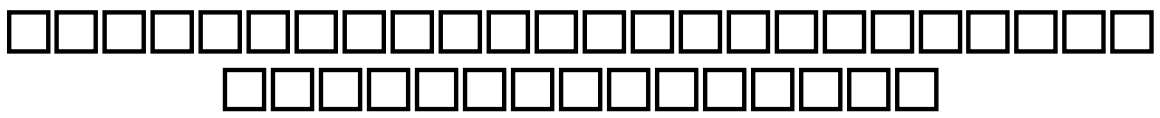
Nevada North Stateline Community Plan

April 1996

TAHOE REGIONAL PLANNING AGENCY

SEAL OF WASHOE COUNTY STATE OF NEVADA

Regional Plan for the Lake Tahoe Basin
North Stateline Community Plan



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April 24, 1996

Adopted by the Washoe County Board of Commissioners
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1. ORDINANCE 2000-04, Chapter II, Land Use Element
   March 22, 2000 (Superseded by Ordinance 2006-06)

2. ORDINANCE 2006-06, Chapter II, Land Use Element
   October 25, 2006

3. ORDINANCE 2012-01, Adoption of California North Stateline Community Plan and Nevada North Stateline Community Plan
   July 25, 2012

Chapter One
INTRODUCTION

NORTH STATELINE COMMUNITY PLAN SPLIT ALONG STATE BOUNDARY

On April 25, 2012, the TRPA Governing Board initiated a Regional Plan Amendment to divide the existing North Stateline Community Plan (NSCP) along the state boundary without making substantive regulatory changes. As such, the regulations that currently apply to parcels in the original NSCP remain applicable within the resultant California and Nevada North Stateline Community Plans. The original NSCP adopted in 1996 included approximately 33 acres within Washoe County, Nevada, and 12 acres in Placer County, California. Allocations of development (e.g., TAU's, and Residential Bonus Units) assigned to the original community plan have been reassigned to the respective California and Nevada North Stateline Plans using a pro rata distribution according to proportionate land area of the 1996 NSCP. Some of the information cited in the North Stateline Community Plans is outdated, however this administrative split does not attempt to update the 1996 existing conditions information because the majority of the plans goals, policies, and action programs remain valid for both the California and Nevada NSCP. Where references to the North Stateline Community Plan exist and have been left in place; whether referenced in a policy, ordinance, area description, environmental target, or implementation program, the information remains applicable to both the California and Nevada NSCP. Minor changes in the revised community plans have been made where specific information is only relevant to one of the two counties. There are no Code of Ordinances changes proposed with this plan amendment.

PLAN AREA LOCATION

The Nevada North Stateline Community Plan area is located on the north shore of Lake Tahoe in the area known as Crystal Bay (see Figure 1, Community Plan Area Location map). It is the western entrance into the Washoe County and Nevada portions of the Tahoe region and adjacent to the eastern entrance into the Placer County and California portions of the Tahoe basin.

ROLE OF THE COMMUNITY PLAN

As this plan area is located along the California-Nevada state line, planning teams, staff and other interested persons in Kings Beach and Incline Village/Crystal Bay have coordinated their efforts in the preparation of this plan. The community plan is intended to guide development in the North Stateline community plan area for at least the next ten years. It serves as an integrated land use plan addressing physical design, commercial growth, housing, transit, traffic circulation, the environment, recreation and public services. The Washoe County Comprehensive Plan, and the Tahoe Regional Planning Agency (TRPA) Regional Plan address their respective regions as a whole. Within those, Washoe County's Tahoe Area Plan addresses issues specific to the Tahoe portion of Washoe County. The community plan is a supplement to and

consistent with these plans. It replaces TRPA Plan Area Statement, 032 North Stateline, and Washoe County regulatory zones.

The plan contains special policies. All projects implemented under the community plan will be responsible for implementation of the special policies. The plan also establishes allocations of additional development (i.e., commercial floor area, tourist accommodation units and residential bonus units). The TRPA Code of Ordinances specifies the expiration dates of all allocations of development.

HISTORY OF CRYSTAL BAY

In 1926, Robert Sherman, a wealthy San Franciscan, purchased a large amount of real estate which included the area of Crystal Bay. He had a dream to turn the area into the Cal-Neva subdivision. His first project was construction of a granite lodge to entertain his guests. The Cal Neva Lodge became nationally known and attracted such stars as Judy Garland, Will Rogers and, in later years, Frank Sinatra.

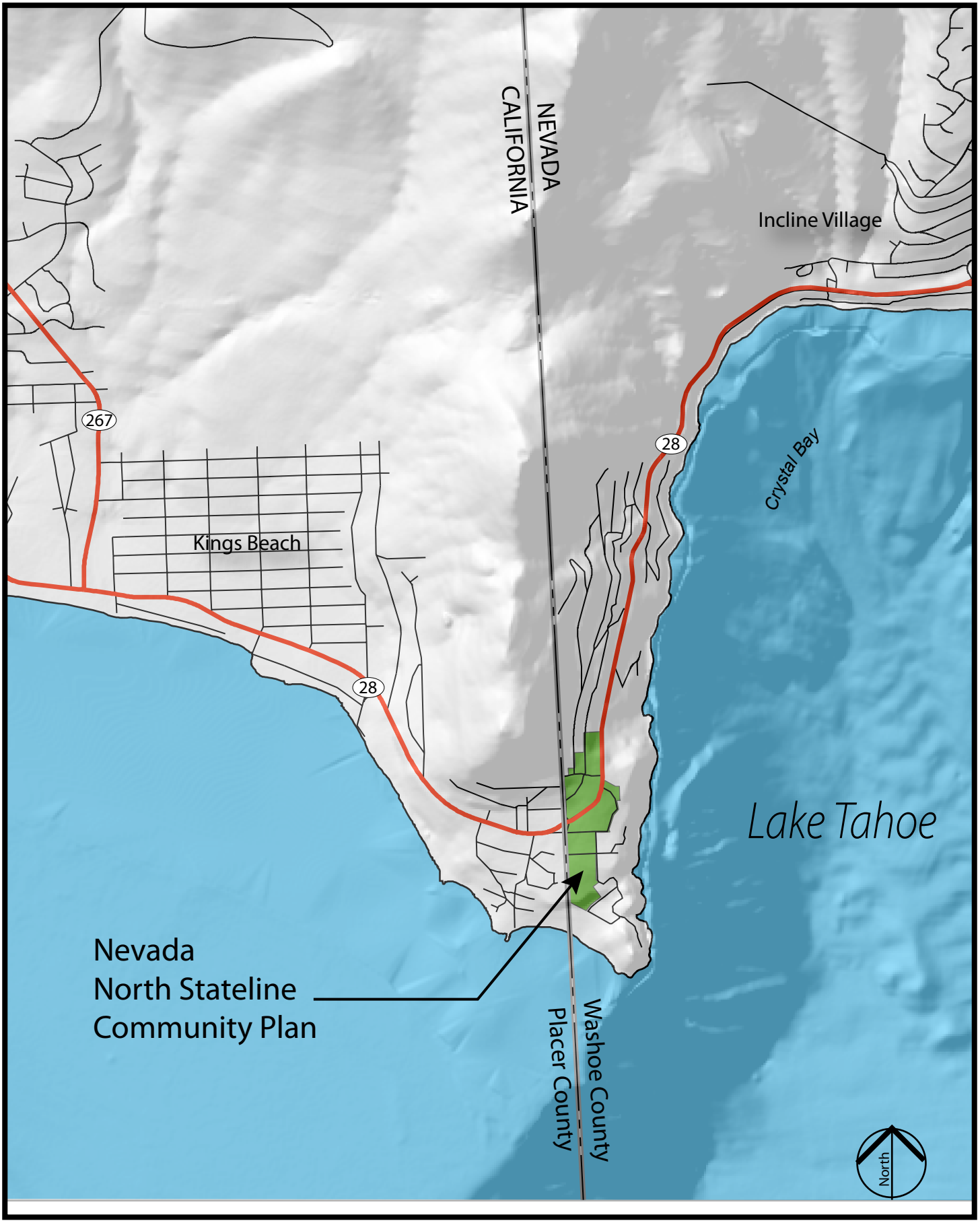
Today, over 65 years later, Crystal Bay has two distinct sets of personalities: its residents and its visitors. The two groups are separate from each other and rarely mingle. The North Stateline casino core is oriented to the tourist. Local residents seldom visit the casinos, except for the occasional entertainment or meal. They prefer that their recreation remain separate from the tourists. This plan concentrates on North Stateline as a tourist destination area, emphasizing the recreation of a complete resort, while minimizing impacts to residents.

A VISION FOR THE FUTURE

The overall vision for the Washoe County portion of the Tahoe Region is creating a more complete destination resort area for visitors and improving the quality of life for local residents, while maintaining a balance between the tourist and residential aspects of the area. The concept has been further defined by goals addressing specific issues. In terms of transportation, the goal is to improve the quality of the environment by adjusting circulation patterns and increasing biking, walking and transit opportunities. In terms of community design, the goal is to enhance the beauty of the built and natural environments. With respect to the economy, the goal is to create stable, long-term economic health.

The vision specific to the North Stateline plan area is creating a family-oriented destination resort. More emphasis should be placed on the outdoors and on human-scale design. More priority should be given to pedestrians. This can be achieved through increasing the amount of green space, placing sidewalks and benches throughout the plan area, and reducing emphasis on the auto. A pedestrian-oriented main street connecting the casinos will also help create a pedestrian friendly environment and increase opportunities to be outdoors. Providing a range of entertainment and recreational activities for families, as well as needed support services such as child care, will improve the area's competitive advantage in the resort market. Improvements proposed by the plan will help create a sense of place, one which is unique to North Stateline and which promotes a resort setting. This will be achieved primarily through architecture and site planning. Architecture and design should identify

North Stateline; signs should become secondary. The concept is illustrated on the Land Use Concept Plan (Figure 2). The concept will be realized on a project by project basis. Each project will have the opportunity to implement a portion of the concept.



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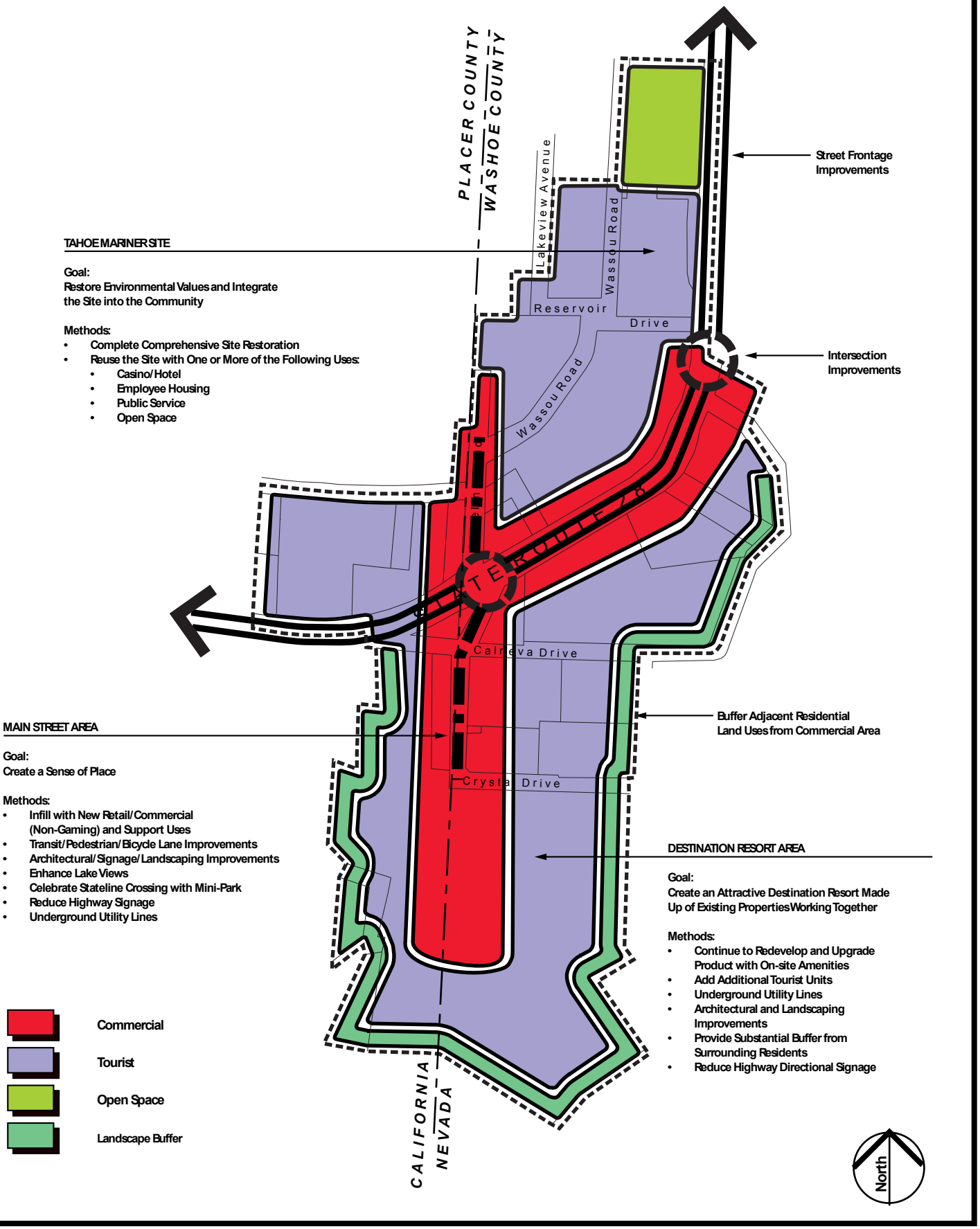
Nevada North Stateline Community Plan

COMMUNITY PLAN AREA LOCATION

Figure 1



TAHOE REGIONAL PLANNING AGENCY

Nevada North Stateline Community Plan

LAND USE CONCEPT PLAN

Figure 2

Chapter Two
LAND USE

The majority of land use policies, standards and improvements applicable to properties in the North Stateline Community Plans are found in this chapter. The Nevada North Stateline Community Plan Area map (Figure 3) identifies all parcels within the plan area. Existing conditions, objectives special policies, and proposed improvements are established for community design, economic development, residential development and land use patterns. The Nevada North Stateline Community Plan Area Statement supersedes TRPA's Plan Area Statement 032, and Washoe County regulatory zones for all parcels within the plan area. Those standards excluded by the community plan are addressed by the Washoe County Development Code, or the TRPA Code of Ordinances.

LAND USE PATTERNS

EXISTING CONDITIONS

The North Stateline Community Plan Areas are approximately 90 percent built-out. They contain four operating casinos, with accessory hotel/motel and commercial uses. Existing uses are shown on the North Stateline Community Plan Area map (Figure 3). Single family homes surround the commercial uses. There is little buffering between the commercial and surrounding residential uses.

GOALS, POLICIES AND ACTION PROGRAMS

North Stateline should continue as a gaming (Nevada side) and tourist area with an emphasis on rehabilitation of existing development. The plan envisions minimal changes to the existing land use pattern. Changes include the addition of uses which enhance the tourist destination resort theme with an emphasis on families.

NNSCP.1.1 CREATE A MORE COMPLETE, FAMILY-ORIENTED DESTINATION RESORT AREA.

NNSCP.1.1.1 The provision of child care facilities within the plan area is encouraged.

NNSCP.1.1.2 The provision of a wide range of family oriented entertainment and recreational activities is encouraged.

NNSCP.1.2 BUFFER ADJACENT RESIDENTIAL USES FROM THE COMMERCIAL, TOURIST AND PUBLIC SERVICE USES OF THE CASINO AREA THROUGH SITE DESIGN, LANDSCAPING, VEGETATION AND SCREENING.

NNSCP.1.2.1 Non-residential and employee housing projects shall provide buffering from existing, surrounding residential uses. Buffering methods shall be consistent with the methods described in the North Stateline Design Standards and Guidelines (Appendix B).

NNSCP.1.3 CONNECT EXISTING AND FUTURE LAND USES WITH A PEDESTRIAN PATH SYSTEM.

NNSCP.1.3.1 All projects shall provide on-site pedestrian paths. Projects are encouraged to provide pedestrian paths between uses within the plan area, consistent with the Community Design Plan (Figure 4).

Also refer to the Pedestrian Facilities section of Transportation Element, Chapter Three.

NNSCP.1.4 ENCOURAGE LAND USE PATTERNS THAT REDUCE THE NEED FOR TRAVEL AND INCREASE ACCESS TO TRANSIT.

NNSCP.1.4.1 Opportunities for retail commercial shopping within the plan area should be increased.

NNSCP.1.4.2 Affordable and/or employee housing should be provided within or adjacent to the plan area.

NNSCP.1.5 FROM THE ORIGINAL 1996 COMMUNITY PLAN ADOPTION UNTIL [§]SUPERSEDED BY AN UPDATED TRPA REGIONAL PLAN, AN ADDITIONAL 19,616 SQUARE FEET OF COMMERCIAL FLOOR AREA MAY BE ALLOCATED WITHIN THE NORTH STATELNE COMMUNITY PLAN AREAS. 7,500 SQUARE FEET MAY BE DEVELOPED WITHIN THE PLACER COUNTY PORTION OF THE COMMUNITY PLAN AREA AND 12,116 SQUARE FEET WITHIN THE WASHOE COUNTY PORTION.

NNSCP.1.5.1 Projects seeking an allocation of additional commercial floor area shall be subject to the Washoe County Commercial Allocation Program.

NNSCP.1.5.2 TRPA shall only consider, for approval of new commercial floor area, those projects which have been recommended by Washoe County.NNSCP.1.5.3 Only projects that make substantial progress toward implementing the area-wide improvements listed in Chapter Seven of this community plan shall be eligible for commercial floor area allocations. Substantial progress shall be based on one square foot of commercial floor area allocation equal to five dollars or more worth of improvements.

(Also refer to the Policies of the Implementation Element, Chapter 7.)

NNSCP.1.6 FROM THE 1996 COMMUNITY PLAN ADOPTION UNTIL [§]SUPERSEDED BY AN UPDATED TRPA REGIONAL PLAN THIRTY-THREE (33) ADDITIONAL BONUS TOURIST ACCOMMODATION UNITS MAY BE ALLOCATED WITHIN THE NEVADA NORTH STATELINE COMMUNITY PLAN AREA.

[§] *Amended 10/25/06*

NNSCP.1.6.1 Projects utilizing the bonus unit incentive program provided under Chapter 52 of TRPA's Code of Ordinances, which are required to provide mitigation measures to acquire bonus tourist accommodation units, shall participate in capital improvement projects within the community plan area provided under Section 52.4of the Code.

NNSCP.1.7 FROM THE 1996 COMMUNITY PLAN ADOPTION UNTIL [§]SUPERSEDED BY AN UPDATED TRPA REGIONAL PLAN, THIRTY-SEVEN (37) ADDITIONAL RESIDENTIAL BONUS UNITS MAY BE ALLOCATED WITHIN THE NEVADA NORTH STATELINE COMMUNITY PLAN AREA. THE BONUS UNITS SHALL BE USED FOR AFFORDABLE AND/OR EMPLOYEE HOUSING.

NNSCP.1.7.1 Projects utilizing the bonus unit incentive program provided under Chapter 52of TRPA's Code of Ordinances to acquire residential bonus units shall participate in capital improvement projects within the community plan area provided under Section 52.3of the Code.

Following issuance of the Affordable Housing Needs Assessment for the Lake Tahoe Region by TRPA, all or a portion of the residential bonus units may be reserved for affordable and/or employee housing.

(Also refer to the Policies of the Implementation Element, Chapter 7.)

It should be noted that limitations on gaming expansion have been established for structures housing gaming in the Tahoe Region. These limitations are stated in the Tahoe Regional Planning Compact and are implemented by the Nevada Tahoe Regional Planning Agency. Generally, cubic volume of structures housing gaming cannot be increased within existing structures housing gaming. Fifteen (15) percent conversion of private area to public area is permitted under certain conditions. Facilities devoted to unrestricted gaming activities should continue as allowed uses, pursuant to the expansion limitations.

PROPOSED IMPROVEMENTS

Consistent with the policies above, the following improvements are proposed for the North Stateline Community Plan areas:

- ❑ Child care facilities.
- ❑ Residential uses buffered from adjacent commercial uses.
- ❑ Range of entertainment and recreational activities for families.
- ❑ Pedestrian oriented environment.
- ❑ Buffering between the casino core and the adjacent residential uses.
- ❑ Opportunities for retail commercial shopping.

[§] *Amended 10/25/06*

COMMUNITY DESIGN

EXISTING CONDITIONS

The built environment of the North Stateline casino core consists primarily of older buildings in fair condition. Several buildings are vacant and in poor condition. Buildings generally require upgrades and improvements. There is little similarity of style between buildings, the architecture varies greatly and results in a lack of cohesive urban design. The overly large existing signs, although allowing individual expression of style for each casino, detracts from the visual possibilities of the resort area. The existing signs and related lighting are left over from the 1960's and 1970's when large marquee type signs were thought to be an attractive feature of casino properties. Today, they appear outdated and out of scale with the setting and generally adversely affect visual and scenic qualities of the area. As part of the community plan, substitute sign standards to the existing TRPA standards have been proposed for the plan area by the Crystal Bay Casino Association. The proposal includes additional urban design improvements intended to mitigate the visual impacts created by the signs. If the substitute sign standards and design improvements are adopted by TRPA and Washoe County, they will be implemented within the plan area.

Although located in the beautiful environment of the Tahoe Region, the opportunities of setting appear to have been overlooked. The visual quality of the plan area is unattractive. Automobiles dominate the plan area. There is a predominance of asphalt and concrete. Landscaping is limited. Little consideration has been given to the pedestrian, resulting in an unfriendly pedestrian environment. Building relation to the street is poor.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for community design is to maintain and enhance the beauty of the built and natural environment of the Incline Village and Crystal Bay communities. The following policies for TRPA purposes or action programs for Washoe County purposes are adopted to implement this goal.

NNSCP.2.1 ALL PROJECTS ARE ENCOURAGED TO USE ARCHITECTURAL DESIGNS AND MATERIALS WHICH ARE UNIQUE TO NORTH STATELINE AND WHICH STRENGTHEN NORTH STATELINE'S RESORT IMAGE. THESE ARE DEFINED IN THE DESIGN STANDARDS AND GUIDELINES, APPENDIX B.

NNSCP.2.1.1 All projects are encouraged to use architectural designs and materials which are unique to North Stateline and which strengthen North Stateline's resort image. These are defined in the Design Standards and Guidelines, Appendix B.

NNSCP.2.1.2 All projects shall provide landscaped screening of on-grade parking areas. Such screening may consist of either man-made or plant materials, or combinations of both, and shall be effective year round.

NNSCP.2.1.3 All overhead utility lines and poles along State Route 28 and all new connections and lines shall be placed underground. In the plan area, a special assessment district or other means shall be established to implement the undergrounding within the public

right-of-way. On-site utilities shall be placed underground as part of project approval.

NNSCP.2.1.4 Commonly designed architectural monuments are encouraged to be located throughout the plan area, particularly at the entries to the plan area.

NNSCP.2.1.5 If adopted by TRPA, signs within the plan area shall be consistent with the provisions of the North Stateline Substitute Sign Standards.

NNSCP.2.1.6 All projects shall be designed consistent with the North Stateline Design Plan (Chapter Two of the plan) and the North Stateline Design Standards and Guidelines (Appendix B of the plan).

NNSCP.2.2 IMPLEMENT AND ENFORCE THE NORTH STATELINE DESIGN STANDARDS AND GUIDELINES AS SHOWN IN APPENDIX B.

NNSCP.2.2.1 All projects shall be designed consistent with the Community Design Plan (Figure 4) and the North Stateline Design Standards and Guidelines (Appendix B). This may include provisions added to the Design Standards and Guidelines as a result of adopting the substitute sign standards.

NNSCP.2.3 CREATE A PEDESTRIAN FRIENDLY AND PEDESTRIAN SAFE ENVIRONMENT WHICH PROVIDES MORE OPPORTUNITY FOR PEDESTRIAN ACTIVITIES AND REDUCES EMPHASIS ON THE AUTO.

Action Programs are included in the Pedestrian Facilities section, Transportation Element, Chapter Three.

The Crystal Bay Casino Association has developed plans for an urban design enhancement project which reflects this policy. The project, if implemented, would assist with the achievement of this policy.

NNSCP.2.4 REDUCE THE VISUAL PREDOMINANCE OF PARKING LOTS AND ASPHALT.

Action Programs are included in the Parking Facilities section, Transportation Element, Chapter Three.

NNSCP.2.5 BUILDINGS OR STRUCTURES WHICH ARE DETERMINED TO BE OF HISTORIC SIGNIFICANCE ARE ENCOURAGED TO BE REUSED AND INCORPORATED INTO SITE PLANS.

NNSCP.2.5.1 Prior to approving the removal or demolition of structures, TRPA shall review and approve a historic property inventory which has been prepared by a qualified professional.

NNSCP.2.5.2 In the event that cultural resources are encountered during grading or construction activities, a professional archaeologist shall be consulted to assess the resources and prepare appropriate mitigation measures.

PROPOSED IMPROVEMENTS

Consistent with the policies above, the following community design improvements are proposed for the North Stateline Community Plans:

- ❑ On-grade parking areas screened. Architectural treatment added to parking garages.
- ❑ Similar/common architectural design themes and materials used on all projects.
- ❑ Physical and visual buffers provided between non-residential and residential uses.
- ❑ All utility lines along State Route 28 placed underground.
- ❑ Art in public places encouraged.
- ❑ Green areas created (asphalt removed; small parks and landscaping added).
- ❑ Walkways/paths created.
- ❑ Street furniture placed throughout the plan area (benches, bicycle racks, bus shelters, trash bins).
- ❑ Substitute sign standards and community design improvements implemented. Existing signs brought into conformance with the substitute standards.
- ❑ Urban design project implemented.

