

**TRPA
APC
PACKETS**

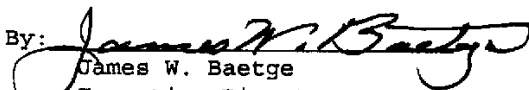
**MAY
1996**

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION
NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that the Advisory Planning Commission of the Tahoe Regional Planning Agency will conduct its regular meeting at 8:30 a.m. on Wednesday, May 8, 1996, at the Horizon Casino Resort, U.S. Highway 50, Stateline, Nevada. The agenda for the meeting is attached hereto and made a part of this notice.

April 29, 1996

By:


James W. Baetge
Executive Director

This agenda has been posted at the TRPA office and at the following post offices: Zephyr Cove and Stateline, Nevada, and Tahoe Valley and Al Tahoe, California. The agenda has also been posted at the North Tahoe Conference Center in Kings Beach, the Incline Village GID office, and the North Lake Tahoe Chamber of Commerce.

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

Horizon Casino Resort
U.S. Highway 50, Stateline, Nevada

May 8, 1996
8:30 a.m.

All items on this agenda are action items unless otherwise noted.

AGENDA

Page #

- I. CALL TO ORDER AND DETERMINATION OF QUORUM
- II. APPROVAL OF AGENDA
- III. PUBLIC INTEREST COMMENTS (No Action)

Any member of the public wishing to address the Advisory Planning Commission on an agenda item not listed as a Public Hearing or a Planning Matter item, or on any other issue, may do so at this time. However, public comment on Public Hearing and Planning Matter items will be taken at the time those agenda items are heard.

NOTE: THE ADVISORY PLANNING COMMISSION IS PROHIBITED BY LAW FROM TAKING IMMEDIATE ACTION ON, OR DISCUSSING ISSUES RAISED BY THE PUBLIC THAT ARE NOT LISTED ON THIS AGENDA.

- IV. DISPOSITION OF MINUTES
- V. PUBLIC HEARING AND RECOMMENDATION TO THE GOVERNING BOARD
 - A. Amendment to Chapter 97, Employer-Based Trip Reduction Program Relative to Credits Given for Membership in Transportation Management Associations* 1
 - B. Amendment of PAS 041, Incline Village #3 (Residential), to Permit Multiple Family Dwellings as a Permissible Use on Certain Parcels on Which the Use is Presently Not Permitted* 5
 - C. Certification of Final EIR/EIS for Heavenly Ski Resort and Adoption of Heavenly Ski Resort Master Plan* 17
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- VI. PLANNING MATTERS
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- VII. REPORTS
 - A. Executive Director
 - B. Legal Counsel
 - C. APC Members
- VIII. ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY

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April 29, 1996

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Amendment to Chapter 97 of the Code of Ordinances, relating to
Employer-based Trip Reduction Program

Proposed Action: The proposed action is to recommend approval of an amendment to Chapter 97 of the Code of Ordinances, relating to the Employer-based Trip Reduction Ordinance. The amendment will change the credits given to an employer for membership in a Transportation Management Association, and to allow for sharing responsibility for approval of employer transportation plans.

Staff Recommendation: Staff recommends the APC hold a public hearing and recommend adoption of the Chapter 97 amendment to the TRPA Governing Board.

Background: The Employer-based Trip Reduction Program set forth in Chapter 97 was adopted by the TRPA Governing Board March 23, 1994. This program is intended to assist in the achievement and maintenance of environmental thresholds for transportation, air quality and water quality. The provisions of Chapter 97 apply to all employers in the Tahoe Region.

Chapter 97 establishes two levels of program requirements. Level 1 applies to all employers. Level 1 requirements are intended to encourage ridesharing and use of alternative transportation commute modes by posting transit, bicycling and ridesharing information in conspicuous places and by distributing rideshare applications to interested employees.

Level 2 requirements apply to all employers and employers within common work locations, with 100 or more employees. Level 2 requirements include those activities set forth for Level 1 employers, as well as the preparation of an Employer Transportation Plan (ETP).

The ETP must include descriptions of the employer's business activity, existing transportation programs and facilities, a survey of employee commute characteristics, and transportation control measures (TCM) that the employer will implement to reduce the number of single occupant vehicle trips.

