Planning Commission Staff Report

Meeting Date: June 3, 2025 **Agenda Item: 9B**

DEVELOPMENT CODE AND MASTER PLAN AMENDMENT CASE NUMBER:	WDCA25-0003/WMPA25-0001/WRZA25-0001 (2025 Tahoe Area Plan Update)
BRIEF SUMMARY OF REQUEST:	Amendments to Washoe County's Tahoe Area Plan to create incentives for deed-restricted affordable, moderate, and achievable housing in accordance with the TRPA Phase 2 Housing Amendments and to make various other updates to the Tahoe Area Plan.
STAFF PLANNER:	Kat Oakley, Senior Planner Phone Number: 775.328.3628 Email: koakley@washoecounty.gov

CASE DESCRIPTION

For hearing, discussion and possible action to:

(1) Initiate an amendment to the Washoe County Code at Chapter 110 (Development Code) to update Article 220 Tahoe Area and Article 220.1 Tahoe Area Design Standards. These updates include adding a section to establish standards for affordable, moderate, and achievable housing in multifamily areas. These updates also include amending various sections to: amend references to the prior Washoe County master plan and update organizational names; clarify application requirements for amendments to Articles 220 and 220.1; update references to the TRPA's Code of Ordinances related to land coverage; update maximum height and minimum residential density in town centers; add standards for height, parking, density, and coverage for affordable, moderate, and achievable housing in town centers; update standards for bicycle storage; provide for reductions in parking minimums for affordable, moderate, and achievable housing, and add standards for the submittal and review of the required parking analysis; modify minimum lot width and setbacks for residential and mixed use developments in preferred affordable areas; modify requirements for encroachment into front yard setbacks on corner and sloped lots; modify standards for accessory dwelling units; modify standards for temporary uses; require development within avalanche hazard areas to record a hold harmless agreement; modify explanation of use tables to clarify the meaning of "A" and add administrative review permit; modify permitting requirements for multiple family dwellings in Crystal Bay Tourist, Incline Village Tourist, and Incline Village Commercial; add Schools—Kindergarten through Secondary Schools as a special use in Incline

Village Tourist; add multiple family dwellings and employee housing as allowed uses and update special policies in the Ponderosa Ranch regulatory zone; allow single family dwellings by right in the Incline Village 5, Crystal Bay, and East Shore regulatory zones, and require a hold harmless agreement for development in the Incline Village 5 and Crystal Bay regulatory zones; update special policies for Crystal Bay; remove provisions related to the Tyrolian Village regulatory zone special area; and all matters necessarily connected therewith and pertaining thereto.

If the proposed amendments are initiated, the Planning Commission may recommend approval of the proposed ordinance as submitted, recommend approval with modifications based on input and discussion at the public hearing, or recommend denial. If approval is recommended, the Planning Commission is asked to authorize the Chair to sign a resolution to that effect.

AND

(2) Adopt an amendment to the Tahoe Area Plan (the Washoe County Master Plan for Washoe Tahoe) to remove references to the Tyrolian Village special area; add the Tahoe Transportation District to the development of a parking management plan; update section related to transit; update section related to pedestrian, bicycle, and multi-modal facilities; update planned roadway network project details; update references to University of Nevada, Reno at Tahoe; and add dates to data tables; and if approved, authorize the chair to sign a resolution to this effect. Any adoption by the Planning Commission is subject to approval by the Washoe County Board of County Commissioners and a finding of conformance with the Tahoe Regional Plan by the regional planning authorities.

AND

(3) Subject to final approval of the associated master plan amendment and development code amendment, and a finding of conformance with the Tahoe Regional Plan, recommend adoption of an amendment to the Tahoe Area regulatory zone map, to delete the Tyrolian Village special area, a 2.24-acre special area encompassing APN 126-420-02; and if approved, authorize the chair to sign a resolution to this effect.

Development Code:	Authorized in Article 818, Amendment of Development Code; Article 820, Amendment of a Master Plan; Article 821 Amendment of a Regulatory Zone
Commission District:	District 1

STAFF RECOMMENDATION

INITIATE AND RECOMMEND APPROVAL **DENY**

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Existing and Proposed Regulatory Zone Designations (Tyrolian Village SA) ..... Exhibit G

Development Code Amendments

The Washoe County Development Code is Chapter 110 of the Washoe County Code (WCC). The development code broadly regulates allowable and permitted land uses, subdivision of land, planning permit requirements and procedures, signage, infrastructure availability, land use development standards, and other related matters. Because the development code covers so many varying aspects of land use and development standards, it is expected that from time to time it may be necessary to change or amend one or more portions of the Development Code to keep it up to date with the most current and desirable trends in planning and development.

The development code amendment process provides a method of review and analysis for such proposed changes. Development code amendments may be initiated by the Washoe County Commission, the Washoe County Planning Commission, or an owner of real property. Development code amendments are initiated by resolution of the Washoe County Commission or the Planning Commission. Real property owners may submit an application to initiate a development code amendment.

After initiation, the Planning Commission considers the proposed amendment in a public hearing. The Planning Commission may recommend approval or approval with modifications or may deny the proposed amendment. The Planning Commission records its recommendation by resolution.

The Washoe County Commission hears all amendments recommended for approval, and amendments denied upon appeal. The County Commission will hold a first reading and introduction of the ordinance (proposed amendment), followed by a second reading and possible ordinance adoption in a public hearing at a second meeting at least two weeks after the first reading. Unless otherwise specified, ordinances are effective 10 days after adoption.

Explanation of a Master Plan Amendment

The Master Plan which guides growth and development in Washoe Tahoe is the Tahoe Area Plan (TAP). By establishing goals and implementing those goals through policies and action programs, the Tahoe Area Plan addresses issues and concerns in the Tahoe Planning Area. Master plan amendments ensure that the TAP remains timely, dynamic, and responsive to community values. The Washoe County Master Plan can be accessed online: Tahoe Area Plan.

A recommendation to adopt a master plan amendment requires an affirmative vote of at least 2/3 of the Planning Commission's total membership.

Explanation of a Regulatory Zone Amendment

The purpose of a regulatory zone amendment (RZA) is to provide a method for amending the regulatory zone maps of Washoe County. The regulatory zone maps depict the regulatory zones (i.e., zoning) adopted for each property within the unincorporated area of Washoe County. The regulatory zones establish the uses and development standards applied to each property.

Regulatory zones are designed to implement and be consistent with the Master Plan by ensuring that the stability and character of the community will be preserved for those who live and work in the unincorporated areas of the County. A regulatory zone cannot be changed if it conflicts with the objectives or policies of the Master Plan, including Planning Areas that further define policies for specific communities. The Master Plan is the blueprint for development within the unincorporated County. Pursuant to NRS Chapter 278, any action of the County relating to zoning must conform to the Washoe County Master Plan.

Evaluation of the proposed regulatory zone amendment involves review for compliance with countywide policies and planning area policies found in the Washoe County Master Plan. Additionally, the analysis includes review of the proposed amendment against the findings found in Article 821 of the Washoe County Development Code and any findings as set forth in an applicable specific plan.

Requests to change a regulatory zone affecting a parcel of land or a portion of a parcel are processed under Article 821, Amendment of Regulatory Zone, of the Washoe County Development Code. Rezoning or reclassification of a lot or parcel from one regulatory zone to another requires action by both the Planning Commission and the Board of County Commissioners.

The Planning Commission may deny a regulatory zone amendment or it may recommend approval or modification of an amendment to the Board of County Commissioners. Upon an affirmative recommendation by the Planning Commission, the Board of County Commissioners is required to hold a public hearing which must be noticed pursuant to Section 110.821.20 of the Washoe County Development Code. Final action is taken by the Board of County Commissioners which may adopt, adopt with modifications, or deny the proposed amendment.

Background

On December 10, 2024, the Washoe County Board of County Commissioners (BCC) prioritized seven master plan implementation items, which included an update to the Tahoe Area Plan (TAP). The TAP is the Washoe County Master Plan specific to the portion of Washoe County within the Tahoe Basin and under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). Due to the unique regulatory circumstances under TRPA—which was created through a bi-state compact between Nevada and California in 1969 to protect the environment of the lake and to regulate land use—the TAP (as adopted by TRPA) contains master plan policies, regulatory zone maps for the area, and Articles 220 and 220.1 of the Washoe County Development Code. TRPA is the land use authority in the Tahoe Basin, but Washoe County retains some authority and has some authority delegated by TRPA. Zoning regulations in Washoe Tahoe are adopted both in the TAP and in Articles 220 and 220.1 of the Washoe County Development Code (e.g. the “Tahoe Modifiers”).

In December of 2024, the Washoe County Planning Program started public outreach for the 2025 Tahoe Area Plan Update (TAP Update). The TAP Update includes changes in many different topic areas, including changes to conform with updated TRPA requirements and changes to make proactive improvements to the Tahoe Modifiers of the

Washoe County Development Code (WCDC). In December of 2023, the TRPA Governing Board adopted the TRPA Phase 2 Housing Amendments, which created incentives for affordable, moderate, and achievable housing in town centers and multifamily areas. The incentives relate to maximum density, building height, land coverage, and minimum parking requirements. An important component of the TAP Update is conforming to these requirements. The proposed 2025 TAP update includes changes to both the development code and master plan aspects of the TAP.