ECONOMIC DEVELOPMENT

EXISTING CONDITIONS

The North Stateline casino area has a seasonal economy. This is reflected in hotel/motel occupancy rates (provided by the Incline Village/Crystal Bay Visitor and Convention Bureau). Hotel/motel occupancies are highest during winter (average 67 percent) and summer (average 76 percent). High occupancy rates represent a large number of visitors to the area. Occupancy rates are lowest during the shoulder seasons of spring (average 59 percent) and autumn (average 50 percent), representing fewer visitors.

Existing economic activity within the North Stateline Community Plans includes primarily gaming, tourist accommodation, restaurant and entertainment uses with a small amount of retail and office uses. Although the majority of visitors' retail commercial needs are provided within the plan area, commercial uses are limited. Visitors travel to Kings Beach, Tahoe City or Incline Village to find variety for goods and services, especially restaurants. Likewise, Crystal Bay offers relatively no commercial services for local residents. Residents travel to other Tahoe communities or outside the basin for the majority of their commercial needs. Many tourist and resident dollars are spent outside Crystal Bay, rather than locally.

GOALS, POLICIES AND ACTION PROGRAMS

Washoe County and the Incline Village/Crystal Bay Chamber of Commerce established a local Economic Task Force, to evaluate the local economy. The task force reviewed demographic and economic conditions, analyzed problems and opportunities of the local

economy, and created an economic strategy for the future. Their work is summarized in a document titled, "Incline Village/Crystal Bay 2000: An Economic Blueprint", March 1990 (included as part of the Washoe County Preliminary Community Plans). The Economic Task Force developed a goal for guidance in preparing the economic strategy. The goal is to create stable, long-term economic health for Incline Village and Crystal Bay. The following objectives and policies are incorporated into the plan They generally reflect those developed by the Economic Task Force. It should be noted that this plan emphasizes the provision of services to the visitor while minimizing impacts to the residents.

NNSCP.3.1 INCREASE RESIDENT AND VISITOR SPENDING WITHIN THE NORTH STATELINE COMMUNITY PLAN AREA.

NNSCP.3.1.1 Allocations of new commercial floor area should be directed towards increasing the number and variety of retail stores and restaurants.

NNSCP.3.2 STRENGTHEN THE AREA'S POTENTIAL AS A WORLD CLASS, NATIONALLY RENOWNED, TOURIST DESTINATION RESORT.

NNSCP.3.2.1 Aesthetics, architecture and landscaping of the North Stateline Community Plan Area should be upgraded.

NNSCP.3.2.2 A coordinated method for implementation of improvements should be determined and established. One method might be the formation of a redevelopment agency. Another method might be the formation of a special assessment district.

NNSCP.3.2.3 Marketing of North Stateline as a tourist destination resort, broadening the visitor base to a larger geographic area, should be increased.

NNSCP.3.2.4 The plan allows a mix of uses, including child care and outdoor recreation, to reflect an orientation towards a family destination resort area.

NNSCP.3.2.5 This plan area shall be connected to other commercial nodes (such as Kings Beach and downtown Incline Village) with bicycle and pedestrian paths and by transit.

Refer to the Transit Service and Facilities Section of the Transportation Element, Chapter Three, for additional transit policies.

PROPOSED IMPROVEMENTS

Improvements should help strengthen North Stateline as a destination resort area that provides a full range of services to its visitors. Economic development should serve the visitor, recognizing that residents will generally travel elsewhere for their commercial needs. Businesses should serve visitors staying in this plan area, allowing increased spending within it and decreasing trips outside the plan area. Consistent with the policies above, the following improvements are proposed for the North Stateline Community Plan areas:

- ❑ Diversity and variety of retail and restaurant services increased.
- ❑ Aesthetics, architecture and landscaping improved.
- ❑ A coordinated method for implementation of improvements determined.
- ❑ Marketing increased and visitor base broadened.
- ❑ A mix of uses for families, including child care and outdoor recreation, allowed.
- ❑ Connections to other commercial nodes, such as transit and bicycle and pedestrian paths, provided and/or improved.

HOUSING

EXISTING CONDITIONS

As noted above, the primary economic activity in North Stateline is gaming and tourism. The casinos employ large numbers of service sector workers. There is small number of low cost housing units in close proximity to the casinos for the service sector employees of North Stateline. For employees living elsewhere (i.e., other than in close proximity to the plan area), with the exception of Tahoe Regional Area Transit (TART), the north shore public transit system, transportation between work and home for the casino employees is not presently provided. Driving to and from work contributes to region-wide vehicle miles traveled (VMT) which adversely affects air quality.

Kings Beach community leaders are concerned that a large percentage of casino employees, who work in Incline Village/Crystal Bay, live in Kings Beach. There is relatively little affordable housing in the Washoe County portion of the basin (and almost none of that exists in the North Stateline community plan area), while there is a large amount in the Placer County portion. Casino employees residing in Placer County utilize the County's services including education, social services, medical services and housing. Placer County and California absorb the social expenses, while Washoe County and Nevada receive the gaming revenue. Kings Beach leaders recommend improving the existing situation by developing additional affordable housing in Washoe County. The Incline Village Commercial Community Plan recommends developing affordable or employee housing within its boundaries.

Crystal Bay offers few services for residents. There is a post office and a fire station. Residents must travel to other Tahoe communities or outside the basin for all other needs including education, medical care and groceries. Employee housing should be constructed either in or adjacent to the North Stateline or in Downtown Incline Village community plan areas. If housing were developed in North Stateline, it would be a good distance from needed commercial and public services. Given that the seasonal gaming employee may have fewer needs than a year-round employee (a year-round employee may have a family), North Stateline would be an appropriate location of housing for seasonal workers. Housing in downtown Incline Village would provide close proximity and easy access to schools, commercial shopping areas, medical and other services required by a family. Housing in Incline Village would be appropriate for year-round casino employees, particularly those with families.

GOALS, POLICIES AND ACTION PROGRAMS

The TRPA Regional Plan offers several incentives to assist in the development of affordable and employee housing projects. They include increased dwelling unit density, providing residential bonus units outside the normal residential allocation limits, additional land coverage opportunities and redevelopment plan standards requiring affordable housing. The following objectives and policies address housing. The Housing Element being prepared for Washoe County will provide additional information. Revisions to the community plan housing policies and action programs may be required.

NNSCP.4.1 PROVIDE HOUSING OPPORTUNITIES FOR NORTH STATELINE CASINO EMPLOYEES.

NNSCP.4.1.1 Washoe County efforts, in the preparation of the Comprehensive Housing Affordability Study, the Consolidated Plan and Housing Element are supported.

NNSCP.4.1.2 The North Stateline and Incline Village Commercial Community Plan Areas are preferred areas for affordable and/or employee housing.

NNSCP.4.1.3 Housing shall be integrated into its neighborhood and harmonized with its surroundings through consideration of compatibility factors such as density, site planning and architecture.

NNSCP.4.1.4 Residential bonus units assigned to the North Stateline Community Plans shall be used for affordable and/or employee housing.

NNSCP.4.1.5 Affordable and/or employee housing should be provided within or adjacent to the plan area and/or employee shuttles provided to principal employee residential areas.

NNSCP.4.1.6 A plan should be created that outlines a method for employers to develop or contribute towards employee housing.

PROPOSED IMPROVEMENTS

Consistent with the policies above, the following improvements are proposed for the North Stateline Community Plans:

- ❑ Washoe County Housing Element completed.
- ❑ A plan created for employers to develop or contribute towards developing employee housing in the North Stateline and/or Incline Village Commercial community plan areas.
- ❑ Transportation provided between work and home for the casino employees living elsewhere than North Stateline, such as employer provided transit shuttle.

ADDITIONAL GROWTH

TRPA regulates the rate and timing of development in the Tahoe Region. Through the issuance of units of use (termed "allocations"), growth is measured and the amount of development controlled in order to maintain the quality of the environment. Additional residential and tourist accommodation uses are measured in units, and commercial in square feet of commercial floor area. In order to receive an allocation for additional growth, a project must meet the community plan policies which apply to the project's particular type of development. The majority of the policies are outlined above. Refer to the Recreation element (Chapter Five) and Public Services and Facilities element (Chapter Six) for additional policies. Additional growth allocations are outlined below. Existing and/or banked development, above and separate from the allocations, may also be transferred into the plan area, as permitted by the TRPA plan area statement.

Table 1. 1996 EXISTING DEVELOPMENT IN THE COMBINED NORTH STATELINE COMMUNITY PLAN AREAS AND ADDITIONAL GROWTH ALLOCATIONS FOR THE NEVADA NORTH STATELINE COMMUNITY PLAN

	Existing	Additional
Residential Units	6	37
Tourist Accommodation Units	431	33
Commercial Floor Area (square feet)	50,000	12,116

Source: Tahoe Regional Planning Agency; Washoe County Department of Comprehensive Planning, 1996.

RESIDENTIAL BONUS UNITS

There are estimated to be approximately 6 residential units within the North Stateline Community Plan areas. These units are located on the Cal Neva and Biltmore properties. An additional thirty seven (37) residential bonus units have been assigned to the Nevada North Stateline Community Plan. The units are encouraged to be used for employee housing. Refer to Chapter Seven (of this plan) for further explanation of residential bonus units. TRPA Code of Ordinances Chapter52provides information on earning residential bonus units. Following issuance of the “Affordable Housing Needs Assessment for the Lake Tahoe Region” by TRPA, all or a portion of the residential bonus units may be reserved for affordable and/or employee housing.

TOURIST ACCOMMODATION BONUS UNITS

There are approximately 430 existing hotel units in the North Stateline Community Plan areas. TRPA measures hotels and motels in tourist accommodation units (TAU's). Thirty-three (33) bonus TAU's have been assigned to the Nevada North Stateline Community Plan area. In order to use the bonus TAU's, matching units from existing development must be transferred to the project. Chapter52, TRPA Code of Ordinances, provides information on earning bonus TAU's.

COMMERCIAL FLOOR AREA ALLOCATION

Commercial uses are measured in terms of commercial floor area (CFA) on a square footage basis. There are approximately 50,000 square feet of existing CFA in the North Stateline Community Plan Areas. A total of 12,116 square feet of additional CFA has been allocated to the Nevada North Stateline Community Plan area. This includes 8,816

square feet from the Washoe County community plan pool (i.e., total 63,766 square feet divided amongst the four Washoe County community plan areas) and the Washoe County bonus CFA of 10,800 square feet. A portion of the bonus, 7,500 square feet, is assigned to the California North Stateline Community Plan, the remainder, 3,300 square feet, to theNevada North Stateline Community Plan. These numbers exclude banked or transferred CFA. The Washoe County Commercial Allocation Program outlines the method of distribution.

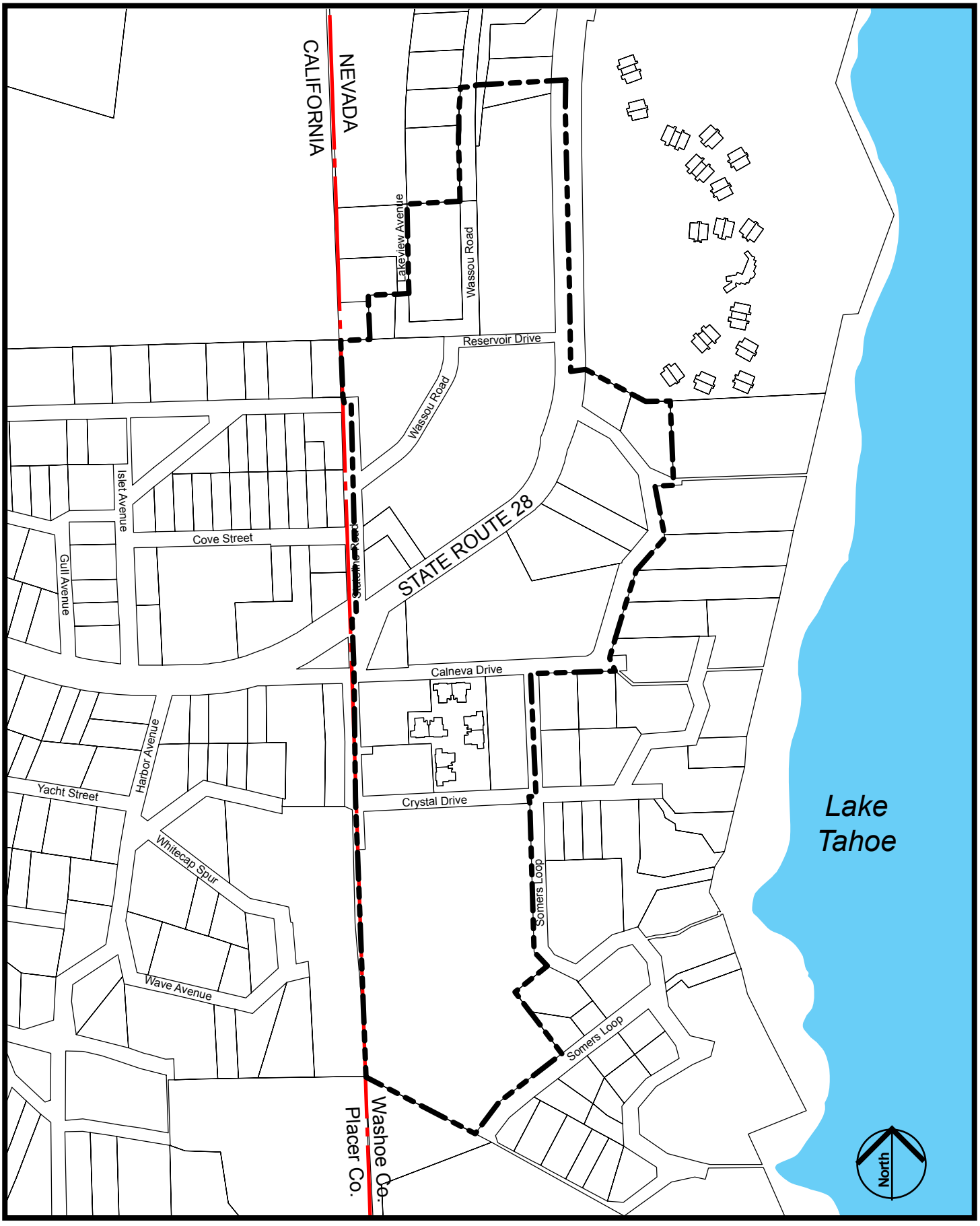
Table 2. NEW COMMERCIAL FLOOR AREA
Nevada North Stateline Community Plan Area

Washoe County Community Plan Pool	8,816 square feet
Washoe County Bonus (total 10,800 sq. ft.)	
Washoe County side of plan area	3,300 square feet
Total	12,116 square feet

Source: TRPA, Washoe County Department of Comprehensive Planning, 1996.

DEVELOPMENT STANDARDS

Development standards assist in achieving the intended land use patterns of the plan. Standards, such as permissible uses and densities, have been established as part of the community plan process. Development standards assist in achieving the intended land use patterns of the plan. Maximum densities and permissible uses are included in the plan area statement. Community Plan Area Statement 032N is included in Appendix A. For other development standards, refer to the TRPA Code of Ordinances and the Washoe County Development Code. As part of adopting the Community Plan, TRPA adopted the Signage, Parking and Design Standards and Guidelines for the Community Plans of Washoe County. This document contains specific design, parking and signage standards which shall apply to the Community Plan Area.



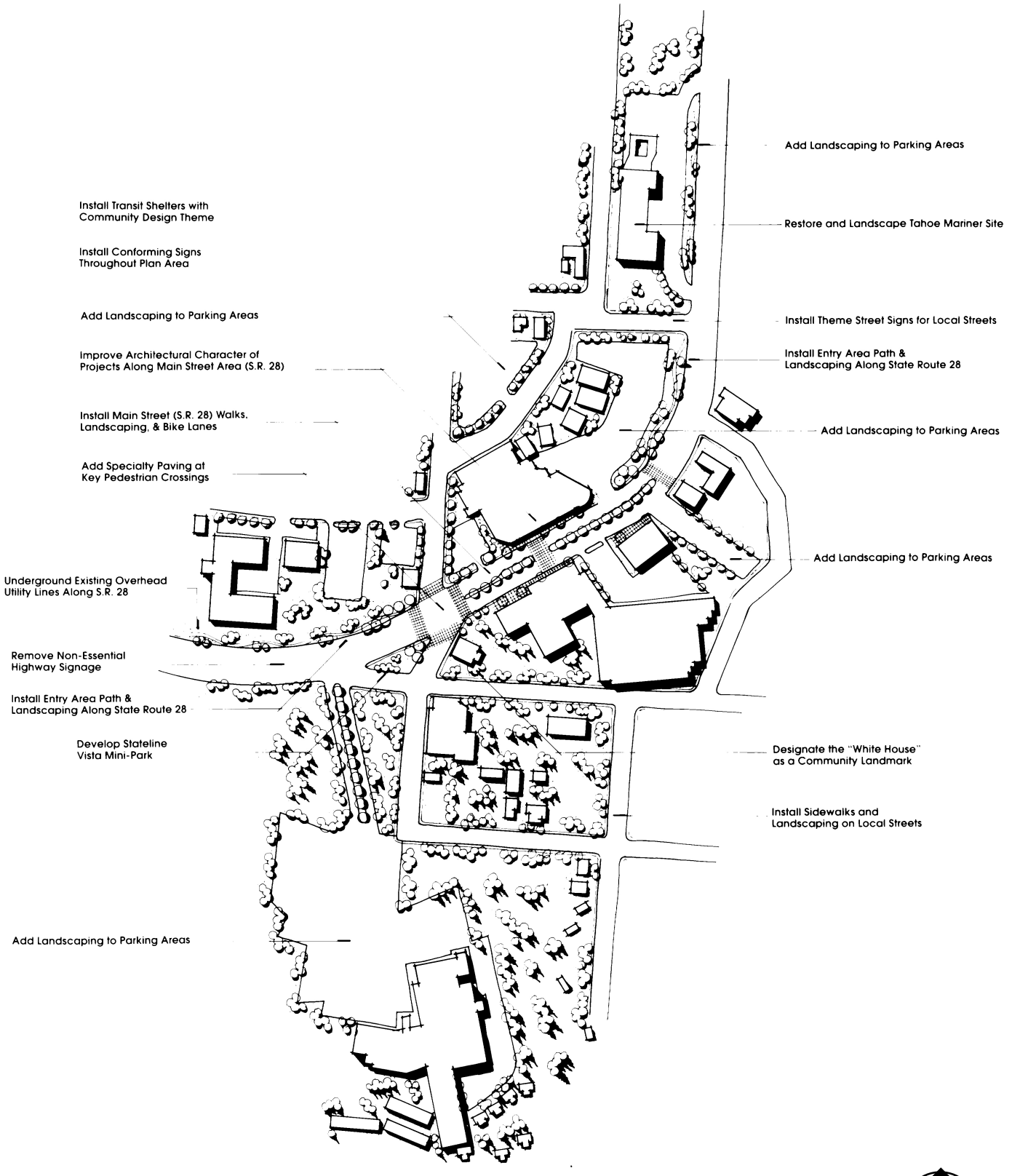
TAHOE REGIONAL PLANNING AGENCY

Nevada North Stateline Community Plan

COMMUNITY PLAN AREA LOCATION

Figure 3

SEAL OF WASHOE COUNTY STATE OF NEVADA



TAHOE REGIONAL PLANNING AGENCY

Nevada North Stateline Community Plan

COMMUNITY DESIGN PLAN

Figure 4

SEAL OF WASHOE COUNTY STATE OF NEVADA

Chapter Three
TRANSPORTATION

The Regional Plan for the Lake Tahoe Basin requires, as a goal of transportation planning, to "reduce dependency on the automobile by making more effective use of existing transportation modes and of public transit to move people and goods within the region". Adopted environmental threshold carrying capacities require a 10 percent reduction in vehicle miles traveled (VMT) from the 1981 base year.

Despite those mandates, traffic is becoming an increasingly serious problem in the Tahoe Basin. VMT rose an estimated 13 percent between 1981 and 1990. Ozone and particulate (PM_{10}) standards are violated. California's Air Resources Board classifies the basin as an air quality "non-attainment" area for carbon monoxide. These air quality problems are caused by vehicle emissions. TRPA requires community plans to specify programs for achieving the basin-wide VMT reduction standard.

Old approaches to transportation planning have resulted in continuing traffic increases. Without an innovative transportation component, the community plan will fail to meet the required targets. VMT reduction will require manipulating transportation supply and demand. The supply of alternative, non-polluting transit systems must be increased, and the demand for automobile use must be decreased. Until alternatives are in place, however, it must be recognized that private automobile use will continue and planning must be done to ensure continued safety. **The plan's overall goal for transportation is to reduce reliance on the automobile by providing enhances transit, pedestrian and bicycle opportunities into and within the plan area.**

This chapter, addressing transportation of the community plan area, is a supplement to the TRPA Regional Transportation Plan/Air Quality Plan (RTP/AQP), the Placer County General Plan and the Washoe County Comprehensive Plan Transportation Elements. The Transportation Chapter discusses street and highway infrastructure, circulation, parking facilities, transit facilities and service, pedestrian facilities and bicycle facilities. For each, the existing situation, objectives and policies, and proposed improvements are discussed. The improvements are shown on the Transportation Facilities map (Figure 5) and further described in the Implementation Element, Chapter Seven.

STREET AND HIGHWAY INFRASTRUCTURE

EXISTING CONDITIONS

The private automobile is the primary mode of transportation in the Lake Tahoe Basin. State Route 28 is the main vehicle route through Crystal Bay. State Route 28 links North Stateline to Kings Beach, California, and to Incline Village, Nevada. Within the plan area, State Route 28 is a two-lane facility. It is the only route available for automobile travel between Crystal Bay and Incline Village. Should the highway become blocked, air and water travel would be the only means for access between these two Washoe County communities at Tahoe.

The street network in this plan area is relatively simple. Refer to the Transportation Facilities map (Figure 5). The streets form an informal loop with the highway passing through the middle. Calaneva Drive runs along the south side of State Route 28, intersecting with the highway at either end of the plan area. It is a very narrow street and has several very sharp turns. In places, it is too narrow for two vehicles traveling in opposite directions to pass each other at the same time.

The combination of Stateline Road, Wassou Road and Reservoir Drive create the loop on the north side. Stateline Road and Reservoir intersect at either end of the plan area (Stateline at the west end and Reservoir at the east end) with Wassou Road running parallel to the highway, providing a connection between the two and closing the loop. Wassou Road, however, is not clearly defined. It passes next to one of the Biltmore parking lots and appears to be part of the parking lot, rather than an independently functioning street.

On the south side of the highway, Calaneva Drive and Stateline Road intersect with State Route 28. There is not much distance between these two highway intersections. In addition, the two streets cross each other, this intersection being close to the highway. The potential for accidents in this area is great, due to the proximity of the highway intersections and the proximity of the streets' intersection to the highway. At the streets' intersection with each other, there is the added concern of pedestrians on the highway as they traverse between the Cal Neva Lodge and the casinos on State Route 28. Segments of two public roads, Crystal Drive and Stateline Road, are used as driveways into the Cal Neva Lodge. Congestion at the pedestrian signal on State Route 28 is a regularly occurring problem.

State Route 28 traffic is a combination of vehicles traveling through the plan area (through traffic) and vehicles having a destination within the plan area (local traffic). Traffic on the "back streets" (i.e., Calaneva Drive, Stateline Road, Wassou Road, Reservoir Drive) is primarily local traffic. There is a small amount of through traffic on back streets of residents traveling from their home, through the plan area to a destination outside Crystal Bay.

The Level of Service (LOS) on State Route 28 at the Stateline pedestrian crossing signal is "C" (occasional delays) and, over time, is predicted to worsen to LOS F (TRPA RTP/AQP, 1992). Traffic flow is generally smooth and moving with few problems. Stacking occurs, caused by left turns into the casino parking areas and onto back streets. During peak periods, increased visitor traffic (both pedestrian and vehicular), combined with the pedestrian crossing light, causes considerable traffic congestion (deemed "considerable" by accepted means of measurement). Peak periods occur in the summer and winter holidays and weekends when visitation to the Tahoe basin is highest.

POLICIES AND ACTION PROGRAMS

The following policies are consistent with the goal stated above and address the plan area.

NNSCP.5.1 ATTAIN AND MAINTAIN LEVEL OF SERVICE AT KEY INTERSECTIONS IN THE PLAN AREA CONSISTENT WITH THE TRPA RTP/AQP.

NNSCP.5.1.1 LOS D or better shall be maintained at the intersections of State Route 28 and the casino crosswalk, and at State Route 28 and Stateline Road.

NNSCP.5.1.2 In cooperation with the Nevada Department of Transportation (NDOT) and Caltrans, left turn pockets shall be created at public road intersections along State Route 28 through the plan area.

NNSCP.5.1.3 In cooperation with NDOT and Caltrans, entrances to parking areas from State Route 28 should be reduced. Entrances to the casinos and their parking areas are encouraged to be created from the back streets for those parking areas which have rear access.

NNSCP.5.1.4 Wassou Road should be clearly defined and delineated as separate from the Biltmore parking lot.

NNSCP.5.1.5 A State Route 28 Intersection Improvement Design Study shall be prepared. 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 the Nevada Department of Transportation and/or Washoe County.

NNSCP.5.2 ACHIEVE THE VEHICLE MILES OF TRAVEL FAIRSHARE TARGET WITHIN THE PLAN AREA. THE FAIRSHARE VMT TARGET FOR NORTH STATELINE IS AN INCREASE OF NO MORE THAN 1,150 VMT. THIS INCREASE IS INCLUDED AS PART OF THE OVERALL WASHOE COUNTY VMT REDUCTION TARGET OF 3,300 VMT.