The TCMs involve both mandatory and optional activities for inclusion in the ETP. The required TCMs include designation of an employee transportation coordinator, posting of transit, bicycling and ridesharing information, and designation of preferential parking spaces for carpool use.

Optional activities are assigned credits. Each transportation plan for employers with between 100 and 200 employees shall include optional TCMs totalling 15 credits, and employers with more than 200 employees shall include optional TCMs totally 22 credits. There are 20 specific TCMs to choose from for the optional credits with varying amounts of credits assigned to them.

TRPA staff are to review ETPs and evaluate whether they are adequate. All employee transportation coordinators shall meet with TRPA at least once every two years to review the plan, and TRPA is authorized to conduct random audits to evaluate effectiveness of the plans.

Discussion: The proposed amendment to Chapter 97 involves increasing the number of credits assigned to membership in a Transportation Management Association (TMA) from 5 to 15 credits, and to share responsibility for review of new employer transportation plans, annual employee commute surveys and biennial plans to the Executive Directors of the Truckee-North Tahoe TMA and the South Shore TMA.

The following are the pertinent changes to Chapter 97 (changed text in bold):

97.3.B.4 Transportation Management Association (TMA) Membership (15 credits): For an ETC's active participation in a regional TMA. To qualify as active participation, the ETC shall attend membership meetings or send a designated representative, pay all required dues, and be involved in any other programs which the TMA Board administers.

97.4 Plan Review: The Employer Transportation Plan shall be referred to the TRPA TCM Coordinator or the Executive Director of a regional TMA for review and evaluation of the proposed mitigation measures. The TRPA TCM Coordinator or the Executive Director of a regional TMA shall make a recommendation to the TRPA Executive Director. The Executive Director may approve, deny or modify the Plan.

The amendment will provide three primary benefits. First, it will reduce the regulatory burden on affected employers without eliminating the need to comply with Chapter 97. The amendment will allow those employers with 100 to 200 employees to join a TMA and earn all of their optional credits. They would still be required to submit a transportation plan and comply with all the associated requirements. This plan could be submitted with the annual TMA dues. A review of TMA members will show which employers have not satisfied the requirements of Chapter 97. Employers with more than 200 employees will still be required to effect additional TCMS to meet their 22 credit total.

Secondly, it will strengthen the two TMAs that rely almost entirely on membership dues to support their programs. The TMAs would be able to use Chapter 97 as an incentive for new members, increasing the membership base and annual dues used to fund their activities. By becoming involved in the TMA, employers can begin to better understand the many transportation issues facing the Region, and participate in the efforts to address these issues. Employers would have greater access to the information needed to give to their employees.

Thirdly, it will reduce the administrative burden on TRPA staff to identify and track all of the employers in the Tahoe Basin. TRPA staff recognize that the TMAs have greater access to and understanding of the local employers in the Region. The Chambers of Commerce are members of the TMAs. TRPA will not be totally responsible for tracking changes in the private sector, a role that the TMAs are especially suited for.

Findings: Prior to the adoption of the amendment to Chapter 97, Chapter 6 requires certain findings to be made. The findings and rationales are as follows:

Chapter 6 Findings:

1. **Finding: The project is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code, and other TRPA plans and programs.**

Rationale: This amendment is intended to provide additional incentive for implementation of employer trip reduction activities by placing greater value for membership in a transportation management association. Employers are still required to abide by all other provisions of Chp. 97.

2. **Finding: That the project will not cause the environmental thresholds to be exceeded.**

Rationale: This amendment is expected to generate additional transit ridership and new services and encourage ridesharing and other non-motorized trips, thereby reducing vehicle miles travelled.

3. **Finding: Wherever federal, state and local air and water quality standards applicable for the Region, whichever are strictest, must be attained and maintained pursuant to Article V(d) of the Compact, the project meets or exceeds such standards.**

Rationale: The amendment is designed to increase the use of transit and ridesharing, thereby reducing vehicle trips, in an effort to attain air and water quality standards.

4. **Finding: The Regional Plan and all of its elements, as implemented through the Code, Rules and other TRPA plans and programs, as amended, achieves and maintains the thresholds.**

Rationale: The Employer Based Trip Reduction Program is designed to reduce the number of vehicle trips made to and from employment sites. Its implementation will assist in the achievement and maintenance of the thresholds.

5. **Finding: The Regional Plan, as amended, achieves and maintains the thresholds.**

Rationale: See 4 above.