Tahoe Area Planning

Unlike in other parts of unincorporated Washoe County, in Washoe Tahoe, TRPA is the land use authority. That is to say, they have regulatory authority both in master planning and in zoning and may enact some land use regulations. That being said, some authority has been retained by the local jurisdictions or delegated by TRPA, which is why Washoe County has a Washoe Tahoe zoning code. However, properties in Washoe Tahoe are also generally subject to the TRPA Code of Ordinances and TRPA's unique growth management system. The growth management system was created as part of TRPA's mission to manage environmental impacts to Lake Tahoe, and it limits development in the Tahoe Basin.

To develop anything in the Tahoe Basin—whether it's a dwelling unit, hotel unit, or commercial space—developers must acquire a "development right." Examples of types of development rights are residential allocations, commercial floor area (CFA), and tourist accommodation units (TAUs). There is a finite amount of each type of development right; and therefore, an overall growth cap in the region. Each jurisdiction, including Washoe County, receives a certain amount of development rights every year based on various factors. This will continue until all development rights are distributed. This growth management system is essential to understanding zoning in Tahoe and the potential impacts of zoning changes. Development must comply with the growth management system regardless of zoning allowances. Therefore, none of the changes proposed in this area plan update will increase the overall development potential in Washoe Tahoe. That potential is limited by the growth management system and finite amount of available development rights.

Development is also restricted on a parcel-by-parcel basis by TRPA, which limits the coverage of the development of a property on the basis of land capability (LC) classifications and individual parcel evaluation system scores (IPES). Both LC classifications and IPES scores are measures of the suitability for development of land. This is based on factors such as erosion hazard, ability to revegetate, distance from Lake Tahoe, and other environmental characteristics. The LC classification and/or IPES score of a parcel influences what percentage of the parcel can be covered by impermeable surfaces, including buildings and hardscape. Maximum coverage can range from 1% to 30% of a parcel outside of town centers, and up to 70% within town centers. The TPRA Phase 2 Housing Amendments, which are discussed subsequently in this staff report, would allow up to 100% coverage in some cases. Coverage is another significant limiter of development in the Tahoe Basin outside of Washoe County's zoning regulation. All development in the Tahoe Basin must have appropriate development rights and sufficient coverage in order to be approved.

Summary of Proposed Amendments

Changes to the TAP fall into several categories and are summarized below.

TRPA Phase 2 Housing Amendments

The TRPA Phase 2 Housing Amendments created several development standard incentives in town centers and multifamily areas to incentivize deed-restricted affordable, moderate, and achievable housing. Affordable housing is for those with a household income under 80% of the area median income (AMI). Moderate housing is for those with a household income under 120% of the AMI. Achievable housing is for those in the previous two categories, those with at least one household member working at least 30 hours per week for an employer in the Tahoe Basin whose physical presence is required in the Tahoe Basin, or a retired person who has lived in the Tahoe Basin for more than seven years. The overarching goal is to increase housing affordability in the Tahoe Basin.

TRPA requires all local jurisdictions to either "opt in" and adopt the amendments, or to propose an alternative and demonstrate that the alternative will provide equal or greater financial benefits to the development of achievable housing. During the first period of public outreach, some citizens of Incline Village/Crystal Bay expressed broad opposition to the TRPA Phase 2 Housing Amendments. Prominent community concerns included impact on evacuation capabilities; impact on community character (e.g. taller buildings); and concerns regarding reduced parking standards exacerbating the already difficult parking challenges faced by residents, businesses, and tourists in the Washoe Tahoe area. There were also general concerns about the definition of achievable housing and its omission of an income-based requirement. Furthermore, citizens were concerned about deed-restriction enforcement capacity. Summaries of public outreach are included in Exhibit E to this staff report.

Based on public feedback, Washoe County explored whether an alternative proposal would be feasible, modifying some aspects of TRPA's Phase 2 Housing Amendments. The alternative proposal included an alternative minimum parking standard in town centers from the TRPA Phase 2 Housing Amendments, and did not provide an incentive which would allow an additional floor in town centers. To provide equal or greater financial benefit to housing affordability, staff proposed allowing deed-restricted housing in the Ponderosa Ranch regulatory zone—a 73.51-acre area east of SR 28 and generally in the vicinity of Sweetwater Road and Ponderosa Ranch Road—in which multifamily housing is not currently allowed. On April 23, 2025, Washoe County staff received feedback from TRPA staff on the proposal (attached as Exhibit F). TRPA staff indicated that while the Ponderosa Ranch change would add new potential area for deed-restricted development, it would not "create a financial incentive that would offset the cost of increased building height and reduced parking standards that the Phase 2 amendments offer." They stated that for this reason they would not support the alternate proposal. Since TRPA's Governing Board must approve any alternative to the Phase 2 amendments, staff now proposes "opting in" and adopting all TRPA Phase 2 Housing Amendments. This includes the following incentives:

- Incentives for 100% achievable deed restricted housing in town centers:

  - Up to 100% coverage, with an area-wide stormwater treatment system, should one be established.
  - No maximum residential density.
  - Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand.
  - An additional 9 feet of building height.
- Incentives for 100% achievable deed restricted housing outside of town centers:
  - Up to 70% coverage, with an area-wide stormwater treatment system, should one be established.
  - Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand, with no less than 0.75 spaces provided per dwelling unit.
  - No maximum residential density.
  - Allow additional height for buildings with a shallower roof pitch.

These amendments are mandated by TRPA and must be adopted in order to conform to the Regional Plan. However, in order to be responsive to concerns regarding parking reductions and current parking limitations in Incline Village/Crystal Bay, staff has also developed standards for the submittal and consideration of parking analyses used to request reduced parking. This will help ensure consistent review of parking analyses and transparency in submittal expectations.

Changes to Support Housing Affordability

During all public outreach, the need for workforce and affordable housing was a recurring theme. As in other parts of Washoe County, Incline Village/Crystal Bay is experiencing a housing affordability crisis that is heightened by the general high cost of land and development constraints in the Tahoe Basin. The Washoe Tahoe Local Employee Housing Needs and Opportunities study—published by the Tahoe Prosperity Center in 2021—found that the annual income needed to afford a median priced single-family home in Washoe Tahoe was $353,659. The annual income to afford a condominium was $157,622. In contrast, the average annual wage in Washoe County was $57,199 and the median family income $83,800, far short of what is needed to afford a condominium. Housing costs have increased since 2021. To increase housing affordability in Washoe Tahoe, the follow amendments are proposed:

- Allow 100% affordable, moderate, or achievable deed-restricted housing in the Ponderosa Ranch regulatory zone. This opens up an opportunity for workforce housing in a location where developers have expressed interest and which is close to transit routes and within walking distance of major employment centers like the Hyatt.
- Allow multifamily housing through the administrative review (AR) process in Incline Village Commercial, Incline Village Tourist, and Crystal Bay Tourist, and allow multifamily developments of four units or less by right in the same regulatory zones. This provides an easier permitting process for desired types of housing.

- Align residential and commercial setbacks in mixed-use development and reduce minimum lot width to 40' in preferred affordable areas for residential and mixed-use development. This will allow flexible site design for desired types of development.