NNSCP.5.2.1 The U.S. Postal Service shall implement home mail delivery to the businesses and residences of Crystal Bay.

NNSCP.5.2.2 The plan shall include specific implementation methods for the following VMT mitigation measures:

i. Shuttle service for North Stateline employees and visitors shall be provided between North Stateline and Incline Village. (Described in the Transit Services and Facilities section.)

ii. Shuttle service for North Stateline employees shall be provided from North Stateline to Kings Beach and other principal employee residential areas. (Described in the Transit Services and Facilities section.)

iii. Regular stops in North Stateline shall be included as part of the new Reno - North Tahoe transit service. (Described in the Transit Service and Facilities section.)

iv. Pedestrian paths and bicycle trails shall be provided within the plan area. (Described in the Pedestrian and Bicycle Facilities section.)

v. Home mail delivery for business in North Stateline and surrounding Crystal Bay residential areas shall be provided. (Described in Chapter Four.)

vi. Affordable and/or employee housing shall be provided in the North Stateline Community Plans. (Described in the Housing section of Chapter Two.)

PROPOSED IMPROVEMENTS

New and expanded streets and highways may bring short term congestion relief, but in the long term such projects do not contribute towards VMT reduction. Clear, free flowing streets and highways do not discourage people from using their car. Congested streets and highways may encourage use of transit, riding bicycles and walking. Therefore, no new roads will be built, nor existing roads expanded to accommodate additional autos. Recognizing that automobile use will continue, several improvements should be made which improve safety. These include:

- A solution should be investigated to address the single road link between Incline Village and Crystal Bay. The solution should be addressed in the Washoe County Tahoe Area Plan.

- Wassou Road should be more clearly defined. It should be clearly delineated as separate from parking.

- An intersection study should be prepared for the plan area. Reconfiguration of the intersections at Calaneva Drive, Stateline Road, the existing signalized pedestrian crossing and State Route 28 should be investigated, the goals being to improve safety, minimize confusion and improve peak hour congestion. Consideration should be given to one street, either Calaneva Drive or Stateline Road, intersecting with State Route 28.

A decrease in private auto use is possible if a basin-wide efficient and comprehensive public transportation system is implemented. Reducing private auto use will require convenient, efficient and safe alternatives; and changed attitudes towards alternative modes of transportation and the health benefits associated with walking. Alternatives include transit, cycling and walking. The alternatives require physical and operational changes to the existing system, changes which will take time to implement. Until such time, private auto use will continue to dominate the landscape.

Transit is the most practical and effective alternative to private auto use for travel within and between north shore communities. To ensure continued and potential increase in use of transit, transit must be efficient. The proposed traffic flow improvements are intended to permit more efficient traffic flow. Smooth, free-flowing traffic means improved transit efficiency which equates to ease of transit use.

Improvements to traffic flow will serve the related goal of improving community design. State Route 28 is the main street of the casino core along which increased pedestrian use is envisioned. Decreasing autos along the main street creates a more pedestrian-oriented environment.

PARKING FACILITIES

EXISTING CONDITIONS

There are over 1,500 parking spaces in the California and Nevada North Stateline Community Plan areas, the majority of which are owned by the casinos. There is a small amount of public parking at the post office. The Biltmore and Cal Neva Lodge casinos have surface parking while the Crystal Bay Club and Nugget provides their parking in parking structures. The expanses of pavement and the lack of screening detract from the visual quality of the plan area. During peak periods, the parking areas are difficult to access from State Route 28 when a left turn is required. Several parking areas and their parking spaces (namely behind the Biltmore and in front of the Cal Neva) are not clearly defined, resulting in an inefficient use of parking spaces.

POLICIES AND ACTION PROGRAMS

NNSCP.6.1 REDUCE THE VISUAL PREDOMINANCE OF PARKING LOTS AND ASPHALT AND IMPROVE THE EFFICIENCY OF PARKING AREA USE.

NNSCP.6.1.1 In cooperation with all affected parties, Washoe County, Placer County and TRPA shall develop and implement a parking management program for commercial and tourist uses in the plan area. The program may include reduced parking for certain uses. The program should be implemented in a coordinated fashion to avoid unintended adverse impacts.

NNSCP.6.1.2 The number of parking spaces required by the Washoe County Development Code shall be the maximum number of parking spaces permitted. Single family dwellings are exempt. Development Code parking requirements may be modified per Article 410 of the Washoe County Development Code.

NNSCP.6.1.3 As a condition of project approval, all uses shall screen parking with landscaping. Preferred landscaping is outlined in the Community Design Guidelines, Appendix B. Single family dwelling are exempt.

NNSCP.6.1.4 Projects are encouraged to clearly define surface parking areas and spaces. Single family dwellings are exempt.

NNSCP.6.1.5 Projects are encouraged to provide access to parking from streets other than State Route 28, when options other than State Route 28 access exist.

PROPOSED IMPROVEMENTS

A parking management plan should be developed which investigates the parking needs for the plan area. The program should focus on shared parking opportunities, reduction of parking where possible and coordination with transit service. Large parking lots equate to easy availability of parking which can in turn encourage private automobile use. Reducing existing parking areas creates difficulty in parking which discourages private automobile use. Alternative modes of transportation (i.e., transit) must be established in a timely manner in order for the concept of "reduced parking equals reduced auto use" to work effectively.

TRANSIT SERVICE AND FACILITIES

EXISTING CONDITIONS

The North Stateline Community Plan Areas are serviced by the Tahoe Area Regional Transit (TART) system. This is the only regularly scheduled public transit system provided on the North Shore. TART operates six days a week from 6:30 a.m. to 6:30 p.m. and connects the plan area to other areas in Incline Village and to Tahoe City. Service headways are every 60 minutes. TART fares are $1.00 per ride. There are 3 designated TART stops in this plan area. One has a shelter; the others do not. The unsheltered stops are not user friendly. They are simply a sign denoting a bus stop, with no shelter, no place to sit, and no separation from the highway.

At present, the most practical and effective alternative to private auto use is transit (i.e., TART), particularly in terms of travel between Crystal Bay and other north shore communities. TART is the primary means of transportation to recreation and shopping areas for the North Stateline visitor. Public transit may not be the preferred means of transportation for the visitor, however, a smaller-scale shuttle which is targeted at providing a service-oriented, high quality experience for those on vacation may be successful. TART is also the primary means of transit available to employees of Crystal Bay businesses. Transit hours of operation do not correspond to casino employee hours, with shifts beginning at approximately 8:00 a.m. and ending at approximately 1:00 a.m. Transit is not available for travel from Crystal Bay to Tahoe's south shore or to Reno.

POLICIES AND ACTION PROGRAMS

The following policies are consistent with the goal stated above and address the North Stateline Community Plan Areas.

NNSCP.7.1 IMPROVE TRANSIT SERVICE AND INCREASE TRANSIT USE.

NNSCP.7.1.1 Transit shelters should be provided at all transit stops.

NNSCP.7.1.2 TART is encouraged to increase TART hours of operation and frequency of route circulation (i.e., reduce headways).

NNSCP.7.1.3 Transit stops located along State Route 28 should be designed in order that they do not interrupt traffic circulation (i.e., bus pullout and/or using local streets).

NNSCP.7.1.4 Within 90 days of community plan adoption, a new Incline Village/Crystal Bay Subcommittee of the Truckee/North Tahoe Transportation Management Association will be established for the purpose of coordinating public and private transit services within Incline Village and Crystal Bay. Membership in the subcommittee should include, but not be limited to, Washoe County, TART, IVGID, the Incline Village/Crystal Bay Chamber of Commerce, the Crystal Bay Casino Association, the Hyatt Lake Tahoe, Sierra Nevada College, the Ponderosa Ranch, TRPA and other interested parties.

NNSCP.7.2 ESTABLISH A VISITOR SHUTTLE SERVICE.

NNSCP.7.2.1 Transit service, which is created especially for and targeted towards visitors, should be provided for tourists accommodated by existing development. The shuttle should include transit service between the casino core and the winter and summer recreation areas, as well as restaurant and retail shopping opportunities in Incline Village.

NNSCP.7.2.2 As additional Tourist Accommodation Units or Commercial Floor Area (including both new/bonus and banked) are developed, the project shall participate in the development and operation of a shuttle service for visitors. The shuttle should include service to Incline Village and to recreation areas.

NNSCP.7.3 ESTABLISH AN EMPLOYEE SHUTTLE SERVICE.

NNSCP.7.3.1 As additional Tourist Accommodation Units or Commercial Floor Area (including both new/bonus and banked) are developed, the project shall participate in the development and operation of a shuttle service for employees. The shuttle service should include service to principal centers of employee residences, such as Incline Village and Kings Beach.

NNSCP.7.4 ESTABLISH A RENO - NORTH TAHOE TRANSIT SERVICE.

NNSCP.7.4.1 Interested parties, including the Truckee North Tahoe Transportation Management Association and the Washoe County Regional Transportation Commission, shall discuss the establishment of a Reno - North Tahoe transit service.

NNSCP.7.5 ENCOURAGE IMPLEMENTATION OF THE EMPLOYER BASED VEHICLE TRIP REDUCTION PROGRAM.

PROPOSED IMPROVEMENTS

The following improvements are consistent with the policies above and address the plan area:

- **Tahoe Area Regional Transit (TART):** Covered transit shelters will be added at the three existing unsheltered transit stops along State Route 28. One new stop with shelter should be added for eastbound travel (refer to the Transportation Facilities map, following). TRPA's RTP proposes conversion of TART to a free service, headways reduced to 30 minutes along State Route 28 from 6 a.m. to 6 p.m., and hours of operation increased to 18 hours a day.

- **Visitor Shuttle:** Transit service, which is created especially for and targeted towards visitors, should be provided. Because it is difficult to provide access to recreation areas within Crystal Bay (such as to the lake), shuttles should be provided to existing recreation areas, such as the Sand Harbor State Park and the public beach in Kings Beach, California. Access to public recreation areas for the North Stateline visitor should be increased commensurate with increases in TAUs. Such shuttle service should be brought on line as tourist units and commercial floor area, both new and banked, are developed.

- **Employee Shuttle:** An employee shuttle service is encouraged. The shuttle should provide employee transit from their place of work in Crystal Bay to primary centers of employee residences. The employee shuttle service should be brought on line as tourist units and commercial floor area, both new and banked, are developed.

- **Reno - North Tahoe Transit Service:** Transit service should be provided between Reno and Incline Village/Crystal Bay. It should include transportation between tourist accommodations on Tahoe's north shore and the Reno Tahoe International Airport. Establishment of such a service should be initiated by the Truckee North Tahoe Transportation Management Association and/or the Washoe County Regional Transportation Commission.

- **Employer Based Vehicle Trip Reduction:** The Regional Transportation Program Plan/Air Quality Plan calls for a region wide employer based trip reduction program. The program's goal is to increase average vehicle occupancies to 1.5 persons/vehicle for all uses (public and private) with 100 or more employees. This is expected to be primarily accomplished through carpools, vanpools and ridesharing. TRPA has adopted the program's implementing ordinance.

BICYCLE FACILITIES

EXISTING CONDITIONS

Bicycle facilities in this plan area are non-existent. Bicyclists share the same right-of-way as automobile traffic along State Route 28. This presents safety problems. There are opportunities to use back streets (such as Calaneva Drive or Wassou Road). These back streets, however, are narrow and/or undefined (see Street and Highway Infrastructure discussion above). The combination of automobile traffic, bicyclists and pedestrians creates unsafe situations on the back streets.

OBJECTIVES AND POLICIES

The following policy and action programs are consistent with the goal stated above and address the North Stateline Community Plan Areas.

NNSCP.9.1 EXPAND BICYCLE PATHS AND INCREASE OPPORTUNITIES FOR SAFE BICYCLING.

NNSCP.9.1.1 Bicycle lanes should be created to provide safe travel through the plan area in both east and west directions. Such lanes should be located either along State Route 28 or along local streets. Bicycle lanes should be constructed by Washoe County, Placer County NDOT, and/or Caltrans.

NNSCP.9.1.2 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.

PROPOSED IMPROVEMENTS

Bicycle lanes should be created through the plan area. Class II bicycle lanes should be designated along State Route 28, running through the plan area along both sides of the road. This is consistent with the TRPA RTP/AQP and Bicycle Master Plan. Class II

bicycle lanes run adjacent to the roadway, are striped and signed, and have a minimum width of four feet. An alternative would be to designate Class II bicycle lanes along the local streets or along both the highway and local streets. The location will be decided at the project development stage, prior to construction of the bicycle lanes. Bicycle racks or secured lockers should be installed at all uses within the plan area. In addition, TART buses should carry bicycle racks.

PEDESTRIAN FACILITIES

EXISTING CONDITIONS

Pedestrian facilities are few. There are sidewalks along State Route 28 through the plan area, but only along the frontages of the casino buildings. These sidewalks are directly adjacent to the highway and are not very pedestrian friendly due to design and layout. They are used simply for commute between casinos and parking areas, not for idle relaxing. Other than the Nugget outdoor plaza area, there are no outdoor sitting areas along the casino frontages. Once away from the casino buildings, pedestrians share the same right-of-way as automobiles including walking to the public beaches in Kings Beach, California. Walking from the State Route 28 casinos down to the Cal Neva Lodge, pedestrians either share the same route as automobile traffic or must traverse through a wide expanse of parking and pavement.

POLICIES AND ACTION PROGRAMS

The following policy and action program is consistent with the goal stated above and address the North Stateline Community Plan Areas.

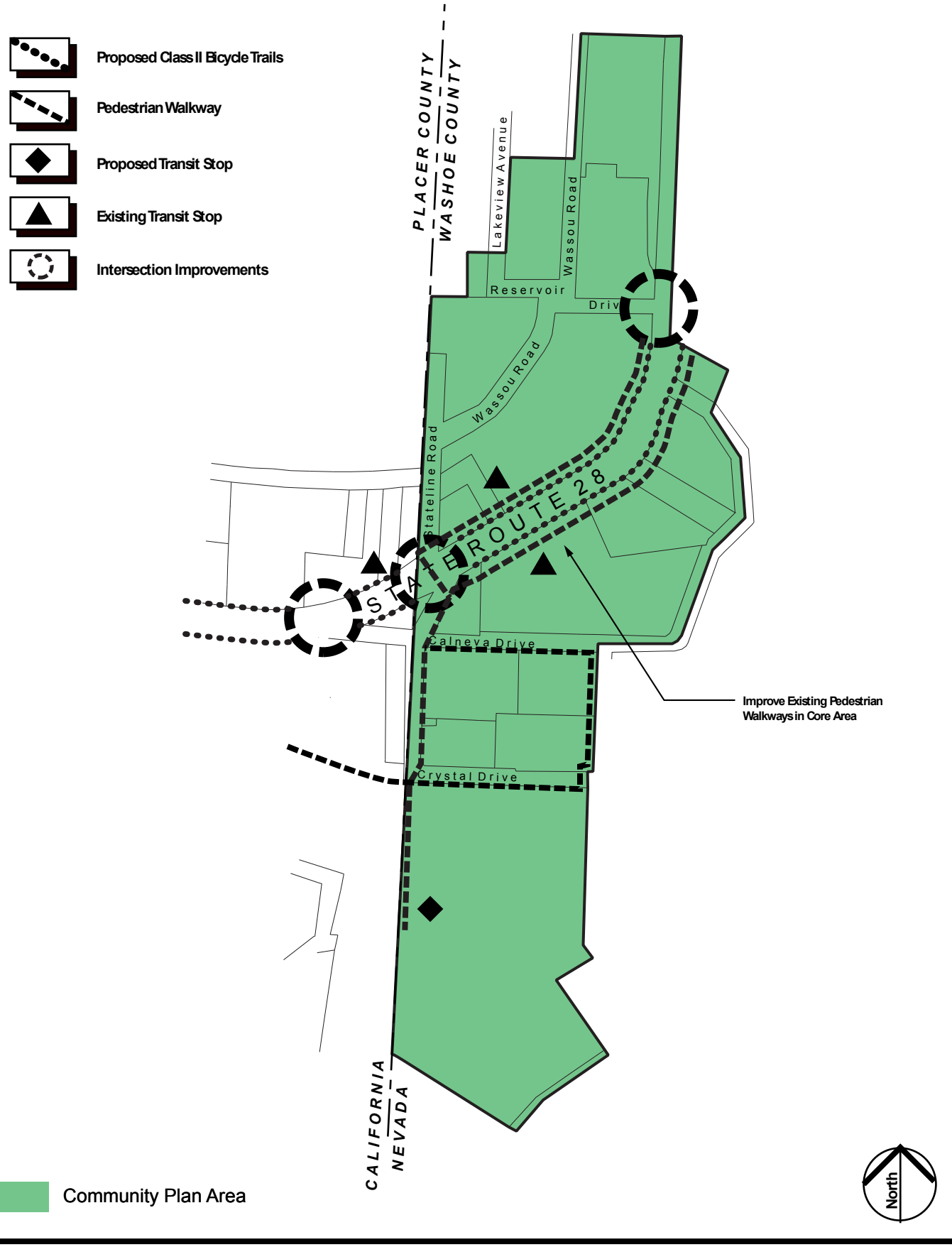
NNSCP.8.1 CREATE A PEDESTRIAN FRIENDLY AND PEDESTRIAN SAFE ENVIRONMENT WHICH PROVIDES OPPORTUNITIES FOR PEDESTRIAN ACTIVITIES AND REDUCES EMPHASIS ON THE AUTO.

NNSCP.8.1.1 All projects shall install a pedestrian walk(s) on-site as a condition of project approval. Projects are encouraged to provide pedestrian facilities between uses within the plan area. The size and location of the walk(s) should be consistent with the Community Design Plan (Figure 4) and the Design Standards and Guidelines (Appendix B). Landscaping, street furniture and lighting should be included within the walkways.

NNSCP.8.1.2 Projects are encouraged to provide outdoor plazas consistent with the Community Design Plan (Figure 4) and Guidelines (Appendix B). Single family projects and projects with an existing outdoor plaza are exempt from this policy.

PROPOSED IMPROVEMENTS

The pedestrian will be accommodated throughout the plan area, through a network of paths and walkways shown on the North Stateline Community Design Plan. The sidewalk along the casino frontages and State Route 28 should be clearly designated as separate from the road, parking areas and driveways. This could be achieved through design elements, such as decorative paving materials, used only for denoting pedestrian area. There should be more provision for outdoor seating, both along the State Route 28 casino frontages and along the Cal Neva Lodge to State Route 28 connection.



TAHOE REGIONAL PLANNING AGENCY

Nevada North Stateline Community Plan

TRANSPORTATION FACILITIES

Figure 5

Chapter Four
CONSERVATION

The Conservation Chapter is a supplement to the Conservation Elements of the TRPA Goal and Policies Plan, the Placer County General Plan and the Washoe County Comprehensive Plan. It contains the plan's environmental conservation and management strategy which is based on the goals and objectives outlined below. It lists the required environmental improvement targets which the community plan will achieve. The plan recognizes and includes all environmental improvements implemented in the plan area since July 1, 1987. The Conservation Chapter contains updated land capability and stream environment zone mapping which will be adopted by TRPA as part of the community plan.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for conservation is to preserve and enhance natural features and scenic views. The following policies and action programs are consistent with this goal and address the North Stateline Community Plan Areas.

NNSCP.10.1 ATTAIN AND MAINTAIN ENVIRONMENTAL THRESHOLD CARRYING CAPACITY TARGETS CONTAINED IN THE PLAN.

NNSCP.10.1.1 The plan recognizes and includes all improvement projects implemented in the plan area since July 1, 1987.

NNSCP.10.1.2 All projects, whether the proponent is a private or public entity, shall contribute towards the applicable improvements identified in this chapter.

NNSCP.10.1.3 Appropriate public agencies are requested to implement public improvement projects identified in this chapter. The policy shall apply to plans and programs which may be contained in an agency's capital improvements program.

NNSCP.10.2 PROTECT AND ENHANCE EXISTING SCENIC VIEWS AND VISTAS FROM THE COMMERCIAL AREA.

NNSCP.10.3 IMPLEMENT ENVIRONMENTAL IMPROVEMENT AND RESTORATION PROJECTS AS PART OF THE COMMUNITY PLAN.

NNSCP.10.4 UTILIZE AN INCENTIVE SYSTEM CONTAINING TRADEOFFS BETWEEN LAND COVERAGE AND OTHER UNITS OF USE AND ENVIRONMENTAL THRESHOLD-RELATED AND OTHER COMMUNITY IMPROVEMENTS RECOMMENDED BY THE PLAN. MAKE THE INCENTIVE SYSTEM AVAILABLE TO BOTH NEW AND EXISTING LAND USES.

NNSCP.10.5 ENCOURAGE THE COORDINATED PLANTING OF COLORFUL SPRING FLOWERS AND COLORFUL AUTUMN FOLIAGE.

For reference, TRPA has a list of native plant species.

NNSCP.10.6 DEVELOP A PROGRAM TO PLACE EXISTING OVERHEAD UTILITY LINES ALONG STATE ROUTE 28 UNDERGROUND WITHIN THE PLAN AREA BY JULY 1, 2007. INCLUDE FUNDING AND IMPLEMENTATION METHODS IN THE PROGRAM.

ENVIRONMENTAL THRESHOLD IMPROVEMENT TARGETS

TRPA has established certain measures of environmental quality, known as Environmental Threshold Carrying Capacities ("thresholds") for the Tahoe Region. They represent specific levels of environmental quality which must be attained by July 1, 2007. Threshold attainment targets are established for each community plan as measures of fair share threshold improvements.

For reference, "regional threshold" is a threshold target set by TRPA for the Tahoe Region. "Community plan target" is the threshold target specific for the combined California and Nevada North Stateline Community Plan areas. Air quality, water quality and soil conservation, noise and scenic resources are outlined below.

AIR QUALITY

Carbon Monoxide

Carbon monoxide is a product of inefficient combustion, principally from automobiles and other mobile sources of pollution. CO emissions from woodburning stoves and fireplaces can also be measurable contributors. Industrial sources of pollution typically contribute less than 10 percent of ambient CO levels. Peak CO levels occur typically during winter months, due to a combination of higher emission rates and stagnant weather conditions. CO is a tasteless, odorless, and colorless gas. It affects humans by reducing the supply of oxygen to the tissues of the body. It is regulated because of concern for public health.

- Regional Threshold: Maintain carbon monoxide (CO) levels at or below 6.0 ppm/8 hrs.
- Status of Plan Area: Existing CO levels are below 6.0 ppm/8 hours. Existing and proposed CO levels are modeled as part of the community plan Environmental Impact Statement and indicate threshold attainment.
- Community Plan Target: Maintain carbon monoxide threshold.

Level of Service (LOS)

Level of service (LOS) is a relative measure of traffic congestion at roadway intersections. Six LOS are commonly defined for transportation facilities. LOS can be calculated for intersections and for highway links between intersections. They are given letter designations, from A to F, with LOS A representing the best operating conditions (uncongested with little or no delay) and LOS F the worst (stop and go with extreme congestion). As average speeds decrease, CO emissions increase. Generally, the better the LOS, the less the CO emissions.

- Regional Threshold: Maintain LOS D or better at key urban intersections.
- Status of Plan Area: State Route 28 at the Stateline pedestrian signal (a key urban intersection) is LOS C. This means that occasional delays occur and it may sometimes take vehicles more than one signal cycle to pass through the intersection.
- Community Plan Target: Maintain LOS D.

Vehicle Miles of Travel (VMT)

Vehicle miles of travel (VMT) is a regional threshold which affects nitrate deposition. Nitrates are a group of chemical compounds which affect Lake Tahoe's water quality by adding nutrients. VMT is also is a computed value which correlates the extent of an area's reliance on the private automobile. VMT-based transportation models calculate the total number of trips and an average distance between trip origins and destinations for each separate trip type. Total VMT is the sum of the trip types and lengths. Regional VMT is calculated for a defined traffic event know as average peak summer day.

- Regional Threshold: Reduce regional VMT by 10 percent of 1981 levels. Within the Tahoe Region, 170,000 VMT's must be reduced, a portion of which is to be reduced within the community plan area. The fairshare VMT target for North Stateline is an increase of no more than 1,150 VMT. This increase is included as part of the overall Washoe County VMT Reduction Target.
- Status of Plan Area: 17,350 VMT (1981 estimates).
- Community Plan Target: Reduce VMT within the Washoe County Community Plan Areas by 3,300 VMT.

Ozone

Ozone (O_3) is an end product of complex reactions between a variety of hydrocarbon compounds and oxides of nitrogen (NO_x). Near the earth, ozone is produced primarily from man made compounds from fossil fuel combustion, chemical processing, fuel storage and handling, and solvent usage. In the Tahoe Region during the summer, the evergreen forests can also emit hydrocarbon compounds. Peak ozone concentrations typically occur during the summer months when long days allow the reactions to take place longer. Ozone causes adverse human health effects in the form of respiratory irritation, impaired athletic performance and possible functional changes in the respiratory system. Ozone also causes damage to vegetation.

Because ozone is a secondary pollutant (i.e. one that is formed in the atmosphere as a result of the presence of other primary pollutants), peak concentrations may be found miles downwind of emission sources of the primary pollutants. Transport of ozone into the Tahoe Region by wind may be a significant contributor towards ozone. Regardless, solutions within the basin must be implemented to reduce ozone levels.

- ❑ Regional Threshold: Maintain ozone levels at or below 0.08 ppm/hr.
- ❑ Status of Plan Area: As of 1994, North Stateline was in attainment with ozone threshold. Existing and proposed ozone levels are modeled as part of EIS and indicate threshold attainment.
- ❑ Community Plan Target: Maintain ozone threshold.