Ordinance 87-8 Findings: Section 2.40 of Ordinance 87-8 requires the following findings prior to Code amendments. The required findings and their rationales are:

1. **Finding: The amendments are consistent with the Compact and with attainment or maintenance of the thresholds.**

Rationale: For reasons stated in Findings 1 - 4 above, the proposed amendment is consistent with attainment or maintenance of the thresholds. All employers must comply with Chapter 97.

2. One of the following findings:

- a. There is a demonstrated conflict between provisions of the Regional Plan package, and the conflict threatens to preclude attainment or maintenance of thresholds; or
- b. The provision to be amended has been shown through experience to be counter-productive or ineffective and the amendment is designed to correct the demonstrated problem and is an equal or better means of implementing the Regional Plan and complying with the Compact; or
- c. Legal constraints, such as court orders, decisions or Compact amendments, require amendment of the Goals and Policies or Code; or
- d. Technical or scientific information demonstrates the need for modification of a provision of the Goals and Policies or Code; or
- e. The provision to be amended has been shown, through experience and time, to be counter-productive to or ineffective in attainment or maintenance of the thresholds; or
- f. Implementation of the provision sought to be amended has been demonstrated to be impractical or impossible because of one or more of the following reasons:
 - (1) The cost of implementation outweighs the environmental gain to be achieved; or
 - (2) Implementation will result in unacceptable impacts on public health and safety, or
 - (3) Fiscal support for implementation is insufficient and such insufficiency is expected to be a long-term problem.

Staff proposes to make Finding e for the following reasons:

Rationale and Evidence: As noted in the previous findings, increased compliance with the Employer-based Trip Reduction program through increased membership of a regional TMA will generate additional funding for transit and non-motorized vehicle services and programs, as well as an increase in the number of regional carpools. Participation in TMA programs will serve to increase community transportation awareness.

If there are any questions or comments regarding this agenda item, please contact Richard Wiggins at (702) 588-4547.

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MEMORANDUM

April 26, 1996

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Amendment of Plan Area Statement 041, Incline Village #3 (Residential), to Permit Multiple Family Dwellings as a Permissible Use on Certain Parcels on Which the Use is Presently Not Permitted

Proposed Action: The owners of a 7.2 acre vacant parcel of land located in Plan Area 041 Incline Village Unit #3 (Residential) propose to amend the Plan Area Statement to permit Multiple Family Dwellings as a Permissible Use on their parcel at a maximum density of 4 units/acre. The proposal involves amending the Plan Area Statement List of Permissible Uses and the Table of Maximum Densities. This would be done by creating a new Special Area and related special designations and policies for site development. Refer to Exhibit A, Plan Area Statement 041.

The applicants stated purpose for the amendment is to permit development of between 24-28 market rate detached single family homes. The existing plan area statement would permit development of one single family dwelling and one secondary residence (e.g., guest house) and certain public service, outdoor recreation and resource management uses. Refer to Exhibit A.

Because the amendment would add multiple family dwellings to a parcel which presently does not allow such a use, Chapter 13 of the TRPA Code of Ordinances requires TRPA to make specific findings prior to approval that the site is suitable for transit-oriented development (TOD). The findings are presented below in the Chapter 13 Findings section and form portions of the basis for the recommended conditions of approval.

Staff Recommendation: Staff recommends that the Advisory Planning Commission recommend approval of the proposed amendment, as conditioned, to the Governing Board.

Background: If successful, the applicants intend to seek approval of a multiple family residential project of 24-28 units, then subdivide the "existing" development (approved but not built) into individual building

AS/rd

AGENDA ITEM V.B.

envelopes and shares of the remaining common open space. TRPA has previously approved projects with similar layouts, some at greater densities, particularly in Incline Village, however, this is the first time where an actual "rezone" was sought to add multiple family residential as an allowed use to a parcel.

The subject vacant land is shown in Exhibit B, Vicinity Map. It has frontage along Village Boulevard in Incline Village near the Country Club Drive intersection. It is a mix of land capability classes, including classes 1b (stream environment zone), 1c, 2, 4 and 6. The site is mostly classes 4 and 6. Third Creek runs along the eastern portion of the site and includes a 35 foot wide SEZ setback on both sides. Part of the riparian corridor associated with the creek is disturbed and is in need of restoration. A highly disturbed borrow material pit (capability class 1c) is on the property and is approximately 1 acre in area. TRPA has formally verified approximately one acre of existing land coverage in the SEZ portion of the site.