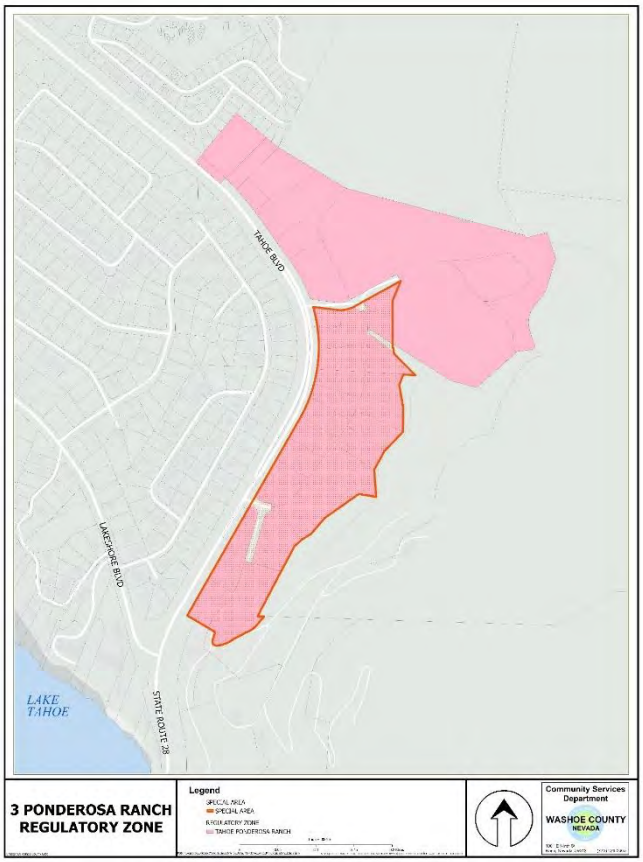

Figure 1 Ponderosa Ranch

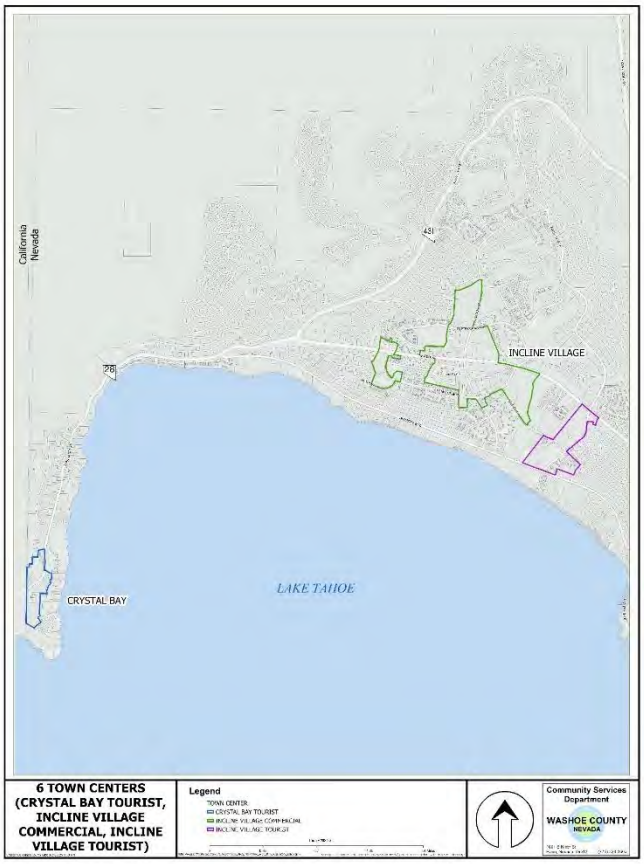

Figure 2 Town Centers

Accessory Dwelling Units

In 2021, TRPA removed the previous region-wide requirement that a parcel be at least 1 acre in size to allow an accessory dwelling unit (ADU). ADUs are secondary, subordinate dwellings on the same parcel as a main dwelling and can provide additional housing that is compatible in scale with single family development. They also provide flexibility for multigenerational living arrangements and opportunities for those who wish to downsize without leaving their neighborhood. In Washoe County, ADUs are prohibited from being used as short-term rentals.

Expanding allowances for ADUs offers a way to expand housing opportunities on the limited developable land available in Washoe Tahoe. However, ADUs also add residential units to neighborhoods with existing infrastructure that may not conform with current requirements. Washoe County staff met with representatives from infrastructure and service providers such as the North Lake Tahoe Fire Protection District (NLTFPD) and

the Incline Village General Improvement District (IVGID) to discuss potential impacts of ADUs. NLTFPD indicated that ADUs could have impacts on non-conforming infrastructure, as does the development of single-family homes on currently undeveloped lots in the same areas. IVGID indicated that while extremely high rates of ADU development may have impacts, development at and even above the rate that's been seen in the California portion of the Tahoe Basin (12 ADUs built from 2021-2024) could be absorbed by existing IVGID infrastructure and plans.

The proposed changes to ADU regulations, summarized below, aim to expand housing opportunities in a manner that will not have significant infrastructure and service impacts. These changes limit the size of ADUs and require a discretionary review process in which site-specific limitations can be taken into account and relevant agencies consulted. Furthermore, in the four years since ADUs were allowed more broadly in the California portion of the Tahoe Basin, only 12 have been built, a rate which suggests limited infrastructure impacts. All ADUs require a residential allocation and are subject to the overall growth cap in the Tahoe Basin. That is to say, expansions of allowances to ADUs will not increase the overall number of units that can be developed in Washoe Tahoe. The proposed changes are:

- Allow ADUs up to 1,200 square feet in size on parcels smaller than 1 acre.
- Remove the minimum lot size of 1 acre.
- Allow detached ADUs under 500 square feet and under 12' tall to be located as close as 5 feet from the side and rear property lines.
- Continue to require an administrative review for all ADUs and to require the addition of 1 off-street parking space.

As shown in *Figure 3*, the current minimum lot size of 1 acre severely limits ADU development. Removing the minimum lot size would expand opportunities for workforce housing.

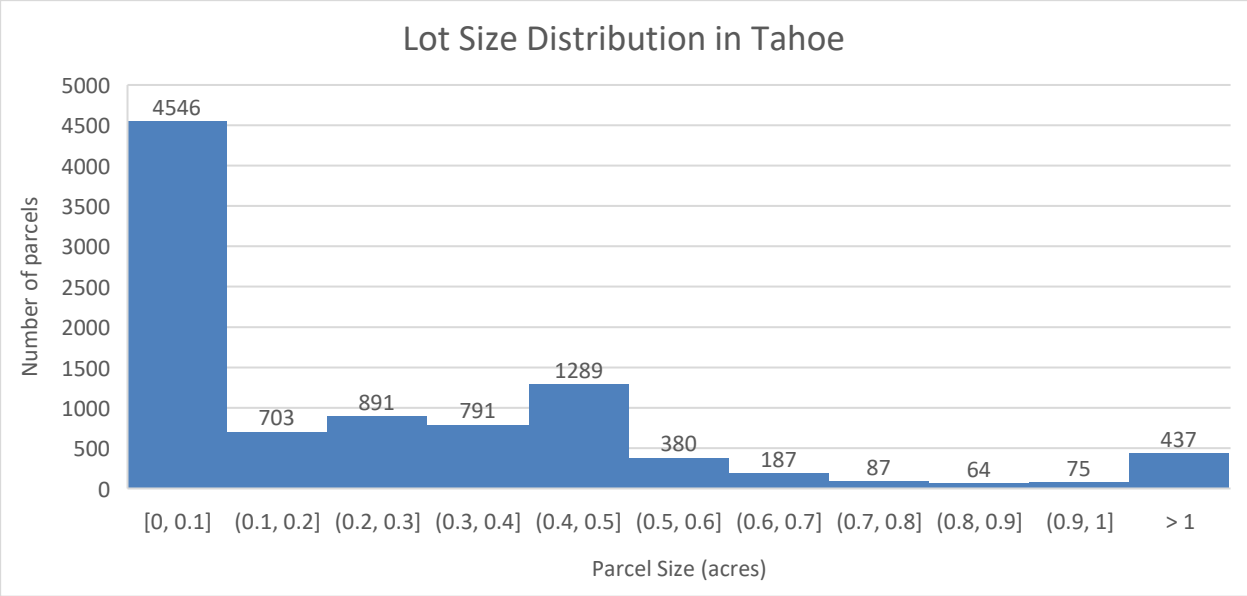

Figure 3 Chart showing the distribution of lot sizes in the Tahoe Basin

Washoe County Development Code Improvements

The Tahoe Modifiers (Articles 220 and 220.1 of Chapter 110 of the Washoe County Code)—the Tahoe-specific portion of Washoe County's development code—have been adopted by TRPA as part of the TAP. Therefore, these articles of the Washoe County Development Code can only be amended through the full area plan update process. Since other updates to the TAP are necessary, there is an opportunity to make improvements to the Code, particularly Article 220, that have been identified through the implementation of the Code since adoption of Articles 220 and 220.1 in 2021. These proposed changes include:

- Remove the requirement for a special use permit to build or modify a single-family home and the requirement for a special use permit for "all development" in regulatory zones intended for/with existing single-family development. Require hold harmless agreements, as needed, to address potential avalanche and other natural hazard risks. This will involve changes to the Crystal Bay, Incline Village 5, and East Shore regulatory zones. Currently, special use permits are required because of potential natural hazard risk. A hold harmless requirement implements the most common condition of approval without a discretionary review process.
- Decrease the minimum density in town centers from 15 to 10 and allow 100% deed restricted achievable housing developments to be below the minimum density. This will lower an existing barrier to redevelopment and could incentivize small additions of achievable housing units in town centers.
- Align the processes for accessory structures and main structures to encroach into the front yard setback on sloped and corner lots, allowing both by right rather than requiring an administrative review permit for main structures only. Update requirements related to roadways to encompass roadways managed by entities

other than Washoe County (e.g. Nevada Department of Transportation) and other types of infrastructure.

- Modify requirements for long- and short-term bike parking and bike storage within and outside of town centers.
- Update temporary use requirements to allow Washoe County to recognize temporary uses allowed by the Tahoe Regional Planning Agency (TRPA). This resolves an existing conflict between TRPA and Washoe County codes.
- Expedite the approval process by allowing multifamily housing through the administrative review (AR) process in town centers. Allow multifamily developments of four units or less by right in town centers.
- Align residential and commercial setbacks in mixed-use development and reduce minimum lot width from 60'-80' (depending on lot size) to 40' in preferred affordable areas for residential and mixed-use development, to allow flexible site design.