Implementation Techniques

- ❑ Implement applicable air quality measures identified in TRPA's Regional Transportation Plan/Air Quality Plan.
- ❑ Increase TART's hours of operation and reduce headways.
- ❑ Improve existing transit stops (locations shown on transportation facilities map).
- ❑ Develop Class II bicycle trails along State Route 28 and/or local streets through the plan area.
- ❑ Encourage residential bonus units to be used for employee housing.
- ❑ Establish a visitor shuttle service.
- ❑ Establish an employee shuttle service.
- ❑ Establish a Reno - North Tahoe shuttle service.
- ❑ Implement Employer Based Vehicle Trip Reduction Program(s) consistent with the TRPA Regional Plan.

Refer to the Transportation Facilities map in Chapter Three. TRPA/Washoe County Air Quality Mitigation Funds, TRPA/Placer County Air Quality Mitigation Funds and/or a Redevelopment Agency may be the means by which to fund and coordinate these implementation techniques.

WATER QUALITY AND SOIL CONSERVATION

Undisturbed watersheds are very effective at removing nutrients from incoming precipitation and surface runoff. Disturbed urbanized watersheds often are not. Development associated with urbanization often includes removal of vegetation, removal of soil, and compaction of soil. Removal and compaction of vegetation and soil decreases the ground's infiltration capacity, interfering with natural nutrient and sediment removal mechanisms. Development also provides new sources of sediments and nutrients. Increased runoff and increased sediments and nutrients results in increased sediment and nutrient yields to the lake which decreases the lake's clarity and increases its primary algal productivity.

Impervious Land Coverage

To protect water quality and maintain natural hydrology in the Tahoe Region, TRPA adopted land capability classifications. A certain amount of base land coverage is allowed on a parcel and is determined by its land capability (also called "Bailey Coefficient"). It should be noted that Bailey's is used for all development with the exception of single family development. The Individual Parcel Evaluation System (IPES) is used for single family development. It is not anticipated that single family development will occur in the community plan area. As such, it is anticipated that only Bailey's will be used within the community plan area.

- Regional Threshold: Comply with TRPA land capability coefficients. Community plans permit greater amounts of land coverage to be used on parcels or project areas within the plan area. With transfers, a maximum of 70 percent coverage may be permitted on vacant parcels and 50 percent coverage may be permitted on developed parcels within the plan area. TRPA Code of Ordinances, Chapter 30, outlines the conditions under which this may permitted.

- Status of Plan Area: Public rights-of-way and projects developed prior to 1987 generally exceed maximum allowable land coverage standards. Modifications to the pre-1987 projects are required to gradually mitigate excess coverage. New projects developed after 1987 generally meet land coverage standards. There have been no new projects developed on vacant parcels after 1987.

- Community Plan Target: Restore and revegetate 12,000 square feet of existing hard and soft land coverage within the California and Nevada North Stateline Community Plan areas.

Disturbed Lands

Compacted areas and impervious surfaces prevent rainfall and snowmelt from infiltrating into the soil, forming a direct conduit for delivery of water and nutrients to the drainage system and tributary streams, short circuiting the watershed's nutrient removal mechanisms. This results in decreased water clarity of Lake Tahoe.

- Regional Plan Goal: Restore at least 80 percent of disturbed lands.

- Status of the Plan Area: Disturbed lands within the plan area are primarily located at the Tahoe Mariner site.

- Community Plan Target: Restore and revegetate 1.6 acres of existing disturbed lands at the Tahoe Mariner site.

Best Management Practices Installation

Install and maintain on-site Best Management Practices (BMPs) for storm water runoff and erosion control. BMPs may include, but not be limited to, rock-lined or other conveyance channels, detention/retention basins, catch basins and drop inlets, infiltration wells, paving and revegetation. Public rights-of-way where BMPs are needed are shown on the Water Quality Improvements map (Figure 6).

- Regional Threshold: Install and maintain Best Management Practices (BMPs) on all developed or disturbed parcels consistent with the adopted Water Quality management Plan for the Lake Tahoe Region and TRPA Code of Ordinances, Chapter60.

- Status of Plan Area: Partially complete on specific project sites. Public rights-of-way not complete.

- Community Plan Target: Install BMPs on all properties and public rights-of-way.

Implementation Techniques

- As a condition of approval, require excess coverage mitigation consistent with Section 30.6, TRPA Code of Ordinances.

- Implement substitute Excess Land Coverage Mitigation Program established in Chapter Seven of the community plan (replaces Section 30.6 requirement of TRPA Code of Ordinances).

- Use TRPA's excess land coverage mitigation account to fund mitigation projects and remove excess coverage.

- Implement water quality improvements projects as shown on the Water Quality Improvements map (following). Includes projects from Volume IV, TRPA Water Quality Management Plan Capital Improvement Program for Erosion and Runoff Control. Includes rocklined ditches, revegetation, curb and gutter.

- Install BMPs as part of project construction; existing retrofit schedules are generally based on a previous project approval; implementing future BMPs shall be based on schedule in accordance with terms of state or federal storm water discharge permit or a TRPA-issued remedial action plan.

- Establish a land bank in Nevada and/or Washoe County to track projects and facilitate transfer of coverage.

SCENIC RESOURCES

TRPA has adopted three separate regional scenic resources thresholds: 1) travel route ratings; 2) scenic quality ratings of individual resources; and 3) scenic resources seen from public recreation areas. All are numerical in nature. The first two thresholds apply to scenic resources visible from the Region's state and federal highways and from Lake Tahoe itself. There are no public recreation areas covered by the third threshold within the community plan area. The Cal Neva Lodge, however, is identified as a negative scenic element visible from several north shore recreation areas which are covered by the threshold. The tower contrasts with the natural setting. Its color does not blend with and its size projects above the forest canopy.

The North Stateline Community Plan areas contain a portion of one Roadway Travel Unit, Unit 20, Tahoe Vista, and one mapped scenic quality resource seen from State Route 28, Resource #20-1, View of the Natural Landscape. Additionally, the Stateline casino area, and the Cal Neva Lodge specifically, is visible from Lake Tahoe. It is within

the viewshed of Shoreline Travel Unit 22, Brockway. It contains one mapped scenic resource, #22-6, Visual Feature (casino core area and Cal Neva Lodge).

- Regional Threshold: Maintain the 1982 ratings for all roadway and shoreline units. Restore scenic quality in roadway units rated 15 or below and shoreline units rated 7 and below. Maintain or improve the numerical ratings assigned each unit, including the scenic quality ratings of the individual resources within each unit. Maintain 1983 ratings for mapped resources visible from public recreation areas and bicycle trails.

  Note: In 1989, TRPA adopted the Scenic Quality Improvement Program (SQIP). The SQIP identified specific causes of threshold nonattainment and proposed specific solutions. Implementation of the SQIP is identified as a key strategy to achieving the community plan targets of North Stateline.

- Status of Plan Area:

  Travel Route Ratings: Roadway Unit 20, Tahoe Vista: 12 (Nonattainment status).
  Shoreline Unit 22, Brockway: 10 (Attainment status).

  Scenic Quality Ratings: Roadway Scenic Resource #20-1, View of the Natural Landscape: 6 (Attainment status).
  Shoreline Scenic Resource #22-6, Visual Feature: 5 (Attainment status).

- Community Plan Targets:

  - Attain and maintain a travel route rating of sixteen for Roadway Unit 20 within the plan area. Maintain a rating of ten for Shoreline Unit 22 within the plan area.

  - Maintain the existing scenic quality ratings of individual scenic resources visible from the plan area or visible within the plan area. The resources include Roadway Scenic Resource #20-1 and Shoreline Scenic Resource #22-6.

  - Convert existing aerial utilities located within the State Route 28 scenic highway corridor to underground systems.

Implementation Techniques

- Require compliance with sign and design standards as conditions of project approval.

- Implement applicable Design Standards and Design Review Guidelines as conditions of project approval.

- Implement design, site planning and sign improvements as specified in TRPA's Scenic Quality Improvement Program as conditions of project approval.

- Establish cooperative utility undergrounding district on the California and Nevada sides of the plan area.

- Restore or redevelop the Tahoe Mariner site by 1997 to remove the existing visual impacts.

NOISE

- Regional Threshold: Cumulative noise event levels (CNEL) not to exceed 60 CNEL for the plan area and 60 CNEL for the State Route 28 corridor.

- Status of Plan Area: Data was gathered in the plan area as part of the community plan EIS. A CNEL value of 53 was found near the Tahoe Biltmore. Short-term noise levels were taken at a site between the Crystal Bay Club and the Cal Neva Lodge. When converted to CNEL, a value of 53.0 was found.

- Community Plan Target: Attain and maintain 60 CNEL for the plan area. This includes: identification of noise sources which exceed the threshold standard and/or are producing significant adverse impacts; attainment and maintenance of noise standards through application of mitigation measures; and application of performance standards for stationary or industrial noise sources.

Implementation Techniques

- Implement Chapter 68 of TRPA Code of Ordinances. Additional short-term noise performance standards should be established for certain uses in the Plan Area Statements and be implemented as conditions of project approval. Noise mitigation techniques include, but are not limited to, relocation of use, incorporating site design factors such as noise barriers, hours of operation, use of structures to house noise sources, landscaping and setback of structures or noise-generating uses.

- Refer to the Plan Area Statement for short term noise standards.

COMMUNITY DESIGN

- Regional Threshold: Ensure the height, bulk, texture, form, materials, colors, lighting, signing and other design elements of new, remodeled and redeveloped buildings be compatible with the natural, scenic and recreational values of the region.

- Status of Plan Area: Portions of the man-made/built environment are consistent. Portions are not.

- Community Plan Target: Implement community design criteria consistent with TRPA's adopted Community Design threshold. The plan design program is intended to improve the visual quality of the built environment and foster a sense of place in North Stateline. It includes a Community Design Plan (Figure 4) and Community Design Standards and Guidelines (Appendix B).

Implementation Techniques

- Install individual site improvements as conditions of project approval. Such improvements may be funded, in part, through revolving loans established at area banks.

- State Route 28 public improvements installed through a community capital improvement program.

- ❑ Signs will be brought into conformance with existing regional sign standards or with existing substitute community plan sign standards, if approved.

SOILS AND LAND CAPABILITY

A revised land capability (Bailey system) map has been prepared by TRPA and is adopted as part of the community plan. See the Soils and Land Capability map (Figure 7). It replaces the existing 1987 TRPA land capability overlay map. The revised map is essentially an area-wide land capability verification. The extent and location of existing soil map units were field verified. Soil map unit boundaries were revised where field data indicated differences from the adopted maps. No new soil map units were found.

Generally, the revised map indicates the absence of capability classes 1a and 1b (class 1b is Stream Environment Zone). The existing 1987 map included twelve and one half (12 1/2) acres of class 1a, and four (4) acres of class 1b. The revised map contains six (6) acres of class 2 lands, six (6) acres of class 3 lands and one and one half (1 1/2) acres of class 6 land which were not previously designated. The revised map indicates the presence of a slightly larger area of Class 4 lands than the 1981 map. The following table compares the approximate acreage of each capability class for both maps.

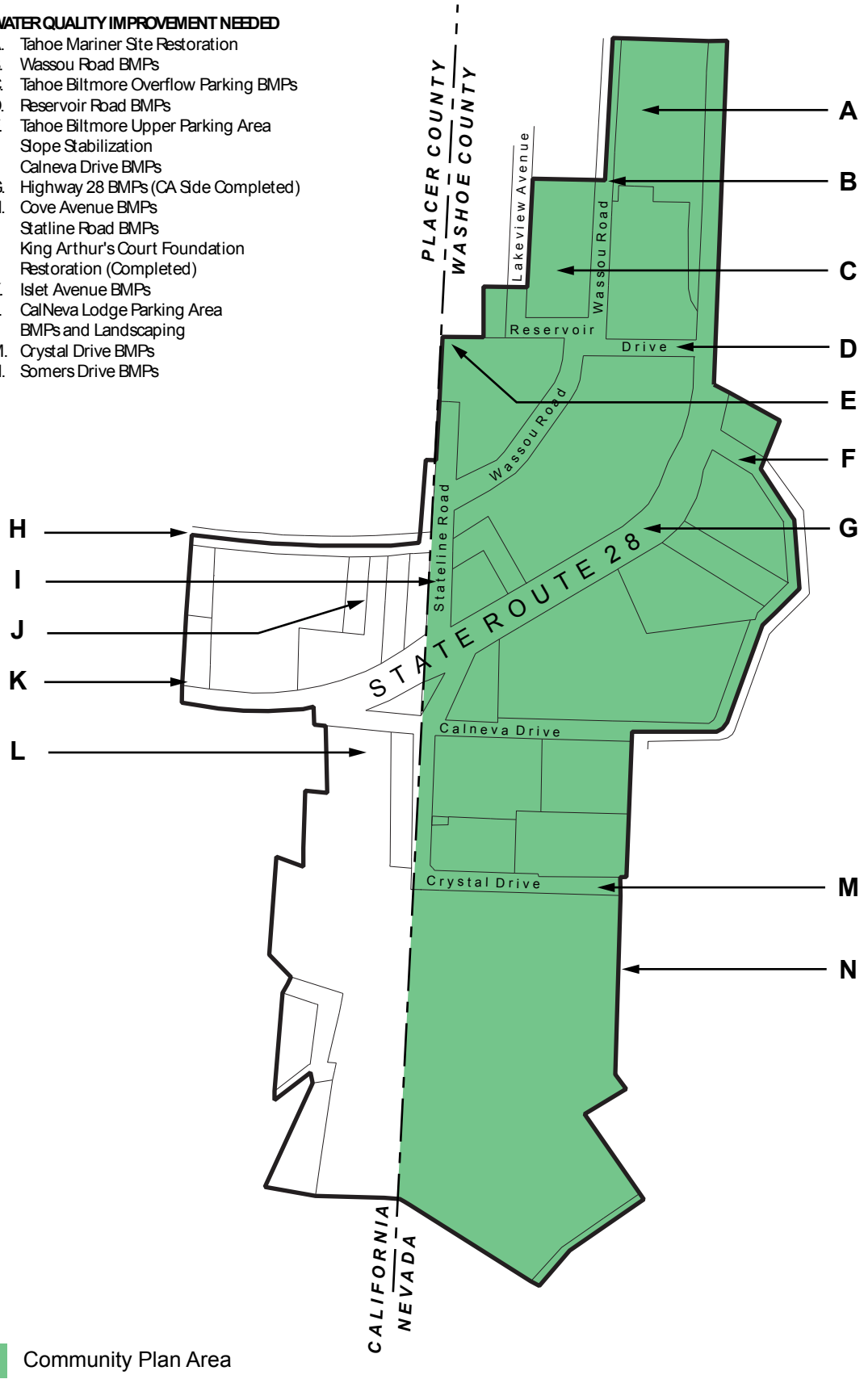
Table 3. COMPARISON OF LAND CAPABILITY DISTRICTS
Combined California and Nevada North Stateline Community Plan Areas

Bailey's Classification	1987 Adopted Map	1992 Community Plan Map	Difference (+/- acres)
Class 1a	12.5 acres	0 acres	- 12.5 acres
Class 1b	4.0 acres	0 acres	- 4.0 acres
Class 2	0 acres	6.0 acres	+ 6.0 acres
Class 3	0 acres	6.0 acres	+ 6.0 acres
Class 4	31.5 acres	34.5 acres	+ 3.0 acres
Class 6	0 acres	1.5 acres	+ 1.5 acres

Source: Tahoe Regional Planning Agency, 1996.

WATER QUALITY IMPROVEMENT NEEDED

A. Tahoe Mariner Site Restoration
B. Wassou Road BMPs
C. Tahoe Biltmore Overflow Parking BMPs
D. Reservoir Road BMPs
E. Tahoe Biltmore Upper Parking Area Slope Stabilization
F. Calneva Drive BMPs
G. Highway 28 BMPs (CA Side Completed)
H. Cove Avenue BMPs
I. Statline Road BMPs
J. King Arthur's Court Foundation Restoration (Completed)
K. Islet Avenue BMPs
L. CalNeva Lodge Parking Area BMPs and Landscaping
M. Crystal Drive BMPs
N. Somers Drive BMPs

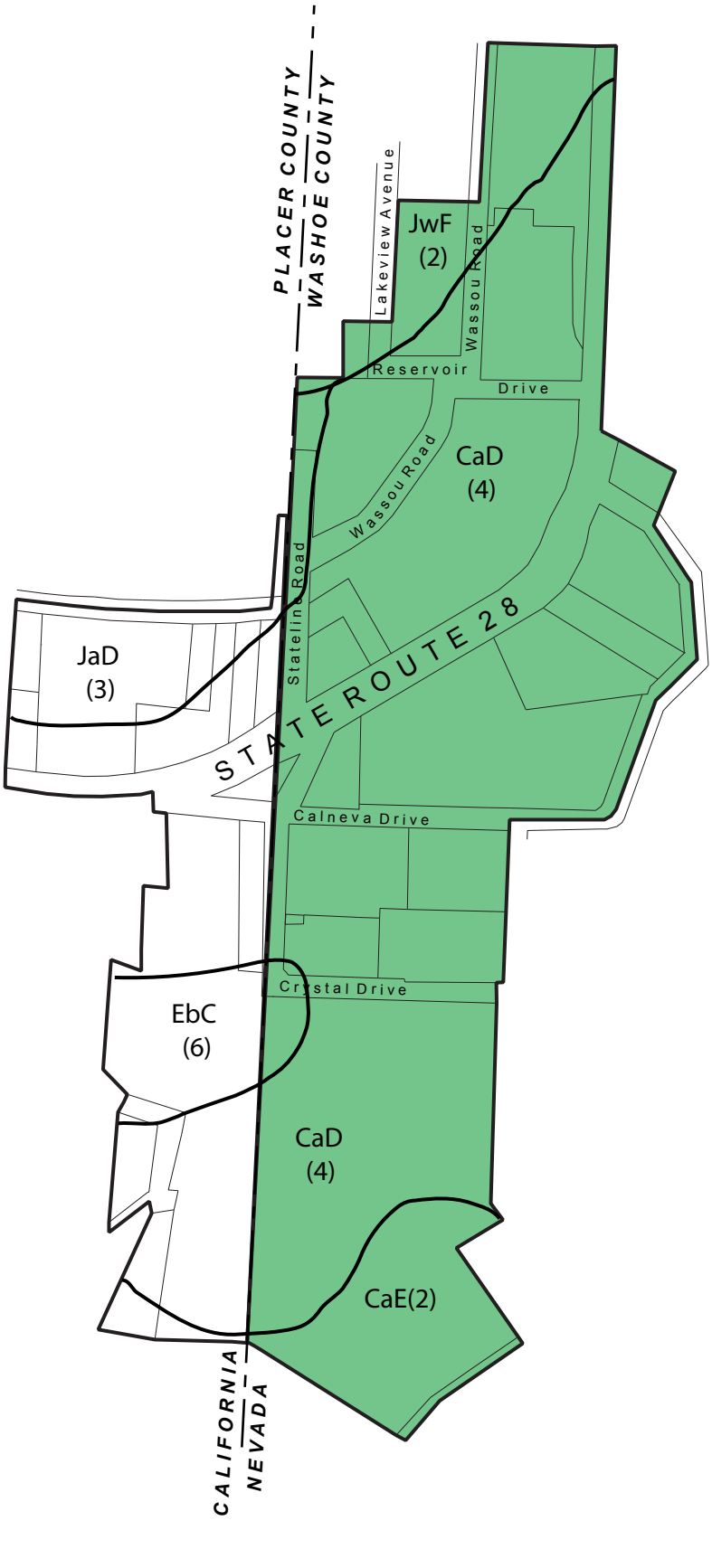


TAHOE REGIONAL PLANNING AGENCY

Nevada North Stateline Community Plan

WATER QUALITY IMPROVEMENTS

Figure 6



TAHOE REGIONAL PLANNING AGENCY

Nevada North Stateline Community Plan

SOILS AND LAND CAPABILTY

Figure 7

SEAL OF WASHOE COUNTY STATE OF NEVADA

Chapter Five
RECREATION

The Recreation Chapter is a supplement to the Recreation Elements of the TRPA Goal and Policies Plan, the Placer County General Plan and the Washoe County Comprehensive Plan. It contains a description of the existing recreation facilities within the plan area, goal, objectives and policies for the plan area, and a description of proposed recreation improvements. The improvements are further detailed in the Implementation Element, Chapter Seven.

EXISTING FACILITIES

This plan area contains little in the way of outdoor recreation facilities. The Cal Neva Lodge contains a swimming pool and outdoor tennis courts. In the plan area, the emphasis has been on indoor casino entertainment, as is typical of many Nevada communities. Although bicyclists ride through the plan area, there is high potential for an accident between autos and bicyclists. There are no designated bicycle lanes in the plan area. They share the same right of way as the automobiles throughout the plan area. The casinos market themselves in conjunction with ski areas such as Alpine Meadows. Ski area shuttle buses service the casino core area.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for recreation is to diversify, expand and enhance recreational opportunities to allow for broader use by tourists and residents. The following objectives and policies reflect this goal.

NNSCP.11.1 EXPAND BICYCLE PATHS AND INCREASE OPPORTUNITIES FOR SAFE BICYCLING.

Refer to Bicycle Facilities of the Transportation Element, Chapter Three, for additional information.

NNSCP.11.2 ENCOURAGE THE DEVELOPMENT OF ON-SITE RECREATIONAL OPPORTUNITIES WHICH ENHANCE THE DESTINATION RESORT EXPERIENCE. SUCH OPPORTUNITIES MAY INCLUDE COURT GAMES AND EXERCISE FITNESS COURSES.

NNSCP.11.3 ENHANCE AND IMPROVE ACCESS OPPORTUNITIES TO LAKE TAHOE AND ITS SHORELINE BY VISITORS AND RESIDENTS.

NNSCP.11.3.1 A special assessment district, or other financing mechanism, shall acquire land or easements to construct a public access trail to Lake Tahoe. The trail should originate in the casino core area and pass through the lake vista mini-park site. In lieu of development the lake access trail, a shuttle shall include transit to public beaches.

Refer to Transit Facilities and Service of the Transportation Element, Chapter Three, for additional information.

NNSCP.11.4 DEVELOP LANDSCAPED, OPEN SPACE AREAS WITHIN THE PLAN AREA.

NNSCP.11.4.1 Develop a lake vista mini-park. The mini-park should be developed by the casino properties and/or by the Washoe County Parks and Recreation Department.

PROPOSED IMPROVEMENTS

The following recreation improvements are contemplated as part of the community plan and are recommended to implement the policies. Where appropriate, listings include the original Capital Improvements Program (CIP) or other plan containing the improvements. Prior to construction approval, the specific project must be included on TRPA's Five Year Recreation List.

BICYCLE TRAIL

The right of way of State Route 28 and/or local streets improved and designated as a Class II bicycle trail along both sides of the road. Class II bicycle trails require a minimum of four feet of dedicated pavement outside the fog line for single direction travel together with appropriate signage. A Class II bicycle lane along both sides of State Route 28 is consistent with the TRPA RTP/AQP and the Bicycle Facilities Master Plan. Bicycle lanes along the local streets should be considered. Use of the local streets would remove bicycles from State Route 28 and reduce the potential for accidents along State Route 28. Traffic along the local streets is slower, creating a relatively safe environment for bicyclists.

LAKE ACCESS

Lake access should be provided in close proximity to North Stateline. If not possible, shuttle service should be provided for visitors as transport to existing public beaches, such as Sand Harbor State Park.

STATELINE LAKE VISTA MINI-PARK

A small park should be developed with landscaping, seating, lake vista and interpretative opportunities, state flags and a low, stone monument celebrating the two states. The preferred site is the area bordered by State Route 28, Stateline Avenue and Calaneva Drive. It is depicted on the Community Design Plan in Chapter Two.

Chapter Six
PUBLIC SERVICES

The Public Services Chapter is a supplement to the Public Services and Facilities Elements of the TRPA Goal and Policies Plan, the Placer County General Plan and the Washoe County Comprehensive Plan. It contains a description of the existing public services within the plan area, goal, objectives and policies for the plan area, and a description of proposed public service improvements. The improvements are further detailed in the Implementation Element, Chapter Seven.

EXISTING FACILITIES AND SERVICES

The primary public service providers within the plan area include:

- Incline Village General Improvement District (IVGID),
-
- North Lake Tahoe Fire Protection District (NLTFPD) for the Washoe County portion of the plan area, and
- U.S. Postal Service.

These agencies provide water, sewer, fire protection and postal services for both the casinos and the Crystal Bay residents. The public facilities in the plan area include a fire station (NLTFPD) and post office (U.S. Postal Service). The possibility of Crystal Bay being cut-off from the remainder of Washoe County emergency services, given one access by automobile into the plan area (State Route 28), makes it an appropriate location to continue emergency public service uses, such as the fire station. In addition to State Route 28, Brockway Road provides a connection between Crystal Bay and Kings Beach.

GOALS, POLICIES AND ACTION PROGRAMS

The public services and facilities goal is to assure the level of community services and standards meet the environmental, social and aesthetic needs of the residents of the Washoe County portion of the Lake Tahoe Basin. The following objective and policy reflect this goal.

NNSCP.12.1 ENSURE THE CONTINUED PROVISION OF RELIABLE WATER, SEWER, FIRE PROTECTION AND POSTAL SERVICES.

NNSCP.12.1.1 Relocation of the fire station, in order that NLTFPD can more readily provide emergency response to the casinos, is supported.

NNSCP.12.1.2 Public service projects shall be designed consistent with the North Stateline Design Plan and Design Review Guidelines.

