants, EIP                |
| <b>Project T-45</b><br>Shuttle Service  | TMA              | WC, WCRTC, TART, TTD     |                       | ●                    |                        | ●        | ●        | Grants, EIP, private funds |
| <b>Project T-46</b><br>Seasonal and Special Event Shuttle                                     | TMA              | WC, TART, TTD            | ●                     |                      |                        | ●        | ●        | Grants, EIP, private funds |
| <b>Project T-47</b><br>Dial-A-Ride  | WC               | TMA, TART, TTD           | ●                     |                      |                        | ●        | ●        | GF                         |
| <b>Conservation Projects</b>  |                  |                          |                       |                      |                        |          |          |                            |
| <b>Project C-1</b><br>Lower Wood Creek Water Quality Improvement Project, Phase 1             | WC               |                          | ●                     |                      |                        | ●        |          | EIP, GF, Grants            |
| <b>Project C-2</b><br>Upper Third Creek and Rosewood Creeks Water Quality Improvement Project | WC               |                          |                       | ●                    |                        | ●        |          | EIP, GF, Grants            |
| <b>Project C-3</b><br>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<br>1-5 Yrs | Mid-Term<br>6-10 Yrs | Long-Term<br>11-20 Yrs | One-Time | On-Going |                           |
| <b>Project C-4</b><br>Marlette Creek SR28 Crossing Realignment and Water Quality Improvement Project | NTCD             |                    | ●                     |                      |                        | ●        |          | EIP, GF, Grants           |
| <b>Project C-5</b><br>Incline Lake Property Planning and Implementation                              | USFS             |                    |                       | ●                    |                        | ●        |          | EIP, GF, Grants           |
| <b>Project C-6</b><br>Third Creek/Incline Creek Restoration  | IVGID            |                    | ●                     |                      |                        | ●        |          | EIP, GF, Grants           |
| <b>Project C-7</b><br>Rosewood Creek Continuation Project  | NTCD             |                    | ●                     |                      |                        | ●        |          | EIP, GF, Grants           |
| <b>Project C-8</b><br>Marlette Creek Restoration   | USFS             |                    |                       | ●                    |                        | ●        |          | EIP, GF, Grants           |
| <b>Project C-9</b><br>Nevada Regional Fuels Reduction Project  | NLTFPD           |                    | ●                     |                      |                        | ●        |          | EIP, GF, Grants           |
| <b>Project C-10</b><br>Bon Pland Hazardous Fuels Reduction   | NTRT             |                    |                       | ●                    |                        | ●        |          | EIP, GF, Grants           |
| <b>Project C-11</b><br>Marlette Summit Hazardous Fuels Reduction                                     | NTRT             |                    |                       | ●                    |                        | ●        |          | EIP, GF, Grants           |
| <b>Project C-12</b><br>Parking Lot Information and Guidance System                                   | TTD              |                    | ●                     |                      |                        | ●        | ●        | EIP, GF, Grants           |
| <b>Project C-13</b><br>East Shore Transit Facility Upgrades  | TTD              |                    | ●                     |                      |                        | ●        |          | EIP, GF, Grants           |
| <b>Project C-14</b><br>Inter-Regional Transit Service  | TTD              |                    |                       |                      | ●                      | ●        | ●        | EIP, GF, Grants           |
| <b>Project C-15</b><br>Incline Park Facility Renovations   | IVGID            |                    | ●                     |                      |                        | ●        |          | EIP, GF, Grants           |



| Action/Project   | Lead Implementor | Other Participants | Timing                |                      |                        | Costs    |          | Potential Funding Sources |
|--|------------------|--------------------|-----------------------|----------------------|------------------------|----------|----------|---------------------------|
|  |                  |                    | Short-Term<br>1-5 Yrs | Mid-Term<br>6-10 Yrs | Long-Term<br>11-20 Yrs | One-Time | On-Going |                           |
| <b>Project C-16</b><br>Lake Tahoe Nevada State Park Interpretive Facilities Upgrades | NSP              |                    | ●                     |                      |                        | ●        |          | EIP, GF, Grants           |
| <b>Project C-17</b><br>Beowawie Road Slope Repair                                    | WC               |                    | ●                     |                      |                        | ●        |          | EIP, GF, Grants           |
| <b>Recreation Projects</b>   |                  |                    |                       |                      |                        |          |          |                           |
| <b>Project R-1</b><br>Improve Community Recreational Facilities                      | IVGID            | WC                 | ●                     | ●                    | ●                      | ●        | ●        | GF, Grants                |
| <b>Project R-2</b><br>Improve Beach Facilities                                       | IVGID            | TRPA, WC           | ●                     | ●                    | ●                      | ●        | ●        | GF                        |
| <b>Project R-3d</b><br>Neighborhood Parks  | WC               | IVGID, TRPA        |                       | ●                    |                        | ●        | ●        | GF                        |
| <b>Project R-4</b><br>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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