Updates Identified During 2021 Adoption

When the Tahoe Area Plan was originally adopted in 2021, the Tahoe Regional Planning Agency (TRPA) identified specific amendments that would need to be made (*see* the Governing Board staff report pages 160-161):

- Delete the Tyrolian Village Special Area. The Tyrolian Village Special Area was approved by TRPA in 2004 to allow certain tourist uses on a single parcel. In 2006, Washoe County denied that request, creating a conflict between the two plans. The special area was included in the 2021 update in error which can be corrected by its removal.
- Include the Tahoe Transportation District (TTD) in the parking management plan. Adding clarification that TTD should be included in the development of any parking management plan.
- Identify which regulatory zones can receive transferred development rights (TDRs). Identification of areas that can receive TDRs was accidentally excluded during the 2021 adoption of the TAP. Such identification will be added to the special policies of the applicable regulatory zones.
- Apply TRPA Code of Ordinance rules for community plans to Ponderosa Ranch. Ponderosa Ranch is the only former community plan area that did not become a town center with the 2021 TAP adoption. As such, applying the community plan regulations to the area would allow continued application of incentives that have historically applied to the area.

Clarifications and Typographical Errors

Since the original adoption of the Tahoe Modifiers (Article 220), a number of typographical errors and necessary clarifications have been identified by staff. The proposed changes are:

- Fix an error in the section explaining use table abbreviations to clarify that "A" means "allowed," rather than "allowed subject to an administrative permit."

- Add clarification that development code amendments (DCAs) to Article 220 and 220.1 are also considered master plan amendments, and thus subject to both application requirements and fees. Add requirement that development code, master plan, and regulatory zone amendments in the Tahoe planning area can only be accepted in January and September, to align with TRPA timelines.
- Add clarification that the special areas in use tables have an entirely separate list of allowed uses, rather than adding to uses allowed in the rest of the regulatory zone.
- Add Schools—Kindergarten through Secondary Schools as an allowed use in Incline Village Tourist. This use was added in 2002 through an area plan amendment and inadvertently omitted from the 2021 area plan adoption.
- Update Sierra Nevada College to University of Nevada, Reno at Tahoe, and other updates to organization names.
- Incorporate references and make changes to be consistent with the Active Transportation Plan.
- Update references to the Washoe County Master Plan.
- Add dates to tables containing point-in-time data.
- Other typographical error fixes and clarifications.

Master Plan Amendments (Tahoe Area Plan - Washoe County Master Plan Governing Washoe Tahoe)

The Tahoe Area Plan is the master plan governing Washoe Tahoe. It includes Articles 220 and 220.1 of the Washoe County Development Code, regulatory zoning maps, and master plan policy language. In addition to the amendments to the development code, several changes are proposed to other components of the TAP, mostly minor updates to reflect current circumstances. This includes changes to:

- Remove references to the Tyrolian Village Special Area.
- Add the Tahoe Transportation District to the development of a parking management plan.
- Update a section related to transit and a section related to pedestrian, bicycle, and multi-modal facilities to reflect the TRPA active transportation plan.
- Update planned roadway network project details.
- Update references to University of Nevada, Reno at Tahoe.
- Add dates to data tables.

Regulatory Zone Amendment

One of the proposed changes in the 2025 TAP update, the removal of the Tyrolian Village special area, also requires a change to the regulatory zoning map for the planning area. The regulatory zoning amendment portion of this project is only the map change to delete the 2.24-acre Tyrolian village special area encompassing APN 126-420-02. *See* Exhibit G for a map showing the map change.

Proposed Amendments

An annotated redline of amendments organized by topic is included as Exhibit D. Changes to the development code can be viewed in the working copy of the draft ordinance (Exhibit A-1); changes to the master plan can be viewed in Exhibit B, and changes to the regulatory zoning map can be viewed in Exhibit C.

Master Plan Evaluation

The proposed development code amendment aligns with master plan policies as described in Table 1.

Table 1: Master Plan Element Conformance Priority Principles & Policies

Priority Principles & Policies	Explanation of Conformance with Priority Principles & Policies
Goal LU9 Proactively plan for future community development needs.	The proposed amendments make proactive changes to the development code to open up new opportunities for affordable, moderate, and achievable residential development, responding to and planning for community needs.
Action LU-12 Ponderosa Ranch Planning Process	The proposed changes add residential uses to Ponderosa Ranch, in alignment with master plan policies that support undertaking a public process and revisiting allowed uses in Ponderosa Ranch.
Action LU-13 Permissible Uses at Ponderosa Ranch	
Goal LU5 Provide housing opportunities for the workforce of Incline Village and Crystal Bay	The proposed amendments provide housing opportunities by lowering regulatory barriers where appropriate and by incentivizing deed-restricted housing with the Phase 2 Housing Amendments, in alignment with Policy LU5-4.

Action LU-6 Workforce Housing Incentives	Promotes and incentivizes workforce housing close to employment and transit by expanding residential allowances in Ponderosa Ranch and adopting the TRPA Phase 2 Housing incentives.
Goal T1 Reduce private automobile use by promoting wise land use patterns and providing adequate services and infrastructure to facilitate alternative transportation.	Improvements to bike storage requirements will increase the quality of infrastructure to facilitate alternative transportation.
Policy T2-5 Bicycle Racks and Lockers	
Policy C7-2 Risk Mitigation	Supports risk mitigation through the provision of pertinent information through requiring hold harmless agreements in areas with potential avalanche hazards. The hold harmless requirement will inform people of the natural hazards.

Public Outreach Process

The first round of public outreach included reaching out to stakeholders, holding a "kick-off" meeting at the Incline Village/Crystal Bay Citizen Advisory Board, and hosting two "pop-up" events for people to learn about and provide feedback on the area plan update. During this outreach, some citizens of Incline Village/Crystal Bay expressed broad opposition to the TRPA Phase 2 Housing Amendments (which TRPA had already adopted). Prominent community concerns included impact on evacuation capabilities; impact on community character (e.g. taller buildings); and concerns regarding reduced parking standards exacerbating the already difficult parking challenges faced by residents, businesses, and tourists in the Washoe Tahoe area. There were also general concerns about the definition of achievable housing and its omission of an income-based requirement. Furthermore, citizens were concerned about deed-restriction enforcement capacity. In response to these concerns, staff explored proposing alternate standards to the TRPA Phase 2 Housing Amendments, as described previously in this staff report. Based on direction from TRPA staff, these amendments now propose to fully adopt the TRPA Phase 2 Housing Amendments. Overall, about 60 citizens participated in this round of public outreach.

The second round of public outreach involved the release of draft amendments for public review, two online surveys, a webinar, two in person workshops, and meetings with various stakeholders. Additionally, a group of Latino citizens associated with San Luis Obispo church conducted a survey on housing affordability to provide feedback to Washoe County staff related to the 2025 TAP update. This survey had 82 respondents, and the results (in English and Spanish) are attached in Exhibit E. In general, feedback

from the second round of public outreach echoed concerns from the first round of public outreach regarding the TRPA Phase 2 Housing Amendments. Recurring topics of comment and concern were short term rentals (STRs) and their impact on housing, wildfires and evacuation, and potential infrastructure impacts of expanded allowances for ADUs and residential uses in Ponderosa Ranch.

A robust summary and analysis of public outreach is included as Exhibit E. Exhibit E also includes all public comments received during public outreach.

Public Input Response

Some community concerns cannot be addressed in the scope of the 2025 TAP Update and/or are currently being addressed in different manners. For example, Washoe County Emergency Management recently received a donation to fund an evacuation study, which will help evaluate and address concerns regarding evacuation. Likewise, TRPA has allocated funding to deed-restriction monitoring and enforcement. However, some concerns, such as those regarding parking, can potentially be addressed through the proposed changes, to the greatest extent possible while still complying with all TRPA requirements. Citizens of Incline Village/Crystal Bay have also consistently expressed support for workforce housing. Proposed amendments respond to that support by exploring opportunities for workforce housing in new locations (e.g. Ponderosa Ranch) and lowering regulatory barriers to the provision of workforce housing in town centers.

A quick summary of the larger changes made as a result of public feedback is outlined below.

- **Exploration of an alternative to the TRPA Phase 2 Housing Amendments:** While ultimately not supported by TRPA staff, Washoe County staff's exploration of alternative standards to the Phase 2 Housing Amendments was a significant response to public feedback expressing concern about those amendments. Exhibit F includes the feedback received in response to the proposed alternatives.
- **Creation of clear standards for parking modifications:** A frequently cited concern around the TRPA Phase 2 Housing Amendments was potential impacts to already limited parking in IV/CB. To ensure clarity, transparency, and adequate consideration of impacts in considering parking reduction requests, staff added section 110.220.45(a) with criteria for consideration.

For more information on staff responses and changes to public feedback, *see* Exhibit E. The following changes were also made to the draft area plan amendments after the draft review round of public engagement:

- Added requirement to section 110.220.10(b) that master plan, development code amendments, or regulatory zone amendments in the Tahoe planning area will only be accepted twice a year, to align with TRPA's timelines.
- Changed section 110.220.35(g) to reference TRPA's regulations for land coverage instead of stating the maximum coverage.
- Restructured and revised some of the parking analysis requirements in section 110.220.45(b).

- Changed minimum parcel width for preferred affordable areas to 40 feet from 25 feet in section 110.220.55.
- In section 110.220.130, changed A=allowed by right to A=allowed to better align with TRPA language.

Findings

Development Code Amendment

Washoe County Code Section 110.818.15(e) requires the Planning Commission to make at least one of the following findings of fact for a development code amendment. Staff provides the following evaluation for each of the findings of fact and recommends that the Planning Commission make all four findings in support of the proposed Development Code amendment.