NNSCP.12.1.3 The U.S. Postal Service shall implement home mail delivery to all uses in the plan area and to residents in the surrounding residential areas.

PROPOSED IMPROVEMENTS

The following public service improvement is contemplated by the community plan. It is expected to be started or completed during the twenty year life of the plan. Where appropriate, listings include the original Capital Improvements Program or other plan containing the improvement. Prior to construction approval, the specific project must be included on the TRPA Five Year Public Service List.

NEW FIRE STATION

The NLTFPD has relocated from the north side of State Route 28 to the south side of State Route 28 below the casino core. Construction was completed the end of 1995. (Aside: Although construction is complete, relocation of the fire station was originally included in the community plan as a proposed improvement. It has remained to indicate the plan's support for relocation.).

HOME MAIL DELIVERY

The U.S. Postal Service should implement home mail delivery to both the North Stateline businesses and the Crystal Bay residents.

Chapter Seven
IMPLEMENTATION

The purpose of the Implementation Chapter is to establish the mechanisms by which individual and area-wide improvements become realized. It is a supplement to the Implementation Element of TRPA's Regional Plan and the Washoe County Capital Improvements Program. This chapter describes:

- Implementation goals and policies,
- Programs and schedules of proposed improvements,
- Mitigation fee programs,
- Developer incentive programs, and
- Monitoring programs.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for implementation of the community plan is to ensure the plan's additional development opportunities and capital improvement programs are successfully implemented. The following policies support this goal.

NNSCP.13.1 OFF-SITE MITIGATION, WHICH MAY BE REQUIRED AS PART OF A MAN-MODIFIED LAND CAPABILITY DETERMINATION, SHALL BE IMPLEMENTED WITHIN THE COMMUNITY PLAN AREA.

NNSCP.13.2 PROJECTS CONTAINING EXISTING LAND COVERAGE GREATER THAN 70 PERCENT SHALL REDUCE ON-SITE COVERAGE BY A MINIMUM OF 5 PERCENT OR TO 70 PERCENT, WHICHEVER IS LESS, AS PART OF THE PROJECT.

NNSCP.13.3 PROJECT APPLICANTS WHO ELECT TO PARTICIPATE IN SUBSTITUTE AIR QUALITY OR WATER QUALITY MITIGATION FEE PROGRAM(S) SHALL IMPLEMENT SUCH PROGRAMS OR PROJECTS WITHIN THE COMMUNITY PLAN AREA.

NNSCP.13.4 EACH PROJECT SEEKING AN ALLOCATION OF ADDITIONAL FLOOR AREA SHALL CONTRIBUTE TOWARDS ACHIEVING THE CAPITAL IMPROVEMENTS PROPOSED FOR THE PLAN. PROJECTS SHALL ALSO BE SUBJECT TO THE PLAN'S COMMERCIAL FLOOR AREA ALLOCATION PROCEDURES.

Refer to Chapter Two for additional information.

NNSCP.13.5 COMMUNITY PLAN PROJECTS USING NEW COMMERCIAL FLOOR AREA (I.E., A COMMERCIAL ALLOCATION) MAY BE DEVELOPED PROVIDED ONE OF THE FOLLOWING ACTIONS OCCURS FOR THE NORTH STATELINE COMMUNITY PLANS AREAS:

- ❑ Establishment of a redevelopment district by Washoe County.
- ❑ Formation of a special assessment district by Washoe County.
- ❑ Execution of a cooperative funding agreement for the urban design project which includes the Crystal Bay Casino Association.
- ❑ Authorization of funding by the Nevada Department of Transportation for the urban design project.
- ❑ Award of grant funds for the urban design project.

NNSCP.13.6 PROJECTS UTILIZING THE BONUS UNIT INCENTIVE PROGRAM PROVIDED UNDER CHAPTER 52 OF TRPA'S CODE OF ORDINANCES TO ACQUIRE BONUS TOURIST ACCOMMODATION UNITS SHALL PARTICIPATE IN CAPITAL IMPROVEMENT PROJECTS WITHIN THE COMMUNITY PLAN AREA PROVIDED IN CHAPTER 52 AND IN THE COMMUNITY PLAN.

Refer to Chapter Two for additional information.

NNSCP.13.7 MULTI-RESIDENTIAL BONUS UNITS USED WITHIN THE PLAN AREA, PURSUANT TO CHAPTER 52 OF TRPA'S CODE OF ORDINANCES, ARE ENCOURAGED TO BE UTILIZED FOR AFFORDABLE AND/OR EMPLOYEE HOUSING PROJECTS.

Refer to Chapter Two for additional information.

IMPROVEMENTS PROJECTS AND SCHEDULES

The implementation of improvements is necessary in order to achieve the goals, objectives and policies of the community plan. Implementation of improvements is especially necessary for achievement of the environmental threshold improvement targets identified in Chapter 4. The sources of funding for these projects include Washoe County, Burton-Santini, Nevada Department of Transportation (NDOT), TRPA, private entities, and state and federal grants.

Certain improvements are interrelated and the following schedule of implementation based on five year increments is recommended. All capital improvement projects are projected to be accomplished within fifteen years of community plan adoption. Refer to Chapter 4 for additional improvement programs and schedules.

A coordinated method of implementation should be determined. Redevelopment is one method by which to achieve rehabilitation improvements. Other opportunities include establishment of a special assessment district, or a combination of funds from various sources (such as private, federal, state and county).

Table 4. SCHEDULE OF IMPROVEMENT PROJECTS
North Stateline Community Plans

Years 1 through 5 (1996 - 2000)	
Land Use	Housing Study and Plan Completed
Transportation/Air Quality	TART Transit Service Expanded Transit Stops Improved Pedestrian Path System Developed SR 28 Intersection Improvement Design Study Complete Class II Bicycle Trails Developed Reno - North Tahoe Transit Established
Water Quality/Soil Conservation	Disturbed Lands Restored
Scenic Quality	Urban Design Project Completed Substitute Sign Standards & Mitigation Implemented
Years 6 through 10 (2001 - 2005)	
Transportation/Air Quality	SR 28 Intersection Improvements Completed Pedestrian Path System Completed Home Mail Delivery Implemented
Water Quality/Soil Conservation	Best Management Practices Installed on Public ROWs
Scenic Resources/Community Design	Utility Lines along SR 28 converted to Underground
Years 11 through 15 (2006 - 2010)	
Scenic Resources/Community Design	Stateline Lake Vista Mini-Park Developed

Source: Tahoe Regional Planning Agency; Washoe County Department of Comprehensive Planning, 1996.

CAPITAL IMPROVEMENT PROGRAM PROJECT DESCRIPTIONS

LAND USE

Improvement	**Description**
Housing Study and Plan	Develop a study which determines Washoe County's affordable housing needs. Develop a plan which identifies the methods of meeting Washoe County's affordable housing needs. Estimated cost: $35,000 Funding: State of Nevada and Washoe County

TRANSPORTATION / AIR QUALITY

Improvement	Description
TART Transit Service Expansion	Provide TART service at 30 minute headways on State Route 28 and increase hours of operation to 6:30 p.m. to 11:30 p.m. Estimated cost: $5,326,000 (north shore cost). Funding Source/Responsible Entities: Washoe County Regional Transportation Commission (RTC), Placer County General Fund, mitigation fees, transit funds
Transit Stop Improvements	Locate transit shelters at the three existing TART stops and create one new eastbound stop with a shelter. Design to be consistent with the Community Design Guidelines. Estimated cost: $60,000 ($15,000 per shelter). Funding Source/Responsible Entities: TART, TRPA, Washoe County RTC, Placer County Department of Public Works, Property Owners
Pedestrian Path System	Create a public pedestrian walkway system along both sides of State Route 28 and along side streets which connect areas of shopping, restaurants and other activities. The proposed pedestrian paths are shown on the Transportation Facilities map in Chapter Three. Funding Source/Responsible Entities: TRPA, Washoe County (Parks and Recreation Department), Placer County, NDOT, Property Owners
State Route 28 Intersection Improvements	State Route 28 improvements are needed to maintain or improve traffic flow and safety through the plan area. This will become increasingly important as development of additional commercial floor area and tourist accommodation units occurs. An initial assessment identified the need to improve the intersections at State Route 28/Calaneva Drive (adjacent to the Post Office), State Route 28/Stateline Road, and State Route 28/Cal Neva Lodge entrance. Improvements are expected to include addition of two-way left turn pockets with limited stacking space, addition of free right turn pockets and changes in vertical alignment at intersections south of State Route 28. The plan recommends a detailed design study be completed to identify the nature of the improvements Funding Source/Responsible Entities: TRPA air quality mitigation funds, Caltrans (California Department of Transportation), Nevada Department of Transportation (NDOT), Placer County Department of Public Works, Affected Property Owners.

Improvement	Description
Bicycle Trails	Develop Class II bicycle trails along State Route 28 and/or local streets through the entire length of the plan area Funding Source/Responsible Entities: TRPA, Washoe County (Parks and Recreation Department), NDOT, Caltrans, Incline Village General Improvement District, Nevada Scenic Byways Program
Home Mail Delivery	Implement home mail delivery to North Stateline businesses and Crystal Bay residents Funding Source/Responsible Entities: U.S. Postal Service
Reno - North Tahoe Transit	Establish a transit service which provides transportation between Reno and North Tahoe Funding Source/Responsible Entities: Truckee North Tahoe Transportation Management Association, Washoe County Regional Transportation Commission

WATER QUALITY/SOIL CONSERVATION

Improvement	Description
Water Quality Best Management Practices (BMP)	Install water quality Best Management Practices (BMPs) on all public rights-of-way within the plan area. Improvements will generally include revegetation of slopes, installation of roadside drainage channels and storm water detention structures. Refer to the Water Quality Improvements map in Chapter Four. Estimated Cost: Varies by treatment needed. Funding Source/Responsible Entities: Property owners
Disturbed Lands Restoration	Restore disturbed lands in the areas generally shown on the Water Quality Improvements map in Chapter Four. The targeted area is the northern portion of the Tahoe Mariner site, estimated to be approximately 200 feet by 350 feet (1.6 acres). Funding Source/Responsible Entities: Property Owner

SCENIC RESOURCES/COMMUNITY DESIGN

Improvement	Description
Urban Design Project	Implement extensive landscaping along State Route 28 through the plan area. Install sidewalks along State Route 28 to create a sense of "main street". Funding Source/Responsible Entities: North Stateline businesses, Nevada Department of Transportation, Washoe County Air and Water Quality Mitigation Funds, State and/or Federal Grant Funds.
State Route 28 Utilities Undergrounding	Convert existing overhead utility lines and poles to underground service along State Route 28 through the plan area. Location of lines and poles to be undergrounded is generally shown on the Community Design Plan (Figure 4). Estimated Cost: $730,000 ($325.00/linear foot X estimated length of 2,250 linear feet). Funding Source/Responsible Entities: California side - Public Utilities Commission Undergrounding Fund Program; Nevada Side - Local Assessment District created.
Stateline Lake Vista Mini-Park	Develop a downtown mini-park (approximately 26,000 square feet) at the stateline with landscaping, seating, lake vista and interpretative opportunities, state flags and a low, stone monument celebrating the two states. Refer to the Community Design Plan (Figure 4) for approximate location. Funding Source/Responsible Entities: Special Assessment District, Redevelopment District, North Stateline businesses and/or Washoe County Parks and Recreation Department..

MITIGATION FEE PROGRAMS

This section identifies those improvements which, if implemented, may be used in place of Regional Plan coverage, air quality and water quality mitigation fees.

EXCESS LAND COVERAGE REDUCTION PROGRAM

Program Purpose

The purpose of the excess land coverage reduction program is to reduce excess land coverage (hard and soft) consistent with the soil conservation environmental threshold target for the community plan area established in Chapter 4. The program is intended to be used as a substitute for the excess land coverage mitigation program established in Section 30.6 of the TRPA Code of Ordinances.

Program Description

Pursuant to Chapter 30 of the TRPA Code of Ordinances, a land bank accounting system may be established to bank and credit the community plan area all hard and soft land coverage removed and lands restored. The target amount of land coverage reduction is described above and is estimated to be 12,000 square feet. TRPA shall credit land coverage reductions achieved pursuant to the community plan to a special account established for all parcels within the community plan area boundary. Eligible projects may use the credits banked in this account and will not be required to pay the normal excess land coverage mitigation fees up to the amount in the account as otherwise required by Chapter 30, TRPA Code of Ordinances, when project proponents can successfully demonstrate that they have contributed to coverage reduction projects.

The following types of projects or activities are anticipated to result in land coverage reductions:

- Publicly sponsored capital improvements projects which remove land coverage as part of their scope of work. Examples: landscape improvements within the public right of way; removal of soft coverage along road shoulders.
- Privately sponsored projects which remove land coverage. Examples: landscape improvements in parking lots, or along parcel frontages associated with scenic threshold improvement plans; restoration of unnecessary roads or trails.

Program Eligibility

Projects contributing to the reduction of land coverage, which are credited to the Nevada North Stateline Community Plan area account, may use the contributions as credit based on the coverage reduction schedule established in Chapter 30 of the TRPA Code of Ordinances.

WATER QUALITY FEE PROGRAM

Program Purpose

The purpose of the water quality mitigation fee program is to implement water quality improvement projects identified above. The improvement projects are expected to help meet the water quality environmental threshold targets established in Chapter 4. The community plan program is intended to be used as a substitute for the water quality mitigation offset program established in Chapter 82 of the TRPA Code of Ordinances (i.e., required payment per square foot of new coverage and/or participation in off site mitigation projects).

Program Description

Community plan water quality improvement projects are identified above and shown on the Water Quality Improvements map in Chapter 4. They generally include revegetating disturbed areas, providing slope stabilization and installing roadside drainage systems. Participants in the program will be exempt from TRPA's water quality mitigation fee when they can successfully demonstrate that they have contributed to the water quality

improvements projects. The contributions can extend to off site improvements and can substitute for the Chapter 60 (TRPA Code of Ordinances) offsite mitigation fee requirements. Installation and maintenance of onsite Best Management Practices (BMPs) such as paving, runoff control and revegetation are still required as part of the program.

Program Eligibility

All projects and parcels are eligible to participate. Projects contributing to the construction or installation of water quality improvements which are contained in the North Stateline community plan area shall be considered to have met their obligation in an amount equal to their contribution as permitted by the water quality mitigation program established in Chapter 60 of the TRPA Code of Ordinances.

TRAFFIC AND AIR QUALITY FEE PROGRAM

Program Purpose

The purpose of the traffic and air quality mitigation fee program is to implement transportation improvement projects identified above. The improvement projects are expected to help meet the air quality environmental threshold targets established in Chapter 4. The community plan program is intended to be used as a substitute for the offsite traffic and air quality program established in Chapter 65 of the TRPA Code of Ordinances (i.e., required payment for new vehicle trips attracted or produced and/or participation in localized or regional mitigation projects).

Program Description

Community plan transportation improvement projects are identified above and shown on the Transportation Improvements map in Chapter 3. They generally include the addition of turn pockets at existing intersections, increasing transit service, provision of transit shelters at existing transit stops and construction of bicycle lanes. Implementation of the improvement projects will be exempt from TRPA's air quality mitigation fee when they can successfully demonstrate that they have contributed to the transportation improvement projects.

Program Eligibility

All projects and parcels are eligible to participate. Projects contributing to the construction or implementation of transportation improvements contained in the North Stateline community plan area shall be considered to have met their obligation in an amount equal to their contribution as permitted by the mitigation requirements established in Chapter 65 of the TRPA Code of Ordinances.

DEVELOPER INCENTIVE PROGRAMS

This section identifies potential methods to acquire additional residential units, tourist accommodation units, land coverage and commercial floor space for use in future development. The incentive programs are created to link required improvements with new development to ensure the goals and objectives of the community plan are achieved. Additionally, the commercial floor area allocation procedures link the allocation of new commercial floor area with the improvements.

MULTI-RESIDENTIAL BONUS UNIT PROGRAM

Multi-residential bonus units may be approved on parcels located in community plan areas designated as eligible for the Multi-Residential Incentive Program. The North Stateline Community Plans have been designated as an eligible receiving areas for multi-residential bonus units based on Policy 7.2. The units shall only be used for affordable employee housing associated with the casinos. Chapter 52 of the TRPA Code of Ordinances establishes the criteria by which to acquire and use the units. All projects which receive multi-residential bonus units under the Chapter 52 program must meet the following criteria (refer to Chapter52, TRPA Code of Ordinances, for additional discussion):

- ❑ Meet density limits established in the community plan area statement.
- ❑ Multi-family and multi-person dwellings must be a permitted use in the community plan area statement. Both are permitted in the Nevada North Stateline Community Plan area.
- ❑ The community plan area must be designated as eligible for the Multi-Residential Unit Incentive Program. The Nevada North Stateline Community Plan area has been designated as eligible for the incentive program.
- ❑ The number of units received must not exceed the maximum assigned to the community plan area. The Nevada North Stateline plan area is eligible to receive a maximum of 37 units.
- ❑ Except for units found by TRPA to meet the definition of affordable housing, an allocation and development right (or transfer of an existing unit) shall be required for each unit.

The program assigns the number of bonus units to a project based on the type and level of mitigation measures included as part of the project. Project proponents may choose from a list of improvement programs including:

- ❑ Regional Transportation Plan Action Element.
- ❑ Water Quality Management Plan Capital Improvement Program.
- ❑ Retirement of undeveloped parcels on low capability land.
- ❑ Transfer and retirement of existing residential units.
- ❑ Reductions in otherwise allowable land coverage.

- Scenic Quality Improvement Program.

The community plan encourages project proponents to participate in improvement programs as listed, as well as the improvements identified in the community plan. The community plan improvements are listed above under "Improvement Programs and Schedules". Based on community plan policy, the improvements must occur within the community plan area.

Points are earned based on the amount of financial participation made as part of the project. Projects located within community plan areas may multiply their score by a factor of 1.5. Projects providing affordable employee housing may multiply their score by a factor of 2.0.

Housing which meets the criteria for affordable housing as set forth in policies 1, 3 and 4 of Goal 1 of the Housing Sub-element, Land Use Element of the TRPA Regional Plan, need not accumulate points through mitigation measures. Bonus units for such projects are assigned on the basis of need. Refer to Chapter52, TRPA Code of Ordinances, for program specifications.

TOURIST ACCOMMODATION BONUS UNIT PROGRAM

Tourist accommodation bonus units may be approved by TRPA on parcels located within an adopted community plan provided when at least one existing tourist accommodation unit is transferred in accordance with the TRPA Code of Ordinances for each bonus unit approved. The Nevada North Stateline community plan area has been designated as an eligible receiving area for up to 33 tourist accommodation bonus units. This means that a total of 60 tourist accommodation units may be approved in this plan area. Chapter 35 of TRPA's Code of Ordinances establishes the criteria by which to acquire and use the units. All projects which receive tourist accommodation bonus units under the Chapter 35 program (TRPA Code of Ordinances) must meet the following criteria (refer to TRPA Code, Section 52.4, for additional discussion):

- Meet density limits established in the community plan area statement.

- Tourist accommodation uses must be a permitted use in the community plan area statement. They are permitted in the Nevada North Stateline plan area.

- The community plan area or parcels therein must be designated as eligible for the Tourist Accommodation Bonus Unit Program. North Stateline has been designated as such.

- Tourist accommodation units shall be allocated in accordance with Chapter 50 (Allocation of Development) of TRPA's Code of Ordinances.

The program assigns the number of bonus units to a project based on the type and level of mitigation measures included as part of the project. Based on community plan policy, mitigation measures must be done within the community plan area. Points are earned based on the amount of financial participation made as part of the project. Points are then converted to actual bonus units which may be used. Additionally, the program assigns points which are subsequently converted to bonus units based on the transfer of existing tourist accommodation units. It places greater value on the transfer and

retirement of units presently located in low land capability districts (i.e., districts, 1a, 1b, 1c, 2 and 3).

Table 5. EXAMPLE CALCULATION FOR A TOURIST ACCOMMODATION BONUS UNIT PROJECT

A project transfers ten existing units from a Stream Environment Zone (SEZ), (1) invests $35,000 in water quality improvement project, (2) pays $17,000 for a traffic signalization project, and (3) provides access to the lakeshore worth $51,000.

	(2)	17,000
Points earned:	(1)	$35,000
	(3)	51,000
		$103,000

($103,000 divided by $15,000) X 10 = 68.7 points

68.7 divided by 5 = 13.7 units to match with transfers of existing units from SEZ

Existing units transferred from SEZ = ten which is less than 13.7. Therefore bonus units equals ten. Units available for new project equals ten units transferred plus ten bonus units equals 20 units total.

Source: Tahoe Regional Planning Agency, 1996.

Project proponents may choose from a list of improvement programs including:

- Regional Transportation Plan Action Element.
- Water Quality Management Plan Capital Improvement Program.
- Reductions in otherwise allowable land coverage.
- Scenic Quality Improvement Program.
- Providing accessory uses which improve one or more of the following thresholds: VMT reduction or public outdoor recreation.

Refer to Chapter52, TRPA Code of Ordinances, for program specifications. An example of project calculations is provided below. The community plan encourages project proponents to participate in improvement programs from the list above which are contained in the community plan. Refer to Proposed Improvements section above for a list of community plan improvements. The improvement must be done within the community plan area.

ADDITIONAL LAND COVERAGE

Chapter 30 of the TRPA Code of Ordinances provides for additional land coverage on certain parcels located within community plan areas. Vacant parcels may be allowed up to 70 percent coverage on areas within land capability districts 4 through 7 for a commercial use. Parcels with existing commercial development may be allowed up to 50 percent coverage on districts 4 through 7.

Parcels within community plan areas may be allowed up to 50 percent maximum coverage under certain conditions. The parcel's use must be tourist accommodation, multi-residential, public service or recreation. The 50 percent coverage may only be used on land capability districts 4 through 7. This provision applies to both developed and undeveloped parcels.

Additional coverage above the base allowable coverage limits established under Chapter 30 must be transferred. Only hard coverage may be used as a source of transferred coverage for commercial and tourist accommodation uses. Multi-residential, public service and recreation uses may transfer hard coverage, soft coverage or base (potential) coverage. The location site from which the coverage is to be transferred must be within the same hydrologic unit (watershed group) as the receiving site. Refer to Chapter 20 for more information.

A land coverage bank will be established by Washoe County or by the State of Nevada. A County land bank would service Washoe County parcels within the Tahoe Region, while a State of Nevada land bank would service the entire Nevada portion of the Region. It is anticipated that such a land bank will be established in 1995 or 1996. The Washoe County Department of Development Review and the Division of State Lands should be contacted for information on such a program. The bank will be a source of additional land coverage to be used on projects within the community plan area. Coverage will be obtained from the bank through purchase or trade. Equivalents of different currencies may be established. For example, one residential unit could be equated to a specific amount (square footage) of hard coverage.

COMMERCIAL FLOOR SPACE

TRPA regulates the rate and timing of commercial growth in the Tahoe Region. This regulation is directly related to maintaining and improving the quality of the environment. Through the issuance of allocations, TRPA controls the distribution of growth and development which works together with projects designed to attain and maintain environmental thresholds. Any project or use that creates additional commercial floor area requires an allocation of commercial floor space, measured in square feet. An exception is that when additional commercial floor area is accessory to a non-commercial primary use, a commercial floor area allocation is not required. An example would be a coffee shop in a hotel. Refer to Chapter 50 of the TRPA Code of Ordinances for additional information.

There is a finite amount of additional commercial floor space for the entire region. Following the 1996 community plan adoption, a total 19,616 square feet of additional commercial floor area may be allocated within the combined Nevada and California North Stateline community plan areas. This includes 8,816 square feet of from the Washoe County pool and 10,800 square feet of the Washoe County portion of the bonus. A portion of the bonus, 7,500 square feet has designated to the Placer side of the plan area, the remainder, 3,300 square feet, to the Washoe County side. The procedure by which this additional commercial floor area will be distributed is outlined by the Washoe County Commercial Allocation Program.

MONITORING PROGRAMS

Chapter 12 of the TRPA Code of Ordinances requires monitoring and periodic review of each community plan. It requires community plans to be reviewed at five year intervals to determine conformance with approved schedules and to check the adequacy of programs, mitigation and monitoring.

The community plan monitoring program relies on the existing components of the TRPA monitoring programs. Monitoring provisions of the community plan rely on certain key indicators listed in Chapter 16 of the TRPA Code of Ordinances.

THRESHOLD TARGET MONITORING

The Threshold Target Monitoring program measures progress toward targets established in the Conservation Chapter, Chapter 4. The targets are generally stated in terms of a 20 year attainment time frame unless noted otherwise. The community plan's ten year life will be updated every five years. Changes to the status of individual thresholds and targets will be incorporated during the plan update. The targets are summarized below.

Table 6. THRESHOLD TARGET MONITORING
North Stateline Community Plan

Threshold Element	Location	Sample Period	Lead
Water Quality (BMP effectiveness)	Representative projects	Spring runoff, representative storms	Project proponents
Land Coverage	Restoration sites	Annually	TRPA
Scenic Resources	Roadway Unit #20	5 year review	TRPA
Noise (CNEL)	To be determined	Annually	TRPA
Traffic Volumes (ADT)	Existing count stations	Annually	NDOT, TRPA, Caltrans

Notes: NDOT Nevada Department of Transportation
TRPA Tahoe Regional Planning Agency

Source: Tahoe Regional Planning Agency, 1996.

CAPITAL IMPROVEMENTS PROGRAM SCHEDULE MONITORING

Capital improvement projects listed above (see the Proposed Improvements section of this chapter) will be reviewed annually to determine whether they are being implemented and, if so, whether they are on schedule. Review will be the responsibility of the Washoe County Department of Development Review.