In the 1960's, the site was originally purchased by Washoe County from the developer of Incline Village for an elementary school site. The school was not built and in 1995 the Washoe County School District auctioned the parcel off to the highest bidder. Potential bidders who contacted TRPA were provided with the allowed land uses in effect at the time (e.g., one single family plus one secondary residence).

Surrounding Land Uses. Existing land uses in the vicinity of the site include a mixture of residential types, primarily single family dwellings with some duplexes, and four-plexes. Two larger condominium projects are located across Village Boulevard from the site. They are located in Plan Area 044, Fairway (Residential), in which multiple family dwellings are a permissible use. In Plan Area 041, the Incline Village Executive (par 3 layout) golf course which is located north of the site is part of Incline Village Unit #3, an approved density transfer subdivision. The approved density of Incline Village Unit #3 is four units/acre while the actual density is 620 units on 226 acres of land or slightly more than two units/ acre. Refer to Exhibit C, Existing Land Uses.

The subject site is not a part of the Incline Village Unit #3 subdivision and, therefore, is not currently permitted to have multiple family dwellings on it. Unit #3 includes the four-plex residential units surrounding the Incline Village Executive Golf Course. The golf course lands were used in the Unit #3 density calculation and involved a transfer of development density from the golf course to the four-plex parcels. Refer to Plan Area Statement 041 Planning Consideration #1 and Special Policy #3 which address the density transfer. Unit #3 was approved by Washoe County prior to the formation of TRPA.

Washoe County Land Use and Zoning Designations. The proposed amendment was not consistent with existing Washoe County Land Use and Zoning designations, however, within the past two weeks Washoe County has approved a Land Use Designation change. Existing Washoe County zoning for the parcel is E-1, 1st Estate Residential. Proposed projects need only be consistent with either the

Land Use or Zoning Designation, but not both. The zone generally permits single family residential uses to be developed at a minimum 15,000 square foot minimum lot size (slightly less than 3 units/acre density or roughly 21 total units on the site). All Washoe County zoning is scheduled to sunset later this year so the Land Use designation will become the only method of determining allowable land uses.

Discussion: From a land use standpoint the proposed build-out of the site, as proposed, will look and function like a new residential subdivision with a detached single family dwelling layout. It would have its own internal road network and individual building sites, including some amount of common open space. It will be different than surrounding land uses which are either detached single family dwellings on individual parcels, attached multi-family condominiums or four-plexes.

While technically not a lot and block subdivision because of the proposed method of common open space ownership, the proposed layout appears to closely resemble the layout of a lot and block subdivision. Typically, a multiple family site plan would include attached or clustered multi-storied buildings, significantly higher densities, no individual building envelopes, common parking, paths between all activities and buildings on the site, open space for wildlife habitat and stream zone conservation, areawide runoff and erosion controls and on-site recreational amenities.

In addition, using the criteria listed in the required TOD finding, below, it is difficult to demonstrate that the parcel is suitable for transit-oriented development (TOD). The two key criteria in developing a TOD are high densities (to establish a critical mass which transit can efficiently serve) and location within the urban core or downtowns (which promotes walking trips, transit use, and the opportunity to work and live in close proximity).

The site is not located near the commercial core and does not have access to neighborhood services within a ten minute walk, except for the Incline High School and the Sierra Nevada College (which is scheduled to move closer to the downtown). Both of these facilities may be close to a ten minute walk downhill, but will take longer to return due to the uphill grade.

There are very few pedestrian or bicycle connections in the immediate neighborhood. No designated bicycle trails exist along Village Boulevard uphill from College Drive. There are no pedestrian facilities anywhere in the vicinity. It is not a neighborhood which is set up for walking.

There are currently no opportunities for residential infill at densities of 8 units/acre or more or for infill with mixed uses (i.e., commercial/public service and tourist are not permissible uses). The only development in the vicinity with a density greater than 8 units/acre is the existing Glenrock Townhouse development across Village Blvd. It has an estimated density of 10 units/acre.

Hourly transit service on TART, however, is presently available along Village Boulevard.