1. Consistency with Master Plan. The proposed development code amendment is in substantial compliance with the policies and action programs of the Washoe County Master Plan.

   Staff comment: This finding can be made for the following reasons:

   - The proposed amendments support master plan policies supporting housing affordability and workforce housing by adopting the TRPA Phase 2 Housing incentives for deed-restricted housing and by expanding housing opportunities through updates to ADU allowances, streamlining permitting processes, and allowing deed-restricted housing in Ponderosa Ranch.
   - The proposed amendments support master plan policies supporting alternative transportation by adding more robust bike storage standards and by increasing housing opportunities in areas close to employment centers and transit.
   - The proposed amendments implement several actions identified in the Tahoe Area Plan, including Actions LU-6, LU-12, and LU-13.

2. Promotes the Purpose of the Development Code. The proposed development code amendment will not adversely impact the public health, safety or welfare, and will promote the original purposes for the development code as expressed in Article 918, Adoption of Development Code.

   Staff comment: This finding can be made for the following reasons:

   - The proposed amendments promote the original purpose of the Development Code as expressed in Article 918, Adoption of Development Code, which include “promote[ing] public health [and] safety” (WCC 110.918.10(a)).
   - The amendments will promote public health and safety by reducing regulatory barriers to housing in general and supporting the development of deed-restricted affordable, moderate, and attainable housing. It is well recognized that housing affordability is a social determinant of health; that

is to say, unaffordable housing is linked to many negative health outcomes.[1] The proposed changes would support increasing the supply of accessible, quality, and safe housing by allowing deed-restricted housing in new areas and incentivizing deed-restricted housing.

3. Response to Changed Conditions. The proposed development code amendment responds to changed conditions or further studies that have occurred since the Development Code was adopted by the Board of County Commissioners, and the requested amendment allow for a more desirable utilization of land within the regulatory zones.

   Staff comment: This finding can be made for the following reasons:

   - As described within this staff report, the proposed amendments respond to decreased affordability of housing in Washoe Tahoe. The amendments incentivize affordable, moderate, and attainable housing and expand opportunities for such housing.
   - In 2023, TRPA adopted the Phase 2 Housing Amendments, which required changes to local jurisdiction regulations to conform with TRPA updates. This represents a changed condition to which these development code amendments respond.

4. No Adverse Affects. The proposed development code amendment will not adversely affect the implementation of the policies and action programs of the Conservation Element or the Population Element of the Washoe County Master Plan.

   Staff comment: This finding is able to be made for the following reasons:

   - The Conservation Element addresses greenhouse gas reductions, land coverage, and water quality, among other policies. The proposed changes support these goals by incentivizing housing development in town centers, which are more urbanized and have non-vehicular access to employment and transit, supporting reduced vehicle miles travelled. It does not weaken any existing policies and regulations related to shorezones, land coverage, or design that support the various goals of the conservation element.
   - The Population and Housing Element specifically identifies opportunities to enhance the ability for the population to age in place, including improved public transportation and expanded housing diversity and options. The proposed changes support this goal by incentivizing deed-restricted housing and expanding allowances for ADUs.

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[1] Carolyn B. Swope, Diana Hernández. Housing as a determinant of health equity: A conceptual model. Social Science & Medicine, Volume 243, 2019. https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7146083/#R199.

Master Plan Amendment

WCC Section 110.820.15(d) requires the Planning Commission to make at least three of the following five findings of fact in WCC 110.820.15(d)(1)-(5) to recommend approval of the master plan amendments to the Washoe County Board of County Commissioners. The following findings and staff comments on each finding are presented for the Planning Commission's consideration:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.

   Staff comment: This finding can be made for the following reasons:

   - The proposed amendments support master plan policies supporting housing affordability and workforce housing by adopting the TRPA Phase 2 Housing incentives for deed-restricted housing and by expanding housing opportunities through updates to ADU allowances, streamlining permitting processes, and allowing deed-restricted housing in Ponderosa Ranch.
   - The proposed amendments support master plan policies supporting alternative transportation by adding more robust bike storage standards and by increasing housing opportunities in areas close to employment centers and transit.
   - The proposed amendments implement several actions identified in the Tahoe Area Plan, including Actions LU-6, LU-12, and LU-13.

2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.

   Staff comment: This finding can be made for the following reasons:

   - The proposed amendments include the removal of the Tyrolian Village special area, which will increase conformity with surrounding land uses.
   - The proposed amendments include allowing deed-restricted multifamily housing in Ponderosa Ranch, which will provide new housing opportunities with close proximity to transit and within walking distance of employment centers. Existing standards ensure compatible design with nearby industrial uses.

3. Response to Change Conditions. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

   Staff comment: This finding can be made for the following reasons:

   - As described within this staff report, the proposed amendments respond to decreased affordability of housing in Washoe Tahoe. The amendments incentivize affordable, moderate, and attainable housing and expand opportunities for such housing.
   - In 2023, TRPA adopted the Phase 2 Housing Amendments, which required changes to local jurisdiction regulations to conform with TRPA updates. This

represents a changed condition to which these development code amendments respond.

4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed master plan designation.

   Staff comment: This finding can be made for the following reasons:

   - The Tahoe Basin has an overall cap on development that is unaffected by these amendments. Therefore, there is no change to the overall number of residential units that can be developed in Washoe Tahoe.
   - Staff coordinated with infrastructure and service suppliers to ensure that the proposed amendments will have no significant impacts. Changes to ADU regulations and the adoption of the Phase 2 Housing incentives may influence the distribution of future housing units in Washoe Tahoe. However, appropriate discretionary review processes will ensure that there are no significant impacts unaddressed through the development process.

5. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

   Staff comment: This finding can be made for the following reasons:

   - The amendments support the desired pattern of growth by incentivizing development in town centers, which offer greater proximity to employment and transit.
   - Incentivizing environmental redevelopment in town centers can help decrease the natural resource impact of development and centralize infrastructure investment.

Regulatory Zone Amendment

WCC Section 110.821.15(d) of Article 821, *Amendment of Regulatory Zone*, requires that all of the following findings be made to the satisfaction of the Washoe County Planning Commission before recommending adoption to the Board of County Commissioners. These findings only are needed for the removal of the Tyrolian Village Special area, which is the only proposed change to a regulatory zoning map.

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.

   Staff comment: This finding can be made because there are no policies or action programs in the master plan impacted by disallowing time shares and bed and breakfasts on a single parcel in Tyrolian Village.

2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.

   Staff comment: This finding can be made because the proposed change allows aligned uses on parcel 126-420-02 with those on other parcels in the same regulatory zone.

3. Response to Changed Conditions; more desirable use. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

   Staff comment: This finding can be made because the allowed uses of time share and bed and breakfast on the subject parcel were previously allowed by TRPA but denied by Washoe County. They were carried over in the 2021 area plan update unintentionally and do not reflect a desirable utilization of land, as the uses were previously denied.

4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment.

   Staff comment: This finding can be made because the proposed change does not allow any additional uses.

5. No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.

   Staff comment: This finding can be made because there are no policies or action programs in the master plan impacted by disallowing time shares and bed and breakfasts on a single parcel in Tyrolian Village.

6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

   Staff comment: This finding can be made because the proposed change reduces the intensities of allowed uses on parcel 126-420-02 and continues allowances for the parcels current use as a single family residence.

Public Notice

Notice of this public hearing was accomplished as provided in Washoe County Code Section 110.818.20, 110.820.23, and 110.821.20 and was published in the Reno Gazette Journal at least 10 days prior to this meeting. Notices were mailed to parcels within 750

feet of APN 126-420-02. Members of the Citizen Advisory Boards (CABs) also received notice, as a courtesy.

Recommendation

It is recommended that the Washoe County Planning Commission recommend approval of WDCA25-0003, WMPA25-0001, and WRZA25-0001, to amend Washoe County Code Chapter 110 (Development Code) within Articles 220 and 220.1; to update the Tahoe Area Plan; and to update the Tyrolian Village regulatory zone map. The following motion is provided for your consideration.

Motion

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission initiate amendments to the Washoe County Development Code and recommend approval of WDCA25-0003 to amend Washoe County Code Chapter 110 (Development Code) within Articles 220 and 220.1 as provided in Exhibit A-1; adopt amendments to update the Tahoe Area Plan as set forth in WMPA25-0001; and recommend adoption of an amendment to the Tahoe Area regulatory zone map to delete the Tyrolian Village special area as set forth in WRZA25-0001. I further move to authorize the Chair to sign the resolutions contained in Exhibits A, B, and C on behalf of the Washoe County Planning Commission and to direct staff to present a report of this Commission's recommendation to the Washoe County Board of County Commissioners within 60 days of today's date. This recommendation for approval is based on the ability to make at least one of the four findings set forth in Washoe County Code Section 110.818.15(e), at least three of the five findings set forth in section 110.820.15(d), and all of the findings set forth in section 110.821.15(d).