Appendix A
COMMUNITY PLAN AREA STATEMENT 032N

PLAN DESIGNATION:

Land Use Classification TOURIST

Management Strategy REDIRECTION

Special Designation TDR RECEIVING AREA FOR:

1. Existing Development
2. Transfer of Development Rights (TDR) Receiving Area

ELIGIBLE FOR REDEVELOPMENT PLANS

PREFERRED AFFORDABLE HOUSING AREA

MULTI-RESIDENTIAL INCENTIVE PROGRAM

SCENIC RESTORATION AREA

DESCRIPTION:

Location: This area encompasses the gaming/motel area at North Stateline Nevada. It is located on TRPA Plan Area Statement map F-4.

Existing Uses: The California and Nevada North Stateline Community Plan areas contain four operating casinos with accessory hotel-motel and commercial uses. It is 90 percent built out.

Existing Environment: The combined California and Nevada plan areas contain approximately 36 acres (75%) of high capability lands and approximately 12 acres (25%) of low capability lands. Existing land coverage is estimated at 70 percent with an additional 20 percent disturbed.

PLANNING STATEMENT: The North Stateline plan areas should be strengthened as a family-oriented destination resort. More emphasis should be placed on the outdoors and on human-scale design. More priority should be given to pedestrians. This can be achieved through increasing the amount of green space, placing sidewalks and benches throughout the plan area, and reducing emphasis on the auto. A pedestrian-oriented main street connecting the casinos will also help create a pedestrian friendly environment and increase opportunities to be outdoors. Providing a range of entertainment and recreational activities for families, as well as needed support services

such as child care, will improve the area's competitive advantage in the resort market. Improvements proposed by the plan will help create a sense of place, one which is unique to North Stateline and which promotes a resort setting. This will be achieved primarily through architecture and site planning. Architecture and design should identify North Stateline; signs should become secondary. Refer to the Concept Plan included in Chapter One of the community plan document.

PLANNING CONSIDERATIONS:

1. There is considerable traffic congestion during peak periods. It is created by the combination of seasonal visitor traffic, conflicting vehicles turning movements and the pedestrian crossing light.

2. Limitations on gaming expansion have been established and are found in the Tahoe Regional Planning Compact.

3. Emissions from the casino boilers should comply with adopted air quality standards.

4. There is considerable land coverage and disturbance in this plan area. Coverage and disturbance could be decreased through consolidation of parking into structures, removal of asphalt and landscaping. This is especially applicable to the Cal Neva Lodge and Tahoe Biltmore properties.

5. The North Stateline area serves as a gateway to both California and Nevada. The visual appearance of the area should be upgraded through design, sign and landscaping improvements.

6. TRPA Scenic Threshold Roadway Unit 20 is within this plan area and is targeted for restoration as required by the scenic threshold. California/Nevada State Route 28 is designated as a regional scenic highway corridor. Nevada State Route 28 is designated as a the Nevada State Scenic Byway.

7. Overhead utility lines and poles along State Route 28 should be placed underground.

8. A coordinated method for implementation of community plan improvements should be determined and established.

9. A State Route 28 Intersection Improvement Design Study should be prepared.

10. A parking management program should be developed for the commercial and tourist uses of the plan area.

SPECIAL POLICIES:

Land Use

1. Create a more complete, family-oriented destination resort area.

    a. The provision of child care facilities within the plan area is encouraged.

    b. The provision a wide range of family oriented entertainment and recreational activities is encouraged.

2. Buffer adjacent residential uses from the commercial uses of the commercial, tourist and public services uses of the casino area through site design, landscaping, vegetation and screening.

    a. Non-residential and employee housing projects shall provide buffering from existing, surrounding residential uses. Buffering methods shall be consistent with the methods described in the North Stateline Design Standards and Guidelines (Appendix B).

3. Connect existing and future land uses with a pedestrian path system.

    a. All projects shall provide on-site pedestrian paths. Projects are encouraged to provide pedestrian paths between uses within the plan area, consistent with the Community Design Plan (Figure 4).

    (Refer to Pedestrian Facilities below for additional policies.)

4. Encourage land use patterns that reduce the need for travel and increase access to transit.

    a. Opportunities for retail commercial shopping within the plan area should be increased.

    b. Affordable and/or employee housing for casino employees should be provided in or adjacent to the plan area.

5. From the original 1996 community plan adoption until [§]superseded by an updated TRPA Regional Plan, an additional 12,116 square feet of commercial floor area may be allocated within the Nevada North Stateline Community Plan Area.

    a. Projects seeking an allocation of additional commercial floor area shall be subject to the Washoe County Commercial Allocation Program.

    b. TRPA shall only consider, for approval of new commercial floor area, those projects which have been recommended by Washoe County. c. Only projects that make substantial progress toward implementing the area-wide improvements listed in

[§] *Amended 10/25/06*

Chapter Seven of this community plan shall be eligible for commercial floor area allocations. Substantial progress shall be based on one square foot of allocation equal to five dollars or more worth of improvements.

(Also refer to the Policies of the Implementation Element, of the plan.)

6. From the 1996 community plan adoption [§]until superseded by an updated TRPA Regional Plan, thirty-three (33) Additional Bonus Tourist Accommodation Units may be allocated within the Nevada North Stateline Community Plan Area.

   a. Projects utilizing the bonus unit incentive program provided under Chapter 52 of TRPA's Code of Ordinances which are required to provide mitigation measures to acquire bonus tourist accommodation units, shall participate in capital improvement projects within the community plan area provide under Section 52.4of the Code.

7. From community plan adoption until [§]superseded by an updated TRPA Regional Plan, thirty-seven (37) additional Residential Bonus Units may be allocated within the Nevada North Stateline Community Plan Area. The bonus units shall be used for affordable and/or employee housing.

   a. Projects utilizing the bonus unit incentive program provided under Chapter 52 of TRPA's Code of Ordinances to acquire residential bonus units shall participate in capital improvement projects within the community plan area provided under Section 52.2 of the Code.

Community Design

1. All projects are encouraged to use architectural designs and materials which are unique to North Stateline and which strengthen North Stateline's Resort image. These are defined in the Design Standards and Guidelines, Appendix B.

   a. All projects are encouraged to use architectural designs and materials which are unique to North Stateline and which strengthen North Stateline's resort image. These are defined in the Design Standards and Guidelines, Appendix B.

   b. All projects shall provide landscaped screening of on-grade parking areas. Such screening may consist of either man-made or plant materials, or combinations of both, and shall be effective year round.

   c. All overhead utility lines and poles along State Route 28 and all new connections and lines shall be placed underground.

[§] *Amended 10/25/06*

California has a designated program with a funding sources for undergrounding utilities along highways. On the Nevada side of the plan area, a special assessment district or other means shall be established to implement the undergrounding within the public right-of-way. On-site utilities shall be placed underground as part of project approval.

d. Commonly designed architectural monuments are encouraged to be located throughout the plan area, particularly at the entries to the plan area.

e. If adopted by TRPA, signs within the plan area shall be consistent with the provisions of the North Stateline Substitute Sign Standards.

f. All projects shall be designed consistent with the North Stateline Design Plan (Chapter Two of the plan) and the North Stateline Design Standards and Guidelines (Appendix B of the plan).

2. Implement and enforce the North Stateline Design Standards and Guidelines as shown in Appendix B.

   a. All projects shall be designed consistent with the Community Design Plan (Figure 4) and the North Stateline Design Standards and Guidelines (Appendix B). This may include provisions added to the Design Standards and Guidelines as a result of adopting the substitute sign standards.

3. Create a pedestrian friendly and pedestrian safe environment which provides more opportunity for pedestrian activities and reduces emphasis on the auto.

   (Refer to Pedestrian Facilities below for additional policies.)

4. Reduce the visual predominance of parking lots and asphalt.

   (Refer to Parking Facilities below for additional policies.)

5. Buildings or structures which are determined to be of historic significance are encouraged to be reused and incorporated into site plans.

   a. Prior to approving the removal or demolition of structures, TRPA shall review and approve a historic property inventory which has been prepared by a qualified professional.

   b. In the event that cultural resources are encountered during grading or construction activities, a professional archaeologist shall be consulted to assess the resources and prepare appropriate mitigation measures.

Economic Development

1. Increase resident and visitor spending within the North Stateline Community Plan Area.

    a. Allocations of new commercial floor space should be directed towards increasing the number and variety of retail stores and restaurants.

2. Strengthen the area's potential as a world class, nationally renowned, tourist destination resort.

    a. Aesthetics, architecture and landscaping of the Nevada North Stateline Community Plan Area should be upgraded.

    b. A coordinated method for implementation of improvements should be determined and established. One method might be the formation of a redevelopment agency. Another method might be the formation of a special assessment district.

    c. Marketing of North Stateline as a tourist destination resort, broadening the visitor base to a larger geographic area, should be increased.

    d. The plan allows a mix of uses, including child care and outdoor recreation, to reflect an orientation towards a family destination resort area.

    e. This plan area shall be connected to other commercial nodes (such as Kings Beach and downtown Incline Village) with bicycle and pedestrian paths and by transit.

Housing

1. Provide housing opportunities for North Stateline casino employees.

    a. Washoe County efforts, in the preparation of the Comprehensive Housing Affordability Study, the Consolidated Plan and Housing Element are supported.

    b. The North Stateline and Incline Village Commercial Community Plan Areas are preferred areas for affordable and/or employee housing.

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

    d. Residential bonus units assigned to the Nevada North Stateline Community Plan area shall be used for affordable and/or employee housing.

e. Affordable and/or employee housing should be provided within or adjacent to the plan area and/or employee shuttles provided to principal employee residential areas.

f. A plan should be created that outlines a method for employers to develop or contribute towards employee housing.

Street and Highway Infrastructure

1. Attain and maintain level of service at key intersections in the plan area consistent with the TRPA RTP/AQP.

   a. LOS D or better shall be maintained at the intersections of State Route 28 and the casino crosswalk, and at State Route 28 and Stateline Road.

   b. In cooperation with the Nevada Department of Transportation (NDOT) and Caltrans, left turn pockets shall be created at public road intersections along State Route 28 through the plan area.

   c. In cooperation with NDOT and Caltrans, entrances to parking areas from State Route 28 should be reduced. Entrances to the casinos and their parking areas are encouraged to be created from the back streets for those parking areas which have rear access.

   d. Wassou Road should be clearly defined and delineated as separate from the Biltmore parking lot.

   e. A State Route 28 Intersection Improvement Design Study shall be prepared. 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 the Nevada Department of Transportation and/or Washoe County.

2. Achieve the vehicle miles of travel fairshare target within the plan area. The fairshare VMT target for North Stateline is an increase of no more than 1,150 VMT. This increase is included as part of the overall Washoe County VMT reduction target of 3,300 VMT.

   a. The U.S. Postal Service shall implement home mail delivery to the businesses and residences of Crystal Bay.

   b. The plan shall include specific implementation methods for the following VMT mitigation measures:

      i. Shuttle service for North Stateline employees and visitors shall be provided between North Stateline and Incline Village. (Described in the Transit Services and Facilities section.)

      ii. Shuttle service for North Stateline employees shall be provided from North Stateline to Kings Beach and other

principal employee residential areas. (Described in the Transit Services and Facilities section.)

iii. Regular stops in North Stateline shall be included as part of the new Reno-North Tahoe transit service. (Described in the Transit Services and Facilities section.)

iv. Pedestrian paths and bicycle trails shall be provided within the plan area. (Described in the Pedestrian and Bicycle Facilities section.)

v. Home mail delivery for business in North Stateline and surrounding Crystal Bay residential areas shall be provided. (Described in Chapter Four.)

vi. Affordable and/or employee housing shall be provided in the Nevada North Stateline Community Plan Area. (Described in the Housing section of Chapter Two.)

Parking Facilities

1. Reduce the visual predominance of parking lots and asphalt and improve the efficiency of parking area use.

   a. In cooperation with all affected parties, Washoe County, Placer County and TRPA shall develop and implement a parking management program for commercial and tourist uses in the plan area. The program may include reduced parking for certain uses. The program should be implemented in a coordinated fashion to avoid unintended adverse impacts.

   b. The number of parking spaces required by the Washoe County Development Code shall be the maximum number of parking spaces permitted. Single family dwellings are exempt. The Development Code parking requirements may be modified per Article 410 of the Washoe County Development Code.

   c. As a condition of project approval, all uses shall screen parking with landscaping. Preferred landscaping is outlined in the Community Design Guidelines, Appendix B, of the plan. Single family dwellings are exempt.

   d. Projects are encouraged to clearly define surface parking areas and spaces. Single family dwellings are exempt.

   e. Projects are encouraged to provide access to parking from streets other than State Route 28, when options other than State Route 28 access exist.

Transit Facilities and Service

1. Improve transit service and increase transit use.

    a. Transit shelters should be provided at all transit stops.

    b. TART is encouraged to increase TART hours of operation and frequency of route circulation (i.e., reduce headways).

    c. Transit stops located along State Route 28 should be designed in order that they do not interrupt traffic circulation (i.e., bus pullout and/or using local streets).

    d. Within 90 days of community plan adoption, a new Incline Village/Crystal Bay Subcommittee of the Truckee/North Tahoe Transportation Management Association will be established for the purpose of coordinating public and private transit services within Incline Village and Crystal Bay. Membership in the subcommittee should include, but not be limited to, Washoe County, TART, IVGID, the Incline Village/Crystal Bay Chamber of Commerce, the Crystal Bay Casino Association, the Hyatt Lake Tahoe, Sierra Nevada College, the Ponderosa Ranch, TRPA and other interested parties.

2. Establish a visitor shuttle service.

    a. Transit service, which is created especially for and targeted towards visitors, should be provided for tourists accommodated by existing development. The shuttle should include transit service between the casino core and the winter and summer recreation areas, as well as restaurant and retail shopping opportunities in Incline Village.

    b. As additional Tourist Accommodation Units or Commercial Floor Area (including both new/bonus and banked) are developed, the project shall participate in the development and operation of a shuttle service for visitors. The shuttle should include service to Incline Village and to recreation areas.

3. Establish an employee shuttle service.

    a. As additional Tourist Accommodation Units or Commercial Floor Area (including both new/bonus and banked) are developed, the project shall participate in the development and operation of a shuttle service for employees. The shuttle service should include service to principal centers of employee residences, such as Incline Village and Kings Beach.

4. Establish Reno - North Tahoe Transit Service

    a. Interested parties, including the Truckee North Tahoe Transportation Management Association and the Washoe County Regional Transportation Commission, shall discuss the establishment of a Reno-North Tahoe transit service.

5. Encourage implementation of the employer based vehicle trip reduction program.

Bicycle Facilities

1. Expand bicycle paths and increasing opportunities for safe bicycling.

    a. Bicycle lanes should be created to provide safe travel through the plan area in both east and west directions. Such lanes should be located either along State Route 28 or along local streets. Bicycle lanes should be constructed by Washoe County, Placer County, NDOT, and/or Caltrans.

    b. 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.

Pedestrian Facilities

1. Create a pedestrian friendly and pedestrian safe environment which provides opportunities for pedestrian activities and reduces emphasis on the auto.

    a. All projects shall install a pedestrian walk(s) on-site as a condition of project approval. Projects are encouraged to provide pedestrian facilities between uses within the plan area. The size and location of the walk(s) should be consistent with the Community Design Plan (Figure 4) and the Design Standards and Guidelines (Appendix B). Landscaping, street furniture and lighting should be included within the walkways.

    b. Projects are encouraged to provide outdoor plazas consistent with the North Stateline Design Plan (Figure 4) and Guidelines (Appendix B). Single family projects and projects with an existing outdoor plaza are exempt from this policy.

Conservation

1. Attain and maintain environmental threshold carrying capacity targets contained in the plan.

    a. The plan recognizes and includes all improvement projects implemented in the plan area since July 1, 1987.

b. All projects, whether the proponent is a private or public entity, shall contribute towards the applicable improvements identified in this chapter.

c. Appropriate public agencies are requested to implement public improvement projects identified in this chapter. The policy shall apply to plans and programs which may be contained in an agency's capital improvements program.

2. Protect and enhance existing scenic views and vistas from the commercial area.

3. Implement environmental improvement and restoration projects as part of the community plan.

4. Utilize an incentive system containing tradeoffs between land coverage and other units of use and environmental threshold-related and other community improvements recommended by the plan. Make the incentive system available to both new and existing land uses.

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

6. Develop a program to placer existing overhead utility lines along State Route 28 underground within the plan area by July 1, 2007. Include funding and implementation methods in the program.

Recreation

1. Expand bicycle paths and increase opportunities for safe bicycling.

   Refer to Bicycle Facilities of the Transportation Element, Chapter Three, for additional information.

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

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

   a. A special assessment district, or other financing mechanism, shall acquire land or easements to construct a public access trail to Lake Tahoe. The trail should originate in the casino core area and pass through the lake vista mini-park site. In lieu of development the lake access trail, a shuttle shall include transit to public beaches.

   Refer to Bicycle Facilities of the Transportation Element, Chapter Three, for additional information.

4. Develop landscaped, open space areas within the plan area.

a. Develop a lake vista mini-park. The mini-park should be developed by the casino properties and/or the Washoe County Parks and Recreation Department.

Public Service

1. Ensure the continued provision of reliable water, sewer, fire protection and postal services.

   a. Relocation of the fire station, in order that NLTFPD can more readily provide emergency response to the casinos, is supported.

   b. Public service projects shall be designed consistent with the North Stateline Design Plan and Design Review Guidelines.

   c. The U.S. Postal Service shall implement home mail delivery to all uses in the plan area and to residents in the surrounding residential areas.

Implementation

1. Off-site mitigation which may be required as part of a man-modified land capability determination shall be implemented within the community plan area.

2. Projects containing existing land coverage greater than 70 percent shall reduce on-site coverage by a minimum of 5 percent or to 70 percent, whichever is less, as part of the project.

3. Project applicants who elect to participate in substitute air quality or water quality mitigation fee program(s) shall implement such programs or projects within the community plan area.

4. Each project seeking an allocation of additional floor area shall contribute towards achieving the capital improvements proposed for the plan. Projects shall also be subject to the plan's commercial floor area allocation procedures.

   Refer to Chapter Two for additional information.

5. Community plan projects using new commercial floor area (i.e., a commercial allocation) may be developed provided one of the following actions occurs for the North Stateline Community Plan Areas:

   - ❑ Establishment of a redevelopment district by Washoe County.
   - ❑ Formation of a special assessment district by Washoe County.
   - ❑ Execution of a cooperative funding agreement for the urban design project which includes the Crystal Bay Casino Association.
   - ❑ Authorization of funding by the Nevada Department of Transportation for the urban design project.
   - ❑ Award of grant funds for the urban design project.

6. Projects utilizing the bonus unit incentive program provided under Chapter 52 of TRPA's Code of Ordinances to acquire bonus tourist accommodation units shall participate in capital improvement projects within the community plan area provided in Chapter 52 and in the community plan.

7. Multi-residential bonus units used within the plan area, pursuant to Chapter 52 of TRPA's Code of Ordinances, shall be utilized for affordable and /or employee housing projects.

PERMISSIBLE USES: Pursuant to Chapter 21 PERMISSIBLE USES and if applicable, Chapter 51 PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all or a portion of the Plan Area. This list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

q **General List:** The following list of permissible uses is applicable throughout the Plan Area.

Residential	Employee housing (S), multiple family dwelling (S), multi-person dwelling (S), and single family dwelling (A).
Tourist Accommodation	Bed and breakfast facilities (A), hotels, motels, and other transient dwelling units (A), and timeshare (hotel/motel design) (S).
Commercial	Eating and drinking places (A), food and beverage retail sales (A), service stations (S), general merchandise stores (S), amusements and recreation services (S), gaming non-restricted (A), privately owned assembly and entertainment (S), outdoor amusements (S), broadcasting studios (A), business support services (A), financial services (A), health care services (A), personal services (A), professional offices (A), repair services (S), schools - business and vocational (S), and vehicle storage and parking (S).
Public Service	Churches (S), cultural facilities (S), day care centers/pre-schools (A), local assembly and entertainment (A), local post office (A), local public health and safety facilities (A), publicly owned assembly and entertainment (S), regional public health and safety facilities (S), pipelines and power transmission (S), public utility centers (S), transit stations and terminals (S), transportation routes (S), and transmission and receiving facilities (S).

Recreation	Day use areas (A), participant sports facilities (S), sport assembly (S), outdoor recreation concessions (A), and visitor information center (S).
Resource Management	Reforestation (A), sanitation salvage cut (A), thinning (A), tree farms (A), early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), fire detection and suppression (A), fuels treatment (A), insect and disease suppression (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), and stream environment zone (SEZ) restoration (A).

MAXIMUM DENSITIES: Pursuant to Chapter 21 DENSITY, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive programs, special use determinations, allocation limitations and general site development standards.

USE	MAXIMUM DENSITY
Residential	
Multi-Family Dwelling	15 units per acre
Multi-Person Dwelling	25 people per acre
Nursing and Personal Care	25 people per acre
Residential Care	25 people per acre
Tourist Accommodation	
Bed and Breakfast	5 units per site 10 units per acre
Hotel, Motel and other Transient Units	
• Less than 10% of units with kitchens	40 units per acre
• 10% or more units with kitchens	15 units per acre
Timeshare	Based on hotel, motel and other transient use densities set forth above.

RESIDENTIAL BONUS UNITS: Pursuant to Chapter52, the maximum number of residential bonus units which may be permitted for this Plan Area is thirty-seven (37) units.

MAXIMUM COMMUNITY NOISE LEVEL EQUIVALENT: The maximum community noise equivalent level for this Plan Area is 60 CNEL. The maximum community noise equivalent level for the State Route 28 corridor is 60 CNEL.

Performance Standards for Stationary or Industrial Noise Sources or Projects Affected by Stationary or Industrial Noise Sources (As Measured at Property Line of a Noise-Sensitive Receiving Use)

Noise Level Descriptor	Daytime (7 a.m. - 7 p.m.)	Nighttime (7 p.m. - 7 a.m.)
Hourly L_{eq}, dB	55	45
Maximum Level, dB	75	65

Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

Source: Tahoe Regional Planning Agency, 1996.

ADDITIONAL DEVELOPED OUTDOOR RECREATION: The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 11 to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA Five-Year Recreation Program pursuant to Chapter 50 Allocation of Development. The following additional capacities allowed are measured in persons at one time.

SUMMER DAY USES **0 PAOT** WINTER DAY USE **0 PAOT** OVERNIGHT USES **0 PAOT**

TOURIST ACCOMMODATION BONUS UNITS: Pursuant to Chapter 52, the maximum number of tourist accommodation bonus units which may be permitted for the Community Plan Area is 33 units.

COMMERCIAL FLOOR AREA ALLOCATION: Pursuant to Chapter 50, maximum amount of commercial floor area which may be allocated for additional development in the Community Plan Area is 12,116 square feet.

IMPROVEMENT PROGRAMS: For improvements programs, see Chapter Seven, Implementation, of the adopted community plan document.

Appendix B

NORTH STATELINE DESIGN GUIDELINES AND STANDARDS

INTENT OF THIS APPENDIX

The standards and guidelines standards contained in this appendix are intended to streamline the development and approval of good project design, for the benefit of the patron, the business person, and the community at large. The North Stateline design standards and guidelines are not intended to inhibit innovative design. **This appendix has been added as a chapter in the Placer County Standards and Guidelines for Signage, Parking, and Design and as a chapter in the Washoe County Standards and Guidelines for Signage, Parking, and Design**.

The North Stateline Community Plan area lies within the jurisdiction of Placer County, Washoe County and TRPA. The TRPA Code of Ordinances, the Placer County Code and the Washoe County Development Code as superseded by the Standards and Guidelines for Signage, Parking, and Design for Placer or Washoe Counties outlines the parameters which are used in developing projects. The standards found in the three codes and the applicable Standards and Guidelines will continue to apply in the North Stateline except for the specific standards listed below for North Stateline

ORGANIZATION OF THIS APPENDIX

This appendix is laid out to identify what is required (the Standard) and, if appropriate, provide recommended design solutions (the Guidelines) to meet the Standard.

Design Standards are ordinance requirements, usually fixed amounts or percentages for certain aspects of a project design. They are intended to ensure a minimum level of design quality.

Design Guidelines are recommended design approaches to certain design problems. They are meant to provide direction, not to dictate the actual design requirements of the project.

HOW THIS APPENDIX WILL BE USED

Project review will follow the steps listed below:

1. Review all TRPA, Placer County and Washoe County Codes applicable to your property including those found in this appendix. If there are questions, you should contact the Placer County Planning Department, Washoe County Department of Comprehensive Planning, or TRPA.

2. Once all the code parameters are known, review the applicable Standards and Guidelines for Signage, Parking, and Design.

3. When the General Standards and Guidelines are known, review the North Stateline Community Plan Standards and Guidelines. Should a conflict occur within the General Standards and Guidelines, the Community Plan Standards and Guidelines would take precedence.

APPROVAL PROCESS

APPLICABILITY

Washoe County: See the Washoe County Development Code. Projects in the Washoe County portions of the plan area must come into conformance with County standards when expanding an existing use and/or structure greater than twenty percent beyond its existing capacity or size. Conformance with County Standards is also required when discretionary review (i.e., administrative permit, special use permit) is required.

Placer County: See the Placer County Code.