Findings: Prior to amending the plan area boundary, TRPA must make the following findings. Because the proposed amendment is to add multiple family as a permissible use, specific findings found in Chapter 13 of the Code must be made that the amendment will facilitate "transit-oriented development" (TOD). Due to the distance of the site's location away from the core commercial areas and the proposed low density, providing a basis for making the required TOD findings has been an issue of concern for staff. This is discussed further below.

Chapter 13 Findings

1. Finding: The amendment is substantially consistent with the plan area designation criteria in subsections 13.5.B and 13.5.C of the TRPA Code of Ordinances.

Rationale: Subsection 13.5.B is the Plan Area Major Land Use Classification and Management Designations. The Plan Area Land Use Classification is Residential. This is consistent with the proposed use. Further, residential areas should be developed on moderate-high capability lands, have access to services and include areas now developed for residential uses. The proposed action would be consistent with the designations as shown below, however, the Land Use Classification and the Management Strategy do not differentiate between single family and multiple family residential.

The Management Strategy for Plan Area 041 is "Development with Mitigation." Areas with this designation can accommodate additional development if the impacts are fully mitigated and the land is capable of withstanding the use. Both onsite and offsite mitigation of environmental impacts from development shall be required. Additional development which may be approved on the site must demonstrate that all impacts are fully mitigated. Installation and maintenance of on-site BMPs will be required as a condition of developing the parcel. The applicant has proposed to restore the disturbed section of Third Creek which traverses the property. The Natural Resources Conservation Service has provided technical assistance in developing a restoration plan, however, its funding and implementation is at this point uncommitted. It is unclear at this point how much of the SEZ would be required to be restored as a project-level BMP. Additional development impacts include placement of additional land coverage and generation of additional vehicle trips. Both items will be required to be mitigated.

Subsection 13.5.C addresses Plan Area Special Designations. Plan Area 041 Special Designations include a Transfer of Development Right Receiving Area for Multi-Residential Units and the MULTI RESIDENTIAL BONUS UNIT INCENTIVE PROGRAM. The designations are only for the parcels in Unit #3 which are part of the density transfer program involving the golf course. Also, because of the environmental threshold mitigation required to approve the amendment, neither of these Special Designations will apply. This will be clarified through a notation in Plan Area 041 that the Special Designations may not be used in the newly-created Special Area #1. Further discussion is provided below in the Chapter 6 Findings.

3. Finding: If the amendment is to add multiple-family as a permissible use to a plan area or for one or more parcels, the plan area or affected parcel must be found suitable for transit-oriented development (TOD). Factors in determining suitability for TOD may include, but are not limited to, areas that have transit and neighborhood services within 10 minute walks, good pedestrian and bike connections, opportunities for residential infill (at densities greater than 8 units per acre) or infill with mixed uses, and adequate public facilities.

Rationale: In order to provide a basis for making this finding, the following items are recommended to be included in the proposal as conditions of approval:

- * Provision of an on-site pedestrian circulation system which connects all individual uses on the site and provides access to the neighborhood, to common open space and other facilities and which is maintained year-round (also required by Chapter 30 of the Code of Ordinances);
- * Provision of home mail delivery only to all residential units within the project;
- * Provision of two transit shelters at the two existing stops near the front of the parcel along Village Blvd. The design of the shelters should be consistent with the design of existing transit shelters found along State Route 28 in Incline Village.
- * Execution of a "will-serve" agreement with Diamond Peak to provide ski shuttle service to the transit stops;
- * Provision of a Class I bicycle trail along the parcel's Village Boulevard frontage (approximately 680 feet). It will likely be located on the Village Boulevard public

right-of-way in front of the parcel. The segment of bicycle trail from Village Blvd. to Country Club Drive is on Washoe County's List of Priority Bicycle Trails. It will be required to be built to Washoe County standards.

Chapter 6 Findings

1. Finding: The project is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and Maps, the Code, and other TRPA plans and programs.

Rationale: The proposed amendment is consistent with the Plan Area Statements because the ultimate use of the parcel is residential and it is located in a residential plan area. Further, the project will not adversely affect implementation of the Regional Plan because the applicant has included Stream Environment Zone restoration as part of the proposed action.

To maintain the present Level Of Service at nearby street intersections which will be affected by the project, only one point of ingress/egress (driveway) to the street network shall be permitted at the project. This requirement is based on the results of the traffic study submitted by the applicant and on Sections 24.2 and 93.3 of the Code of Ordinances.