Development Code Amendment Findings (one must be made)

1. Consistency with Master Plan. The proposed Development Code amendment is in substantial compliance with the policies and action programs of the Washoe County Master Plan;
2. Promotes the Purpose of the Development Code. The proposed Development Code amendment will not adversely impact the public health, safety or welfare, and will promote the original purposes for the Development Code as expressed in Article 918, Adoption of Development Code;
3. Response to Changed Conditions. The proposed development code amendment responds to changed conditions or further studies that have occurred since the Development Code was adopted by the Board of County Commissioners, and the requested amendment allow for a more desirable utilization of land within the regulatory zones; and
4. No Adverse Affects. The proposed development code amendment will not adversely affect the implementation of the policies and action programs of the Conservation Element or the Population Element of the Washoe County Master Plan.

Master Plan Amendment Findings (at least three of the five must be made)

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

Regulatory Zone Amendment Findings (all must be made)

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

Appeal Process

Development Code Amendment: An appeal of the Planning Commission's denial of a development code amendment may be made to the Washoe County Board of County Commissioners within 10 calendar days from the date that the Planning Commission's decision is filed with the Secretary to the Planning Commission, pursuant to Washoe County Code Section 110.818.25 and Washoe County Code Section 110.912.20.

Master Plan/Regulatory Zone Amendment: Planning Commission action will be effective 10 calendar days after the written decision is filed with the Secretary to the Planning Commission and mailed to the original applicant, unless the action is appealed to the Washoe County Board of County Commissioners, in which case the outcome of the appeal shall be determined by the Washoe County Board of County Commissioners. Any appeal must be filed in writing with the Planning and Building Division within 10 calendar days from the date the written decision is filed with the Secretary to the Planning Commission and mailed to the original applicant.

RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

Initiating and recommending approval of an ordinance amending the Washoe County Code at Chapter 110 (Development Code) to update Articles 220 Tahoe Area and 220.1 Tahoe Area Design Standards. These updates include adding a section to establish standards for affordable, moderate, and achievable housing in multifamily areas. These updates also include amending various sections to: amend references to the prior Washoe County master plan and update organizational names; clarify application requirements for amendments to Articles 220 and 220.1; update references to the TRPA's Code of Ordinances related to land coverage; update maximum height and minimum residential density in town centers; add standards for height, parking, density and coverage for affordable, moderate, and achievable housing in town centers; update standards for bicycle storage; provide for reductions in parking minimums for affordable, moderate, and achievable housing, and add standards for the submittal and review of the required parking analysis; modify minimum lot width and setbacks for residential and mixed use developments in preferred affordable areas; modify requirements for encroachment into front yard setbacks on corner and sloped lots; modify standards for accessory dwelling units; modify standards for temporary uses; require development within avalanche hazard areas to record a hold harmless agreement; modify explanation of use tables to clarify the meaning of "A" and add administrative review permit; modify permitting requirements for multiple family dwellings in Crystal Bay Tourist, Incline Village Tourist, and Incline Village Commercial; add Schools—Kindergarten Through Secondary Schools as a special use in Incline Village Tourist; add multiple family dwellings and employee housing as allowed uses and update special policies in the Ponderosa Ranch regulatory zone; allow single family dwellings by right in the Incline Village 5, Crystal Bay, and East Shore regulatory zones, and require a hold harmless agreement for development in the Incline Village 5 and Crystal Bay regulatory zones; update special policies for Crystal Bay; remove provisions related to the Tyrolian Village regulatory zone special area; and all matters necessarily connected therewith and pertaining thereto.

Resolution Number 25-05

WHEREAS;

A. Washoe County Code Section 110.818.05 requires that amendments to Washoe County Code Chapter 110 (Development Code) be initiated by resolution of the Washoe County Board of County Commissioners or the Washoe County Planning Commission; and

B. The Washoe County Planning Commission initiated amendments to the Washoe County Code at Chapter 110 (Development Code) within Article 220 Tahoe Area and 220.1 Tahoe Area Design Standards, as fully described in Exhibit A-1 to this resolution; and

C. Development Code Amendment Case Number WDCA25-0003 came before the Washoe County Planning Commission for a duly noticed public hearing on June 3, 2025; and

D. The Washoe County Planning Commission gave reasoned consideration to the information it received regarding the proposed Development Code Amendment; and

E. Whereas, pursuant to Washoe County Code Section 110.818.15(e), the Washoe County Planning Commission made at least one of the following findings to support its recommendation for adoption of the proposed Development Code Amendment Case Number WDCA25-0003:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Washoe County Master Plan;

2. Promotes the Purpose of the Development Code. The proposed development code amendment will not adversely impact the public health, safety or welfare, and will promote the original purposes for the Development Code as expressed in Article 918, Adoption of Development Code;

3. Response to Changed Conditions. The proposed development code amendment responds to changed conditions or further studies that have occurred since the Development Code was adopted by the Board of County Commissioners, and the requested amendment allow for a more desirable utilization of land within the regulatory zones; and,

4. No Adverse Affects. The proposed development code amendment will not adversely affect the implementation of the policies and action programs of the Conservation Element or the Population Element of the Washoe County Master Plan.

NOW, THEREFORE, BE IT RESOLVED that the Washoe County Planning Commission recommends approval of the ordinance attached hereto as Exhibit A-1.

A report describing this amendment, discussion at this public hearing, this recommendation, and the vote on the recommendation will be forwarded to the Washoe County Board of County Commissioners within 60 days of this resolution's adoption date.

ADOPTED on June 3, 2025.

WASHOE COUNTY PLANNING COMMISSION

ATTEST:

Trevor Lloyd, Secretary	Rob Pierce, Chair

DRAFT: May 8, 2025

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Notice: Per NRS 239B.030, this document does not contain personal information as defined in NRS 603A.040

Summary: Amends Washoe County Code Chapter 110 (Development Code) to update Article 220 Tahoe Area and Article 220.1 Tahoe Area Design Standards.

BILL NO. ____

ORDINANCE NO. ____

Title: AN ORDINANCE AMENDING THE WASHOE COUNTY CODE AT CHAPTER 110 (DEVELOPMENT CODE) TO UPDATE ARTICLES 220 TAHOE AREA AND 220.1 TAHOE AREA DESIGN STANDARDS. THESE UPDATES INCLUDE ADDING A SECTION TO ESTABLISH STANDARDS FOR AFFORDABLE, MODERATE, AND ACHIEVABLE HOUSING IN MULTIFAMILY AREAS. THESE UPDATES ALSO INCLUDE AMENDING VARIOUS SECTIONS TO: AMEND REFERENCES TO THE PRIOR WASHOE COUNTY MASTER PLAN AND UPDATE ORGANIZATIONAL NAMES; CLARIFY APPLICATION REQUIREMENTS FOR AMENDMENTS TO ARTICLES 220 AND 220.1; UPDATE REFERENCES TO THE TRPA'S CODE OF ORDINANCES RELATED TO LAND COVERAGE; UPDATE MAXIMUM HEIGHT AND MINIMUM RESIDENTIAL DENSITY IN TOWN CENTERS; ADD STANDARDS FOR HEIGHT, PARKING, DENSITY AND COVERAGE FOR AFFORDABLE, MODERATE, AND ACHIEVABLE HOUSING IN TOWN CENTERS; UPDATE STANDARDS FOR BICYCLE STORAGE; PROVIDE FOR REDUCTIONS IN PARKING MINIMUMS FOR AFFORDABLE, MODERATE, AND ACHIEVABLE HOUSING, AND ADD STANDARDS FOR THE SUBMITTAL AND REVIEW OF THE REQUIRED PARKING ANALYSIS; MODIFY MINIMUM LOT WIDTH AND SETBACKS FOR RESIDENTIAL AND MIXED USE DEVELOPMENTS IN PREFERRED AFFORDABLE AREAS; MODIFY REQUIREMENTS FOR ENCROACHMENT INTO FRONT YARD SETBACKS ON CORNER AND SLOPED LOTS; MODIFY STANDARDS FOR ACCESSORY DWELLING UNITS; MODIFY STANDARDS FOR TEMPORARY USES; REQUIRE DEVELOPMENT WITHIN AVALANCHE HAZARD AREAS TO RECORD A HOLD HARMLESS AGREEMENT; MODIFY EXPLANATION OF USE TABLES TO CLARIFY THE MEANING OF "A" AND ADD ADMINISTRATIVE REVIEW PERMIT; MODIFY PERMITTING REQUIREMENTS FOR MULTIPLE FAMILY DWELLINGS IN CRYSTAL BAY

TOURIST, INCLINE VILLAGE TOURIST, AND INCLINE VILLAGE COMMERCIAL; ADD SCHOOLS—KINDERGARTEN THROUGH SECONDARY SCHOOLS AS A SPECIAL USE IN INCLINE VILLAGE TOURIST; ADD MULTIPLE FAMILY DWELLINGS AND EMPLOYEE HOUSING AS ALLOWED USES AND UPDATE SPECIAL POLICIES IN THE PONDEROSA RANCH REGULATORY ZONE; ALLOW SINGLE FAMILY DWELLINGS BY RIGHT IN THE INCLINE VILLAGE 5, CRYSTAL BAY, AND EAST SHORE REGULATORY ZONES, AND REQUIRE A HOLD HARMLESS AGREEMENT FOR DEVELOPMENT IN THE INCLINE VILLAGE 5 AND CRYSTAL BAY REGULATORY ZONES; UPDATE SPECIAL POLICIES FOR CRYSTAL BAY; REMOVE PROVISIONS RELATED TO THE TYROLIAN VILLAGE REGULATORY ZONE SPECIAL AREA; AND ALL MATTERS NECESSARILY CONNECTED THEREWITH AND PERTAINING THERETO.