TRPA: For the North Stateline Community Plan area, the standards and guidelines presented in this appendix replace certain sections of the Placer County Standards and Guidelines for Signage, Parking, and Design and the Washoe County Standards and Guidelines for Signage, Parking, and Design. If there is a conflict with other adopted standards of TRPA, or Article VI of the Compact, such as those regarding land coverage, height, project definition, etc., the standards of those ordinances shall apply. In general, the standards rather than guidelines in this document govern new construction activities subject to ordinance standards rather than retroactive changes to existing structures. New construction includes, but is not limited to, construction of new buildings, remodeling and improvements to exterior spaces such as sidewalks and surface parking which require permits. Unless specified in each section, all activities shall comply with the following design standards except:

1. Projects, for which the cost of the required improvement exceed 10% of the project cost, may submit schedules for compliance

2. Projects which are in assessment districts (wherein the assessments have been levied or are contained in approved funded public works projects) which are committed to implement the improvements.

3. Projects for which TRPA has found the standard not to be applicable due to unique circumstances arising from or regarding the project, and all required findings have been made, including the finding that the waiver of standards will result in equal or superior result.

4. Activities whose primary purpose is to come into compliance with these standards and guidelines shall only be required to conform in areas directly altered by construction.

In no case will any project modification or expansion be approved that preempts future compliance with applicable standards. For structures housing gaming under Article VI of the Compact, all activities except external modifications requiring local government permit are subject only to Washoe or Placer review.

CONDITIONS OF APPROVAL

All projects approved under design review are subject to standard conditions of approval. TRPA, Washoe and Placer County may impose additional conditions of approval for a project as needed. For minor projects, such as remodeling or signs, TRPA, Washoe and Placer County may ask for minor improvements in order to gradually upgrade the appearance of existing buildings or properties. In such cases, each project will be considered individually and the staffs will work with the applicant to arrive at a plan that will make the property more attractive and still be economically feasible for the owner or tenant.

DECISION AUTHORITY

Design Review is conducted by the Washoe County and Placer County and TRPA staff. For TRPA, action on projects is taken by TRPA staff or by the TRPA Governing Board pursuant to Chapter 4 of the TRPA Code.

PERMIT COORDINATION

In order to streamline the project review process, a project which requires both Washoe or Placer County and TRPA action, joint design review may occur or TRPA may delegate design review authority to Washoe or Placer County or vice versa through a Memorandum of Understanding.

VISION

The vision for North Stateline is creating a family-oriented destination resort. More emphasis should be placed on the outdoor and on human-scaled design. More priority should be given to pedestrians. This can be achieved through increasing the amount of green space, placing sidewalks and benches throughout the plan area, and reducing emphasis on the auto. A pedestrian-oriented main street connecting the casinos will also help create a pedestrian friendly environment and increase opportunities to be outdoors. Providing a range of entertainment and recreational activities for families, as well as needed support services such as child care, will improve the area's competitive advantage in the resort market. Improvements proposed by the plan will help create a sense of place, one which is unique to North Stateline and which promotes a resort setting. This will be achieved primarily through architecture and site planning. Architecture and design should identify North Stateline; signs should become secondary.

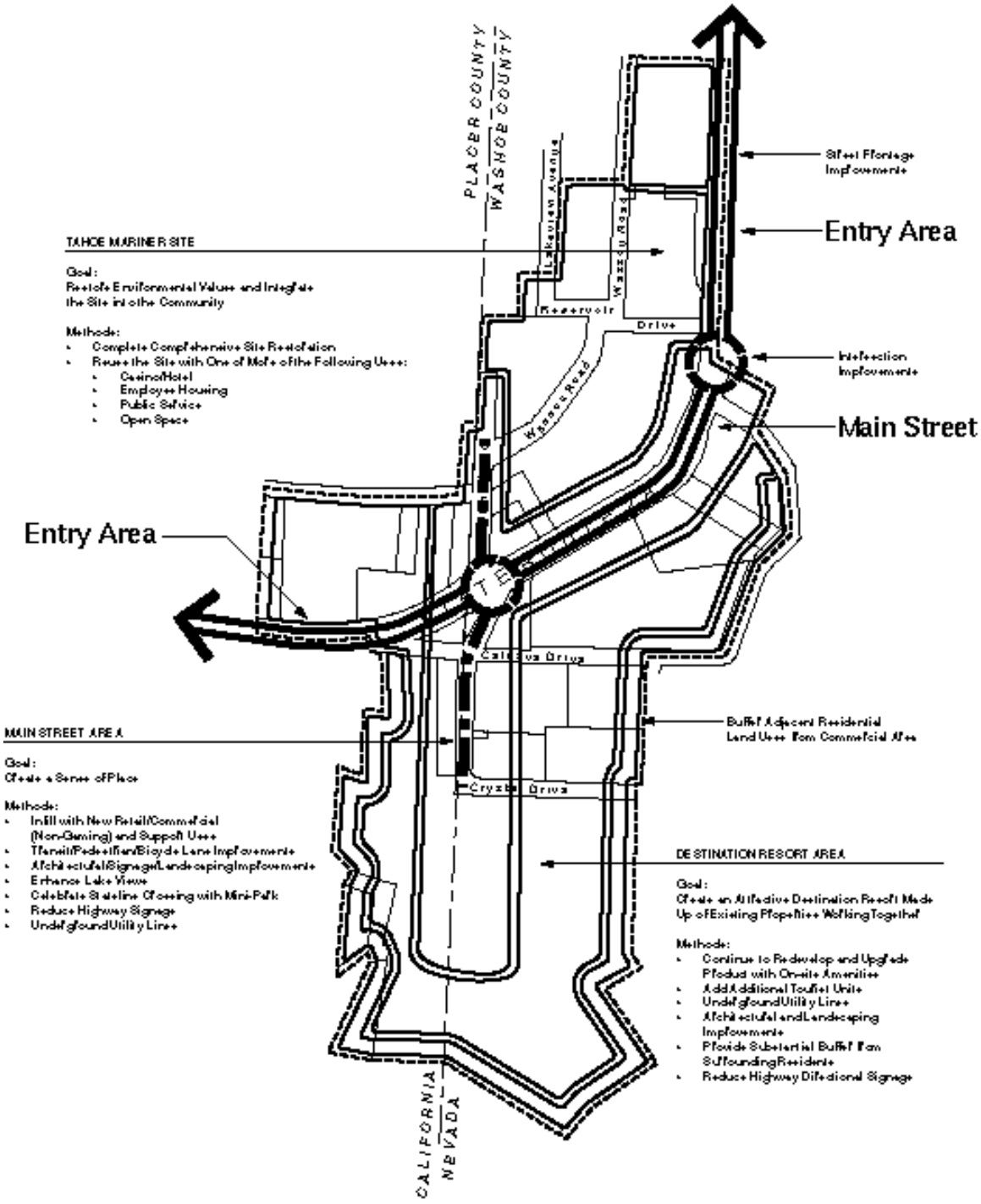
The design standards and guidelines establish direction for development within the North Stateline community plan area. The intent of these guidelines is to ensure high quality development sensitive to the unique setting of Lake Tahoe and responsive to the efforts of creating a special sense of place unique to North Stateline. These standards and guidelines are also intended to provide a framework within which architects, builders and developers can work creatively.

The design theme for the plan area is to reinforce the land use concept of a destination resort area. Implementing the theme will have positive economic benefits over time as resort and gaming properties are upgraded.

There are two primary components for the North Stateline community design theme: Alpine Elegance and Harmony. First, architecture in North Stateline should reflect that of old Tahoe with a feeling of alpine elegance. Traditional alpine architecture is encouraged. For example, structures should be made of wood, stone, timber and glass, a reflection of the original buildings at Tahoe. Second, the built and natural environments should compliment one another. Man-made structures, should harmonize with the natural environment of forest and mountain and with other buildings in the neighborhood. At the same time, individuality is an important aspect in order to maintain interest and variety.

The plan calls for the community design to help create a sense of place. Strong architectural character is one of the most effective ways to achieve a sense of place and reinforce the design theme. Buildings should look like they belong in a mountain landscape and not in a lowland or coastal city.

Since most of the area is already developed, major tear-down/reconstruction of existing structures is unlikely. Redevelopment is the key to gradually bring existing properties into compliance with the design theme and design plan. Do not repeat designs which don't meet the spirit and intent of these guidelines. Plan for gradual change through remodeling. The recently-completed restaurant remodel at the Tahoe Biltmore is a good example of gradually improving the character of an existing building.


PLACER COUNTY
WASHOE COUNTY
Lakeview Avenue
Wassou Road
Reservoir
Drive
Street Frontage Improvements
Entry Area
Intersection Improvements
Main Street
Wassou Road
Entry Area
California Drive
Buffer Adjacent Residential Land Uses from Commercial Area
Crystal Drive
TAHOE MARINER SITE
Goal:
Restore Environmental Values and Integrate the Site into the Community
Methods:
Complete Comprehensive Site Restoration
Reuse the Site with One of More of the Following Uses:
Casino/Hotel
Employee Housing
Public Service
Open Space
MAIN STREET AREA
Goal:
Create a Sense of Place
Methods:
Infill with New Retail/Commercial (Non-Gaming) and Support Uses
Transit/Pedestrian/Bicycle Lane Improvements
Architectural/Signage/Landscaping Improvements
Enhance Lake Views
Celebrate Stateline Crossing with Mini-Park
Reduce Highway Signage
Underground Utility Lines
DESTINATION RESORT AREA
Goal:
Create an Attractive Destination Resort Made Up of Existing Properties Working Together
Methods:
Continue to Redevelop and Upgrade Product with On-site Amenities
Add Additional Tourist Units
Underground Utility Lines
Architectural and Landscaping Improvements
Provide Substantial Buffer from Surrounding Residents
Reduce Highway Directional Signage
CALIFORNIA
NEVADA

STANDARDS

A. ***Setbacks of Structures****: Exceptions to the general setback requirement found in the Setback chapter may be permitted if:*

(1) The structure is existing within the setback limits;

(2) Setbacks on State Route 28 may be reduced to ten feet upon the completion of main street improvements;

(3) Pedestrian shelters, and other elements of primary casino pedestrian entrances and the planned plazas may be allowed to extend to within ten feet of the property line in order to establish a more attractive, comfortable and animated pedestrian environment; or

(4) Entry structures shall be permitted to extend to within ten feet of property lines at the two entry areas of the casino core in order to help define and announce the boundary of the casino core; and

(5) The exception findings of TRPA Code Chapter 30, Design Standards, are made for setbacks adjacent to State Route 28 which are less than twenty feet.

B. ***Frontage Improvements****: Projects subject to the requirements of this section shall be conditioned to meet the following standards where applicable within a three to ten year schedule. The schedule shall consider the relative cost of project to the cost of the frontage improvements. For purposes of this section, the frontage is the area between the curbline and the required setback. Consistent with the standards and guidelines of this section, specifications for the improvements shall be established by Washoe or Placer County or in approved areawide improvement plans.*

(1) Main Street (State Route 28): Projects fronting State Route 28 in the Main Street Area shall provide the following improvements or commit to a schedule to implement the improvements along the frontage:

(a) Ten feet minimum wide sidewalks measured from the curbline or as specified in approved improvement plan.

(b) Six inch vertical concrete curbs or as specified by NDOT or Caltrans.

(c) Street trees planted every 50 feet, pockets of shrubs planted every 25 feet, a combination of both, or as specified in an approved improvement plan. (minimum area of shrub pocket to be defined)

(d) Pedestrian street lights 12 feet high, 50 feet on center, or low level lights 25 feet on center, or as specified in an approved improvement plan.

(e) Building setbacks a minimum of 20 from the property line or as set forth in Subsection 12.A.

(2) Entry Areas (State Route 28): Projects fronting State Route 28 in the Entry Area shall provide the following improvements or commit to a schedule to implement the improvements along the frontage.

(a) Five to eight foot wide sidewalks. A three foot minimum landscaped separation is required from the edge of State Route 28 pavement.

(b) Six inch vertical concrete curbs or as specified by NDOT or Caltrans.

(c) Street trees planted irregularly (maximum 50 foot separation) or pockets of shrubs (maximum 25 foot separation) or a combination. (minimum area of shrub pockets to be defined)

(d) Pedestrian street lighting (maximum 12 feet height) as needed.

(e) Building setbacks a minimum of 20 feet from the property line.

(f) Vehicle barrier as needed. (preferred style to be identified)

(3) Other Streets: Projects with frontage along other streets shall provide the following improvements on the frontage:

(a) Six feet wide minimum concrete sidewalks measured from the curbline.

(b) Pedestrian street lights 12 feet high 50 feet on center or low level lights 25 feet on center.

(c) Building setbacks a minimum ten feet from the property line.

(d) Six inch vertical concrete curbs or as specified by Washoe or Placer County.

(e) Street trees planted 50 feet on center or pockets of shrubs planted 25 feet on center or a combination, both subject to an approved landscape plan (minimum area of shrub pockets to be defined).

GUIDELINES

The following architectural design principles and guidelines should be followed by all projects involving a building or structure, including additions to existing buildings or structures.

1. **Building Form**: The building's uses (e.g., retail, hotel) should influence its form; it is recognized that the site itself and other regulatory controls (e.g., height, land coverage, and setback standards) will affect the building's form. The community plan offers development incentives in the form of additional land coverage and additional building height for certain buildings.

(a) Simple design which is not overly complex; articulate facades with entries and shelter (see (b) below); avoid long blank walls and fences; relatively

tall buildings with gables and steeply pitched roofs; larger public buildings such as casinos, hotels and government buildings should achieve a sense of monumentality; minimize bulk particularly when a lake or landscape view may be blocked; dormers are appropriate, particularly gable dormers; parking underneath the building is acceptable particularly when the parking area can be concealed from public view.

Examples: Century 21 Building; Incline Village/Crystal Bay Visitors Center; Hyatt's Lone Eagle Grille.

(b) Use covered walkways, roof overhangs and similar architectural features along street frontages to create sheltered spaces for pedestrians; shelter does not have to extend across the entire width of the walkway but should provide users with a choice. Covered front porches extending the length of the facade are appropriate. Combine with large windows to create visual interest for passersby.

(c) Relate the building to the adjacent public street frontage when there is a frontage(s); connect the building with its setting both visually and physically; retail, gaming and resort uses should be close to the street with minimal setbacks; provide clear clues regarding access. Large windows are a key element for retail uses to draw the attention of passersby; Buildings with tourist accommodation uses can be further away from the public street for privacy and refuge. These buildings are often smaller with one or several units per building and may be located within the interior of a site. Smaller buildings should incorporate the applicable architectural principles provided herein.

(d) Human-scaled buildings create a comfortable and friendly atmosphere. The design of buildings should enhance the pedestrian atmosphere of the Crystal Bay main street. Doors, windows, roof shapes, siding, lighting, and signs can contribute towards creating a human-scaled, pedestrian-oriented atmosphere.

2. **Building Materials**: A building's materials provide strong reinforcement of the design concept. The Crystal Bay neighborhood has many examples of architecture which is reminiscent of the "Old Tahoe" design style. Building materials which are natural appearing and provide a sense of strength and permanence through their dimensions and mass are recommended.

(a) Roofs: Metal in earth tone color is acceptable (see color discussion below); Cor-ten type metal product which appears to be a cedar shake is recommended; composition shingles not recommended unless they are very dark and heavily textured; tile of any type is not recommended. Roof design should reflect traditional alpine architecture. Flat roofs are permitted, but are strongly encouraged to be concealed from predominant views (flat at top and with visual appearance as sloping). Dormer windows and other special roof features (e.g., chimneys) are encouraged within the sloping roof area to create interest and variety.

(b) Siding: Predominantly wood is recommended; concrete and concrete block (e.g., concrete masonry units) is only acceptable when it is faced with a medium to dark colored, heavily textured stone or stone product; wainscots are recommended where possible, particularly below first floor windows; glass which is not lined with mylar or similar reflective material is acceptable and should be used generously in retail buildings;

3. Building Colors: Building color is generally to be a function of the building materials used. Because recommended building materials are natural in character, building material colors will generally be natural in color. Metal roofs are an exception to this.

(a) Roofs: Appropriate metal roof colors include: medium to dark shades of brown, dark green, dark gray. Avoid reflective surfaces.

(b) Siding: When wood siding is used, appropriate siding colors should be in the in the medium to dark brown range. When stone is used it should be darker in color (brown or gray) and not light gray or white (i.e., reflective).

(c) Trim: Building trim may be a complimentary accent color to the primary building color(s). Primary colors are not appropriate for any surface.

4. Architectural Details:

(a) Entrances: Pedestrian entrances should be clearly identifiable. Metal framed doors are acceptable; wood doors are recommended; recessed entries with a covered shelter are appropriate; flush entries which have a vestibule or mud room are recommended. Always plan for roof areas where snow will shed. Do not locate pedestrian entrances in theses areas. A simple gable entry will allow snow to shed from the roof and not interfere with access.

(b) Windows and Dormers: Windows should be full dimension and should have real mullions and sashes; do not use reflective materials on windows as they cause unnecessary glare to pedestrians on the street; dormers with windows are recommended for second and third stories;

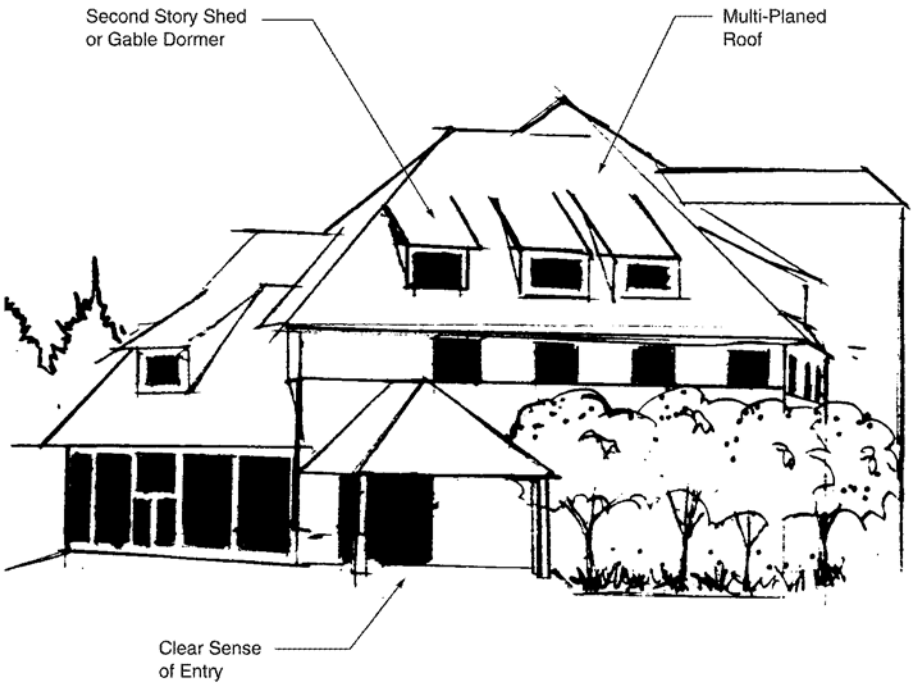
(c) Lighting: Illuminating building entrances is generally the only type of building lighting which is acceptable. Covered walkways and shelters may also be illuminated to assist users. Light sources should be shielded from view and well integrated into the building's design. This should generally be done with down-lighting rather than up-lighting or wall fixtures. Keep the area of illumination to a minimum to provide for safety of users. Interior illumination visible through windows will provide additional lighting. General lighting of building facades, building perimeters, roofs or roof lines is not appropriate and is generally prohibited by the Code of Ordinances.

(d) Signs: Signs on buildings should be integrated into the overall building design. Architectural designs should anticipate the location and size of building signs. This may require changes or modifications to a sign

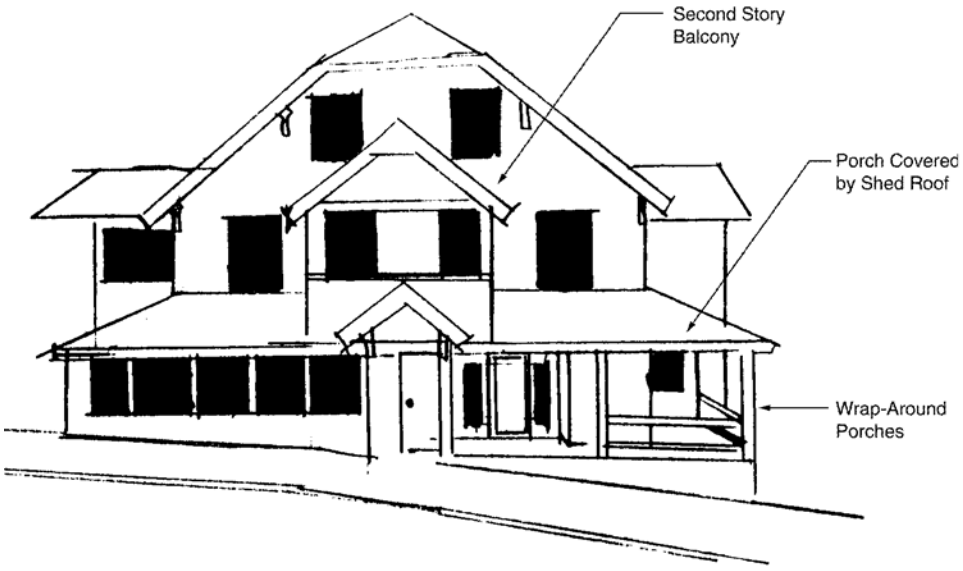
design to achieve a sense of fit between sign and building. Building signs should be at an appropriate height and size to be read by pedestrians. This generally means sign mounting heights of less than 10 feet and sign area of 10-20 square feet. Building signs should not be oriented toward automobiles. This is the function of freestanding signs.

5. **Historical Theme Architectural Guidelines**: A consistent architectural theme is a powerful means to create and convey a sense of place. This does not mean that all buildings will or should look alike. It is the use of variation on a theme which can be an asset to the community. The historical theme being sought is "Alpine Elegance" or "Old Tahoe". The historical architectural design theme which uses modern building technology is the preferred theme for both new and redeveloping buildings. The following architectural elements should be used to convey the historic theme.

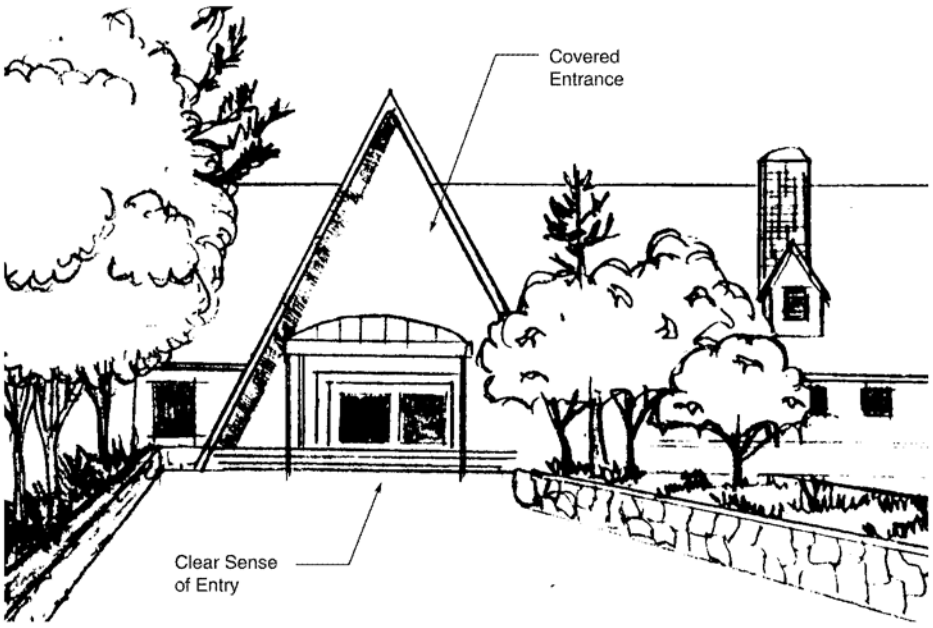
(a) Building Form: Building should generally use steeply-sloping gable end or gambrel roofs to break up the roof facade. Buildings with hip roofs are also appropriate. Second story dormers or shed dormers are generally consistent with the historic theme and may be used. Commercial uses such as casinos should have a monumental scale to reflect its use.



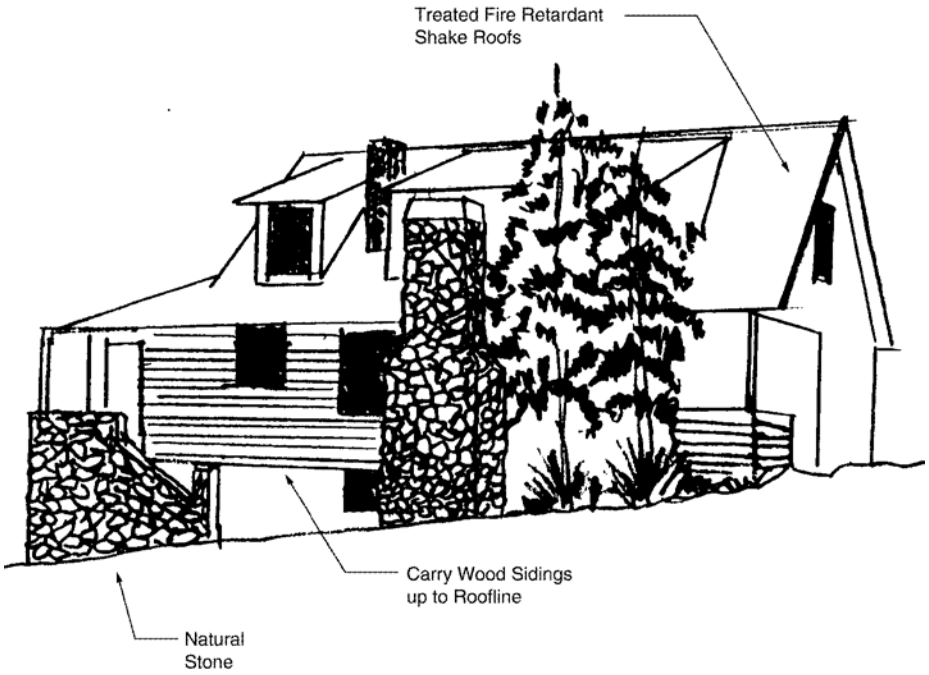
(b) Porches: Covered front porches which run the entire length of the building facade or wrap around the whole building are a simple design element which helps to communicate the historic theme. The porch should be big enough for people to encourage use. Porches may be raised, recessed in the form of a vestibule or may extend outside of the building envelope covered by a separate shed roof.