Based on incorporating the VMT maintenance measures into the approval which are shown below in Finding #2, the proposed amendment is consistent with, and will not adversely affect implementation of the Regional Plan and related elements.

2. Finding: The project will not cause the environmental thresholds to be exceeded.

Rationale: The applicant has submitted a traffic study as required by the Code of Ordinances. It predicts that the site will generate 277 additional daily vehicle trip ends and 1,132 additional Vehicle Miles of Travel when developed. This would result in a significant adverse environmental impact which worsens the existing nonattainment status of the VMT threshold. To make the finding that the project will not cause the environmental thresholds to be exceeded, the following VMT threshold maintenance measures must be included in the proposed amendment as a new Special Policy #4:

The average distance from downtown Incline Village (defined to be any portion of Plan Area 045 boundaries) of all existing units of use to be transferred to the site or sending parcels from which development rights are retired and transferred must be equal to or greater than the distance of the site from downtown Incline Village as defined above. This will ensure that the average trip length of units which are ultimately placed on the site will be less than or equal to the average trip length of the original location of transferred units and development rights. For the purpose of calculating average distance, vacant parcels from which development rights are proposed to be transferred must have an IPES score greater than 0. This ensures that the development rights are coming from parcels which could be developed.

To ensure proper tracking of the average distance factor, the entire project must be reviewed and acted on in one action. TRPA may still approve an extended construction schedule (greater than 3 years) for the purposes of phasing the development.

3. Finding: Wherever federal, state, and local air and water quality standards applicable to the Region, whichever are stricter, must be attained and maintained pursuant to Article) of the Compact, the project meets or exceeds such standards.

Rationale: See findings 1 and 2 above.

4. Finding: The Regional Plan and all its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains the thresholds.

Rationale: See findings 1 and 2 above.

Environmental Documentation: Staff has prepared an Initial Environmental Checklist (IEC) for the proposed project. Staff proposes a Finding of No Significant Effect (FONSE) based on the Chapter 13 findings shown above and on the following:

1. No additional development would be permitted by the amendment than is otherwise permissible under the Regional Plan; and
2. The amendment as conditioned includes VMT threshold maintenance and other related transportation elements (e.g., provision of bicycle trail, intersection level of service maintenance) which must be incorporated into the proposed amendment.

3. The applicant has included in the proposal restoration of approximately one acre of the disturbed Third Creek Stream Environment Zone.

Staff will begin this item with a brief presentation. Please contact Andrew Strain at (702) 588-4547 if you have any questions or comments regarding this item.

041 -- INCLINE VILLAGE #3

PLAN DESIGNATION:

| | |
|--------------------------------|---|
| Land Use Classification | RESIDENTIAL |
| Management Strategy | MITIGATION |
| Special Designation | TDR RECEIVING AREA FOR: <ol style="list-style-type: none">1. Multi-Residential Units2. <u>Existing Development (Special Area #1 Only)</u> |

MULTI-RESIDENTIAL INCENTIVE PROGRAM

DESCRIPTION:

Location: This area is located west of the Mt. Rose Highway in the general vicinity of the executive golf course. It can be found on TRPA maps G-2, G-3, H-2 and H-3.

Existing Uses: Existing uses include low density residential, multiple units, the executive golf course and Community College. The area is 70 percent built out.

Existing Environment: The area's land capability is 55 percent moderate hazard and 40 percent SEZ. The land coverage is 25 percent plus an additional 20 percent disturbed.

PLANNING STATEMENT: This area should continue to serve as a residential, maintaining the existing character of the neighborhood.

PLANNING CONSIDERATIONS:

1. For Incline Village Unit #3 Subdivision, the golf course was included in density calculations to allow multiple units on a number of lots.
2. The stream environment zone in this area has been substantially altered by road placement, golf course placement and residential development.
3. Fertilizer use on the golf course adjacent to a stream environment zone can increase nitrogen loads to the lake.
4. There are two partial barriers to fish migration on the north west tributary of Third Creek.
5. The future use of the school site on Village Street is uncertain.
6. Scenic Roadway Unit 23 is within this Plan Area.

SPECIAL POLICIES:

1. Stream zone and fishery restoration should be encouraged.