WHEREAS:

A. This Commission desires to amend Washoe County Code Chapter 110, Articles 220 Tahoe Area and 220.1 Tahoe Area Design Standards, in order to create incentives for deed-restricted affordable, moderate, and achievable housing; allow deed-restricted affordable, moderate, and achievable multifamily housing in the Ponderosa Ranch regulatory zone; change permitting requirements for multifamily housing in the Crystal Bay Tourist, Incline Village Tourist, and Incline Village Commercial regulatory zones; modify lot width and setbacks in preferred affordable areas; modify regulations for accessory dwelling units; remove the Tyrolian Village special area; identify which regulatory zones can receive transferred development rights; apply TRPA Code of Ordinances Community Plan code to Ponderosa Ranch; update permitting requirements for single-family homes in regulatory zones with certain natural hazards; update permitting requirements for development in the front yard of sloped and corner lots; update standards for bicycle parking and storage; update requirements for temporary uses; allow Schools—Kindergarten through Secondary Schools in Incline Village Tourist regulatory zone; and update application requirements for development code amendments to Articles 220 and 220.1; modify minimum density requirements in town centers; add standards for the submittal and review of parking analyses; add administrative review permit to the use tables; fix various typographical errors; and update references to various plans and organizations; and

B. The Washoe County Planning Commission held a duly noticed public hearing for WDCA25-0003 and initiated the proposed amendments to Washoe County Code Chapter 110, Articles 220 Tahoe Area and 220.1 Tahoe Area Design Standards by Resolution Number 25-05 on June 3, 2025; and

C. The amendments and this ordinance were drafted in concert with the District Attorney; and

D. Following a first reading and publication as required by NRS 244.100(1), and after a duly noticed public hearing, this Commission desires to adopt this Ordinance; and

E. This Commission has determined that this ordinance is being adopted pursuant to requirements set forth in NRS Chapter 278; and therefore, it is not a "rule" as defined in NRS 237.060 requiring a business impact statement.

THE BOARD OF COUNTY COMMISSIONERS OF WASHOE COUNTY DOES HEREBY ORDAIN:

SECTION 1. Chapter 110 of the Washoe County Code is hereby amended by adding a new section which shall be labeled 110.220.38 and read as follows:

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

(a) Height. The maximum height may be increased for residential and mixed-use developments with a residential component that is 100% deed-restricted affordable, moderate, or achievable, pursuant to Section 37.5.5 of the TRPA Code of Ordinances.

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

(c) Parking. Minimum parking standards shall apply unless the project applicant demonstrates through a parking analysis pursuant to section 110.220.45(b) that an alternate parking standard will accommodate parking demand, pursuant to TRPA Code of Ordinances Section 34.4.1.

SECTION 2. Section 110.220.00 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.00 Purpose. The purpose of this article, Article 220, *Tahoe Area*, is to implement the Tahoe Area Plan ~~contained in Volume Two of the Washoe County Master Plan~~ and the other applicable

plan elements contained in **Envision Washoe 2040** ~~Volume One of the Washoe County Master Plan~~. This article is also intended to implement the Tahoe Regional Planning Agency's (TRPA) Regional Plan. This article sets forth special regulations to supplement the general regulations set forth elsewhere throughout the Washoe County Development Code, and to supplement and implement the TRPA's Code of Ordinances. **"Tahoe Planning Area" in this section refers to the portion of Washoe County regulated by the Tahoe Area Plan.**

SECTION 3. Section 110.220.10 of the Washoe County Code is hereby amended to read as follows:

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

(a) Land Use (Master Plan) Classifications. There are seven master plan land use classifications applied within the Tahoe Planning Area: Mixed-Use, Tourist, Residential, Conservation, Backcountry, Wilderness, and Recreation. The categories are defined in Policy LU-4.1 of the TRPA Regional Plan. The Washoe County Master Plan Map for the Tahoe Planning Area shows the land use classification for each parcel in the planning area. Amendments to this map require a master plan amendment as described in Washoe County Development Code Article 820, *Amendment of Master Plan.* Additionally, map amendments must undergo conformity review pursuant to TRPA Code of Ordinances Subsection 13.6.6.

(b) Regulatory Zones. Regulatory Zones in the Tahoe Planning Area are sub districts within the master plan land use classifications described above. These sub districts are referred to as Regulatory Zones. Previously, these sub districts were referred to as community plans and plan area statements (see table 110.220.01 *Land Uses and Regulatory Zones in the Tahoe Planning Area*.) The location of the 27 Regulatory Zones in the Tahoe Planning Area is depicted on the Washoe County Regulatory Zone Map for the Tahoe Planning Area. Amendments to the boundaries of the Regulatory Zones require a Regulatory Zone amendment as described in Article 821, *Amendment of Regulatory Zone,* of the Washoe County Development Code. Amendments to the permissible uses and other regulations regarding these areas require a development code amendment pursuant to Article 818, *Amendment of Development Code,* of the Washoe County Development Code. Any amendment regarding the boundaries, uses, or other development regulations in the planning area must additionally undergo conformity review pursuant to TRPA Code of Ordinances Subsection 13.6.6. **All proposed amendments to Article 220 or Article 220.1 are considered both development code amendments and master plan amendments, subject to the provisions of Article 818 *Amendment of Development Code* and Article 820 *Amendment of Master Plan,* respectively. Applicants for development code amendments shall be required to provide and bear the cost of the environmental analysis required by TRPA. In order to comply with TRPA area plan amendment guidelines, development code, regulatory zone, and master plan amendments to the Tahoe Area Plan will only be accepted in January and September.**

The land use categories applied in the planning area and their corresponding Regulatory Zones are depicted in Table 110.220.01 *Land Uses and Regulatory Zones in the Tahoe Planning Area*.

Land Use Classification	Regulatory Zones Regulatory Zone	Former Designation: Community Plan*, Plan Area Statement** (P.A.S.) and Number.

Tourist/Mixed-Use		
	Incline Village Commercial	Incline Village Commercial Community Plan.
	Incline Village Tourist	Incline Village Tourist Community Plan.
	Crystal Bay Tourist	North Stateline Community Plan
	Ponderosa Ranch	Ponderosa Ranch Community Plan
Residential		
	Chateau	Chateau/Country Club P.A.S. # 43
	Crystal Bay	Crystal Bay P.A.S. #34
	Crystal Bay Condominiums	Crystal Bay Condominiums P.A.S. #35
	Fairway	Fairway P.A.S. # 44
	Incline Village 1	Incline Village #1 P.A.S. #40
	Incline Village 2	Incline Village #2 P.A.S.# 39
	Incline Village 3	Incline Village #3 P.A.S.# 41
	Incline Village 4	Incline Village #4 P.A.S.# 36
	Incline Village 5	Incline Village #5 P.A.S.# 42
	Incline Village Residential	Incline Village Residential P.A.S.# 46
	Lakeview	Lakeview P.A.S.# 37
	Mill Creek	Mill Creek P.A.S.# 49
	Mt. Shadows	Mt. Shadows P.A.S.# 50
	Stateline	Stateline P.A.S.# 33
	Tyrolean Village	Tyrolean Village P.A.S.# 51
	Wood Creek	Wood Creek P.A.S.# 38
Conservation		
	Marlette	Marlette Lake P.A.S.# 56
	Martis Peak	Martis Peak P.A.S.# 19

	Mount Rose	Mount Rose P.A.S.# 30
	Tunnel Creek	Tunnel Creek P.A.S.# 47
Recreation		
	East Shore	East Shore P.A.S.# 55
	Incline Meadows	Incline Lake P.A.S.# 53
	Incline Ski	Incline Ski P.A.S.# 52

Table 110.220.01 *Land Uses and Regulatory Zones in the Tahoe Planning Area*

*See TRPA Code of Ordinances, Chapter 12, *Community Plans*. **See TRPA Code of Ordinances, Chapter 11, *Plan Area Statements and Plan Area Maps.*

SECTION 4. Section 110.220.20 of the Washoe County Code is hereby amended to read as follows:

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

(a) Residential Allocations. A residential allocation and potential residential unit of use or a residential bonus unit is required for each new dwelling pursuant to TRPA Code of Ordinances Chapter 50, *Allocation of Development*. All buildable parcels where a residential use is permitted are eligible for a residential allocation. In addition to any TRPA requirements, Washoe County shall issue residential allocations according to the following considerations:

(1) Allocations shall be issued on a first come first served basis.

(2) The fee for allocations is established in the Master Fee Schedule for Washoe County applications accepted by the Planning and Building Division of the Washoe County Community Services Department.

(b) Commercial Floor Area. Commercial floor area (CFA) is required for all new commercial development pursuant to TRPA Code of Ordinances Chapter 50, *Allocation of Development*. In addition to any TRPA requirements, Washoe County will issue commercial floor area allocations according to the following considerations.