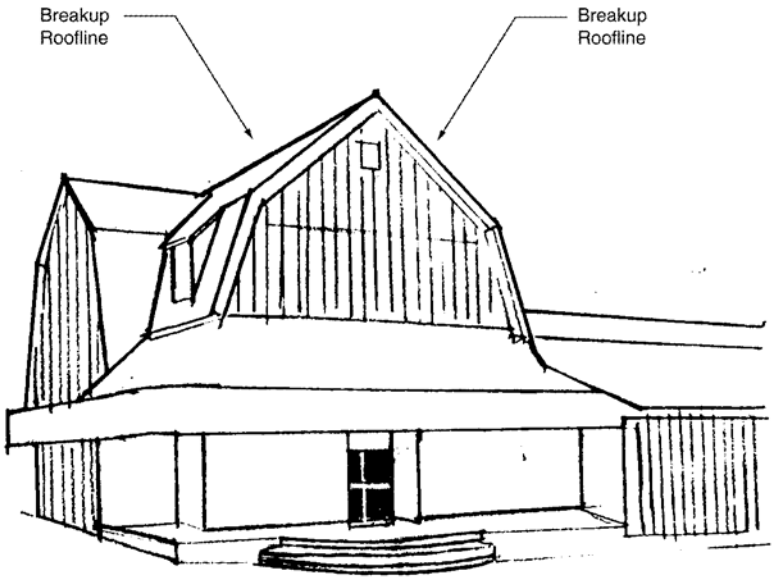
(c) Entries: Entries should be clearly identified and act as a visual clue to passersby. They should be made of stone or native materials and be covered.



(d) Building Materials: Building materials should consist of wood and/or natural stone sidings. Dimensional concrete products which look like wood may be used. Vertical and horizontal wood battens good materials but should be carried to the roofline. Plywood sidings (except for board and batten) and stucco are not appropriate. Treated fire retardant shake roofs are preferred.



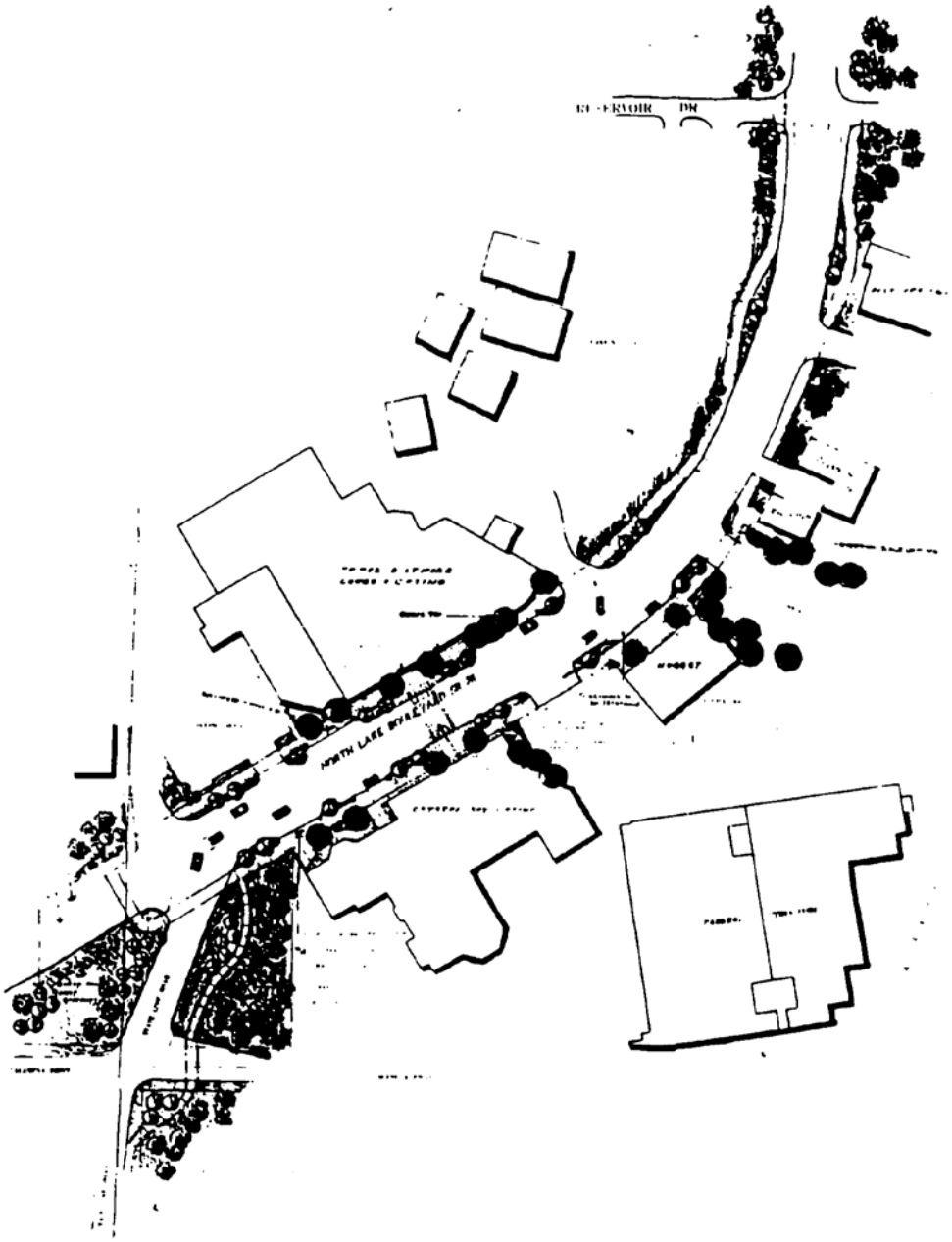
(e) Roofs: Roof design and their decorative features are important in defining the overall historical character. Appropriate roofs include the gambrel, hipped and gabled roof. The roofline should be broken by the use of second story and shed dormers. Breaking up the roofline will breakup the large roof plane and add visual interest to the building



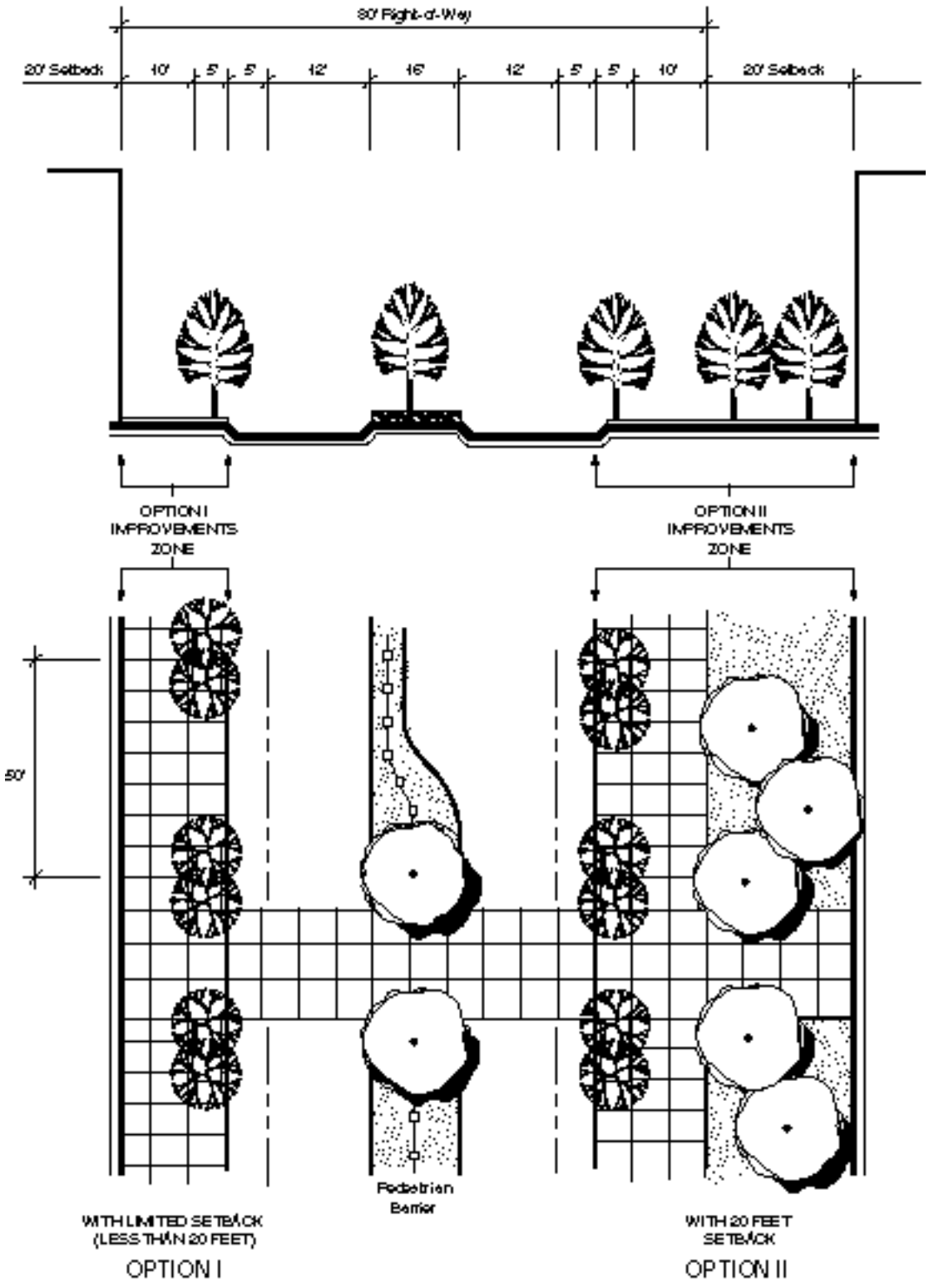
6. **Streetscapes**: A main street will run through Crystal Bay, connecting the casinos and shops. Buildings should face towards the street, similar to a small town, with a concentration of shops along the main street where people are encouraged to walk, window shop and browse. The guidelines for the different streetscapes are as follow:

State Route 28 Scenic Byway Plan: The following plan provides guidelines for future State Route 28 improvement plans.

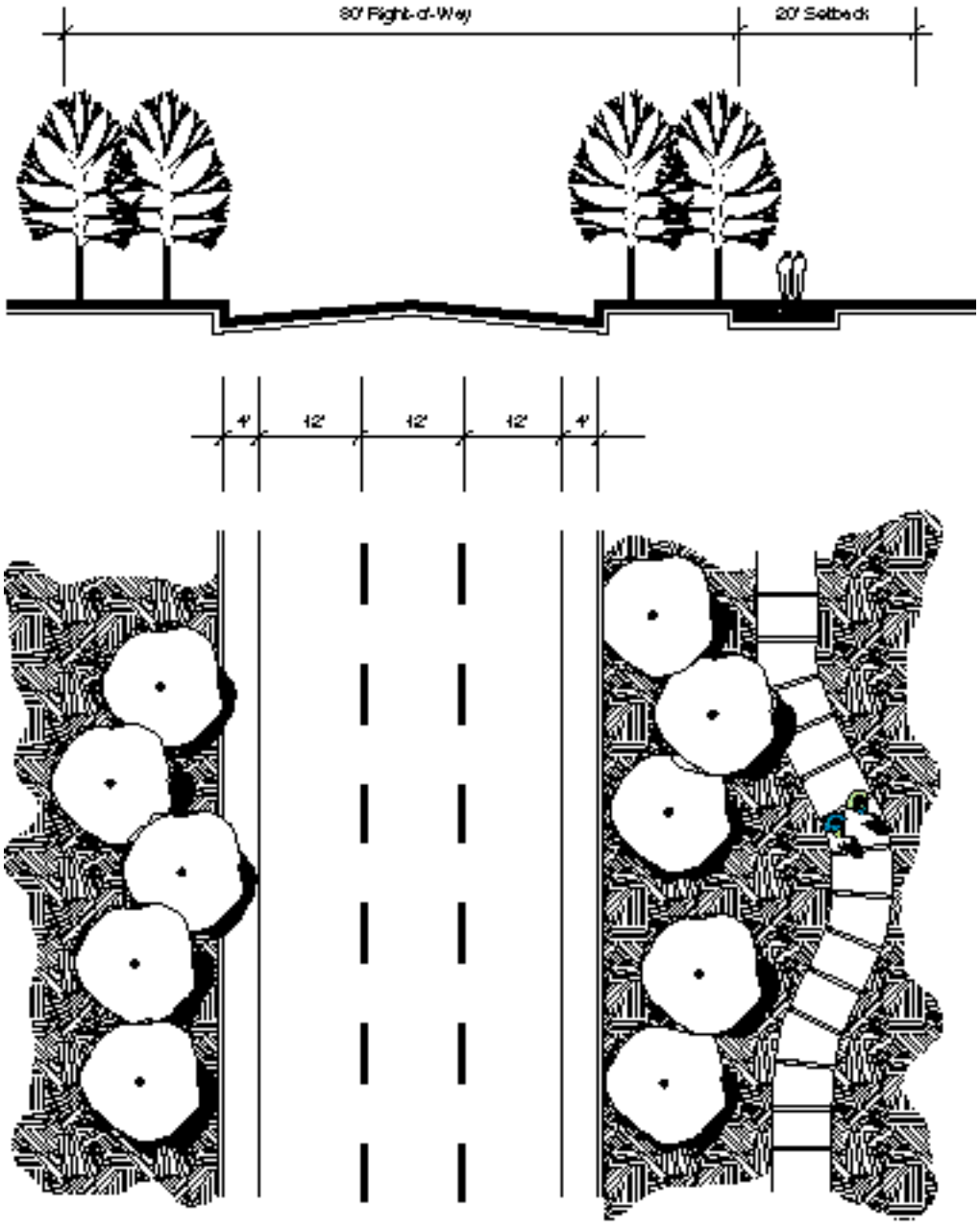
(a) Streetscape Plan:



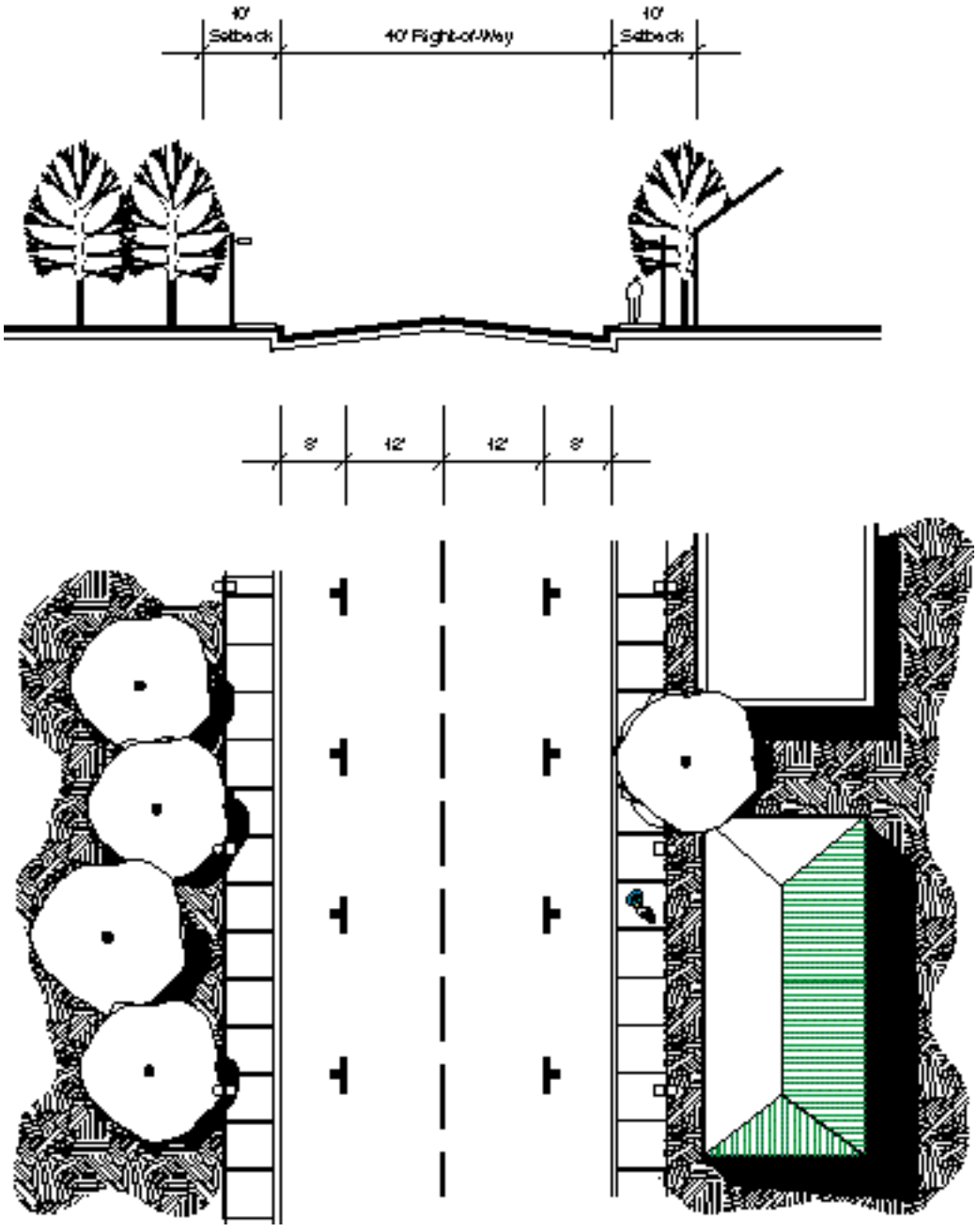
b) Main Street State Route 28: The Main Street improvements should have two travel lanes, 80-foot wide right-of-way, bike lanes, 10 foot setback, 15 foot minimum sidewalks with a 5 foot furniture zone. Option I improvements are for areas of limited setback, if there is room, Option II is available.


80' Right-of-Way
20' Setback
10'
5'
5'
12'
16'
12'
5'
5'
10'
20' Setback
OPTION I
IMPROVEMENTS
ZONE
OPTION II
IMPROVEMENTS
ZONE
50'
Pedestrian
Barrier
WITH LIMITED SETBACK
(LESS THAN 20 FEET)
OPTION I
WITH 20 FEET
SETBACK
OPTION II

(c) Entry Area State Route 28: Projects in/or fronting on State Route 28 in the entry areas should include these basic elements: three travel lanes, 80' right-of-way, no parking in right-of-way, 20 foot building and parking setbacks, 5-8 foot recreational trail on the uphill side away from the lake, barriers, lighting and landscaping.



(d) Other Streets Typical Cross Section: Projects in/or fronting local public rights-of-way should consider these basic elements: two travel lanes, 10' building setback from the property line, 6' sidewalks, parallel parking, lighting and landscaping.



7. **Parking Areas**: In the design of large parking areas, the expanses of parking pavement should be separated with landscaping. When parking lots occur on sloping terrain, the parking lots should be stepped to follow the terrain. Combined parking areas for adjoining businesses or uses are encouraged. Parking area design should provide for efficient snow storage and removal, without impeding overall vehicular and pedestrian circulation and access or reducing parking spaces. The landscaping should be designed to provide snow storage areas. Snow storage areas should not inadvertently create an opportunity for drainage across driving and walking surfaces that could freeze.

8. **Parking Structures**: Parking structures should be designed to be integral with the architectural/design of the neighborhood and the development it is serving. They should be attractive and their visual impact as a parking structure be minimized through design.

9. **Public Lighting**: The intent of public lighting should be to give character and scale to the street. Lighting should focus on enhancement of the landscape, architecture and main street, and reinforce one's perception of the streetscape as a continuum of related elements building a total image. The lighting system should relate to traffic signals, signing and street furniture, in terms of common or complimentary materials, systems and scale.

   (a) Emphasize the street as a corridor by focusing the lighting totally on the street and pedestrian ways. Minimize spill-over light into adjacent properties, except at driveways.

   (b) Light fixtures should be at a comfortable height to the pedestrian, approximately ten to fifteen feet high.

   (c) Light posts should be the same material as sign posts, preferably wood or metal, stained or painted a dark or neutral color.

10. **Street Furniture**: Appropriate street furniture should be used to make the main street environment more legible, expressive, pleasant and engaging, as well as establish a "sense of place".

11. **Sidewalks**: Sidewalks should be wide enough to accommodate strolling areas and street furniture. (Relate to minimum width standards in preceding pages)

12. **Street Furniture**: Street furniture should be compatible and consistent with the surrounding streetscape and the overall Crystal Bay environment. Miscellaneous structures and street furniture located on private property, public ways and other public property should be designed to be an integral part of the overall concept of the design and landscape. Materials should be compatible with buildings. Scale should be appropriate. Colors should be in harmony with buildings and surroundings, and should use earth-tones with non-reflective materials. Advertising is not permitted on street furniture. Proportions should be to scale. The street furniture elements addresses are bus shelters, information kiosks, benches, fountains and trash receptacles.

(a) Bus Shelters: Bus shelters should be of the same scale, material and color. They should be of sufficient size to provide adequate protection from the weather. Seating should be provided. The material and color should be consistent with that of the Crystal Bay buildings and design guidelines. It should exude the sense of "shelter".

(b) Benches: Benches should be incorporated along the pedestrian and bicycle paths proposed throughout Crystal Bay as well as along the main street. They should serve as rest stops for bicyclists and pedestrians. Materials should be of wood or metal, in dark or neutral colors. Benches should have backs. In plaza or outdoor seating areas, a general rule of thumb is to provide one linear foot of seating for every 30 square feet of plaza area. Seating height is generally recommended to be approximately 30 inches.

(c) Trash Receptacles: Trash receptacles should be incorporated as part of the overall streetscape elements. Their size should not dominate the streetscape elements. They should be made of iron/metal/wood. Their color should blend with existing street elements.

(d) Kiosk: Kiosks should be centrally located within the plan area for information posting.

13. **Outdoor Plazas and Spaces**: The downtown area should have outdoor pedestrian spaces located within the area.

14. **Street Name Signs**: A distinctive, well designed system of street name signing would contribute towards creating the special identity for Crystal Bay. The mounting and upright post should be compatible with that used for other public signing. The letter type should be picked for legibility and clarity. Value contrast as opposed to color should be emphasized to facilitate readability. A graphic symbol that is representative of Crystal Bay should be incorporated into all street name signs and used consistently. Coordination between local and state agencies with jurisdiction over public rights-of-way will be necessary.

15. **Side and Rear Frontage**: Side and rear frontages should provide for attractive facades. Recommendations are shown on the graphic below.

16. **Deciduous Trees**: Deciduous trees when planted, should be 6 to 12 feet tall and suitable for the urban streetscape. Tree wells can be covered with cast-iron grates or planted with annual flowers for color. A consistent grate design is recommended. Trees should be varied in type and spacing to enhance and complement the facade, awnings and shape of building, and also complement each other in color and shape. Spacing should be 50 feet on center starting at the east corner on east/west streets and starting at the north corner on the north/south streets. The recommended trees are those listed below or similar trees found on TRPA's List of Native and Adapted Species.

(a) European Mountain Ash: Fast growing up to 20-25 feet then slower growth to forty feet. Drought tolerant, columnar bright yellow fall foliage. Best for 2-story buildings and can be planted close to street.

(b) Scarlet (Red) Maple: Choose smaller species. Wide spreading shade trees, need some water to get established. Fairly fast growing to 20-30 feet. Foliage red in fall. Good for wider sidewalk and plaza areas.

(c) Flowering Crabapple: Fast-growing to 20 feet. Forms a dense, rounded crown. Spread roughly equal to height of tree. Purplish leaves and bark on twigs. "Aldenhamensis" variety recommended.

(d) Hawthorn: Moderate growth to 20-30 feet. White to pink flowers in the spring, small red berries in the summer, red and yellow fall foliage. Spreading crown, very drought tolerant, soft texture, good against wood or brick or to soften stucco and concrete. Hawthorne trees should only be used in entry areas and are not considered effective as screening trees. Washington thorn variety has the least fireblight problems.

(e) Gingko: This tall, deciduous, sparsely branched, long-lived tree is valuable as an ornamental and shade tree, particularly as a park and street tree. It is highly resistant to air pollution. The male species is recommended.

17. Evergreen Trees: Evergreen trees may be used in the entry areas and key landscape locations where overhead utility lines are not a problem. Evergreen conifers provide greenery and screening year-round. They should be 8 to 10 feet tall and planted in larger open tree wells/planters. Evergreen trees should be used in State Route 28 frontage areas where none currently exist. Planting pockets should consist of two to three trees at spacing intervals between planting pockets of 150 to 200 feet on average.

(a) Jeffery Pine: Moderate growth to 60-120 feet, native to Tahoe, has symmetrical shape, straight trunk, upper branches ascending form an open pyramid shape, drought resistant, silver-gray bark with bluish foliage.

(b) Ponderosa Pine: Moderate growth to 50-60 feet, straight trunked, well branched, very hardy, attractive tree at all ages, yellow/green to dark green needles.

(c) Incense Cedar: Slow growth to 75-90 feet, native to mountains of California, symmetrical, dense pyramidal crown, reddish brown bark, green foliage.

(d) White Fir: Slow growing out of natural environment, native to the mountains of California, a popular Christmas tree, symmetrical, bluish-green needles.