(1) The following projects will be issued commercial floor area on a first come first served basis:

(i) Projects inside the adopted boundaries of a Town Center overlay as defined in Section 110.220.35, *Town Center Overlay*.

(ii) Projects outside the adopted boundaries of a Town Center that are designed to meet industry recognized standards for building sustainability and greenhouse gas reduction as defined in Section 110.220.415, *Greenhouse Gas Reduction*.

(2) The fee for allocations is established in the Master Fee Schedule for Washoe County applications accepted by the Planning and Building Division of the Washoe County Community Services Department. Fees for allocations may be waived pursuant to Section 110.220.415.

(c) Tourist Accommodation. No person shall construct a project or commence a use that creates additional tourist accommodation units without first receiving an allocation of a tourist accommodation unit (TAU) approved by TRPA or Washoe County pursuant to Chapter 50, *Allocation of Development*. In addition to any TRPA requirements, Washoe County shall issue tourist accommodation units according to the following considerations.

(1) The following projects will be issued TAUs on a first come first served basis.

(i) Projects inside the adopted boundaries of a Town Center overlay (see Section 110.220.35 *Town Center Overlay*.)

(ii) Projects outside the adopted boundaries of a Town Center that are designed to meet industry recognized standards for building sustainability and greenhouse gas reduction (see Section 110.220.415 *Greenhouse Gas Reduction*.)

(2) The fee for allocations is established in the Master Fee Schedule for Washoe County applications accepted by the Planning and Building Division of the Washoe County Community Services Department.

(d) People at One Time. In addition to requirements of TRPA Code of Ordinances Section 50.9, *Regulation of Additional Recreational Facilities*, additional outdoor recreational facilities outside Town Center overlay districts shall be regulated by and shall not exceed the maximum number of People at One Time (PAOT) identified by this document for each Regulatory Zone. If PAOT allowances are not specified in the special policies for the applicable Regulatory Zone, then additional PAOT allocations are not allowed. There are no supplemental limitations for PAOT allocations within Town Center overlay districts.

(e) Residential Bonus Units. A residential bonus unit may be used in lieu of potential residential unit of use pursuant to TRPA Code of Ordinances. Residential bonus units may be assigned by TRPA or Washoe County for transfers of development into Town Centers or other bonus unit incentive programs in accordance with Chapters 51, *Banking, Conversion, and Transfer of Development,* and 52, *Bonus Unit Incentive Program,* of the TRPA Code of Ordinances.

(f) Land Coverage. Land coverage requirements are set forth in Chapter 30, *Land Coverage,* of the TRPA Code of Ordinances. ~~Projects located within a designated Town Center may obtain up to 70% land coverage in accordance with Chapter 13, *Area Plans*, of the TRPA Code of Ordinances.~~ Lots with existing coverage in excess of 70% must reduce coverage pursuant to Section 110.220.40(**c**~~3~~).

SECTION 5. Section 110.220.35 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.35 Town Center Overlay. There are three areas designated with the Town Center overlay in the Tahoe Planning Area (see Figures 110.220.01, *Incline Village Commercial Town Center*;

110.220.02, *Incline Village Tourist Town Center*; and 110.220.03, *Crystal Bay Tourist Town Center*.) The Town Center overlay districts provide a focus area for the re-development goals of the TRPA Regional Plan and are subject to additional regulation to promote redevelopment. Town Centers are eligible for additional height, density, and land coverage as described in this section.

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

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

(1) The project is designed to meet the greenhouse gas reduction standard described in Section 110.220.415, *Greenhouse Gas Reduction*.

(2) The project meets all other applicable design standards for the Town Center.

(3) The project does not degrade any applicable established scenic threshold as described in the Tahoe Area Plan Conservation Element.

(4) The following findings in Section 37.7 of the TRPA Code of Ordinances are made as part of project approval:

(i) Finding 1 (Subsection 37.7.1)
(ii) Finding 3 (Subsection 37.7.3)
(iii) Finding 5 (Subsection 37.7.5)
(iv) Finding 9 (Subsection 37.7.9)

(b) Height Transition. Development within Town Center boundaries abutting or adjacent to properties outside of the Town Center shall incorporate a stepped design to create a height transition between the properties inside the boundary and those outside. Structures required to utilize a stepped design are limited to two floors or a maximum of 20 feet at the front setback. Additional height may be added by stepping back the third floor 10 feet from the building façade and an additional fourth floor may be added by stepping back 5 feet from the third floor. The stepped area may be used as roof top gardens, balconies, solar panel arrays or similar uses. Roof top mechanical equipment shall not extend more than 2 feet above the parapet wall and shall be screened from street view.

(c) Height of Reconstructed Structures Housing Gaming. Reserved.

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

(e) Mixed-Use Development. Projects incorporating both residential and non-residential uses on a single parcel are permitted. Mixed-use projects must meet all applicable design and compatibility standards as found in the Article 110.220.1. *Tahoe Planning Area Design Standards,* and Division 4, *Development Standards*, of the Washoe County Development Code.

(f) Design and Compatibility. All development in a Town Center is subject to the design standards found in Article 110.220.1. *Tahoe Planning Area Design Standards*.

(g) Land coverage. Development in a Town Center is **subject to the land coverage regulations of** ~~eligible for up to 70% coverage on high capability lands per~~ Chapter 13 of the TRPA Code of Ordinances.

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

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

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

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

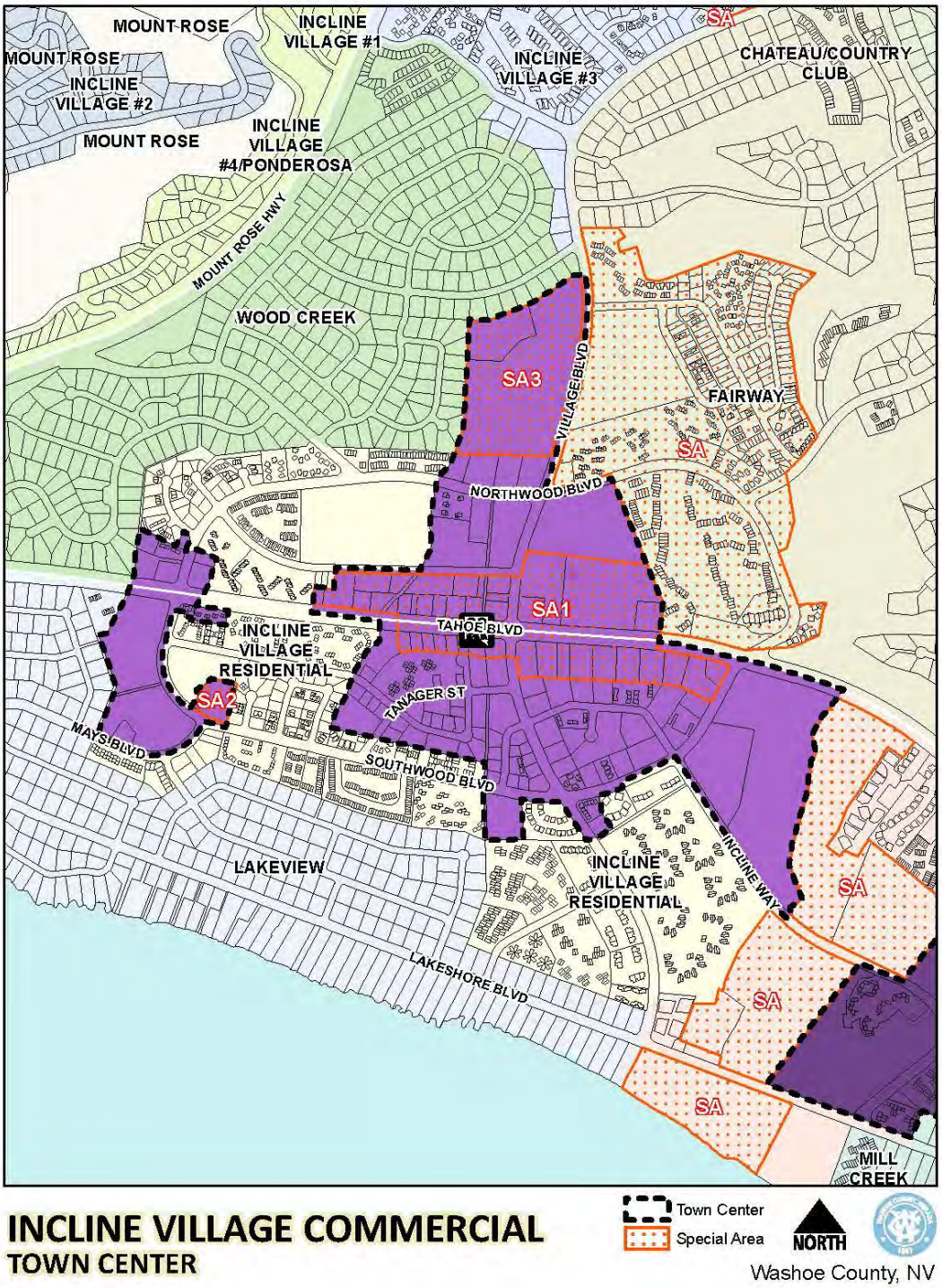


Figure 110.220.00 Incline Village Commercial Town Center

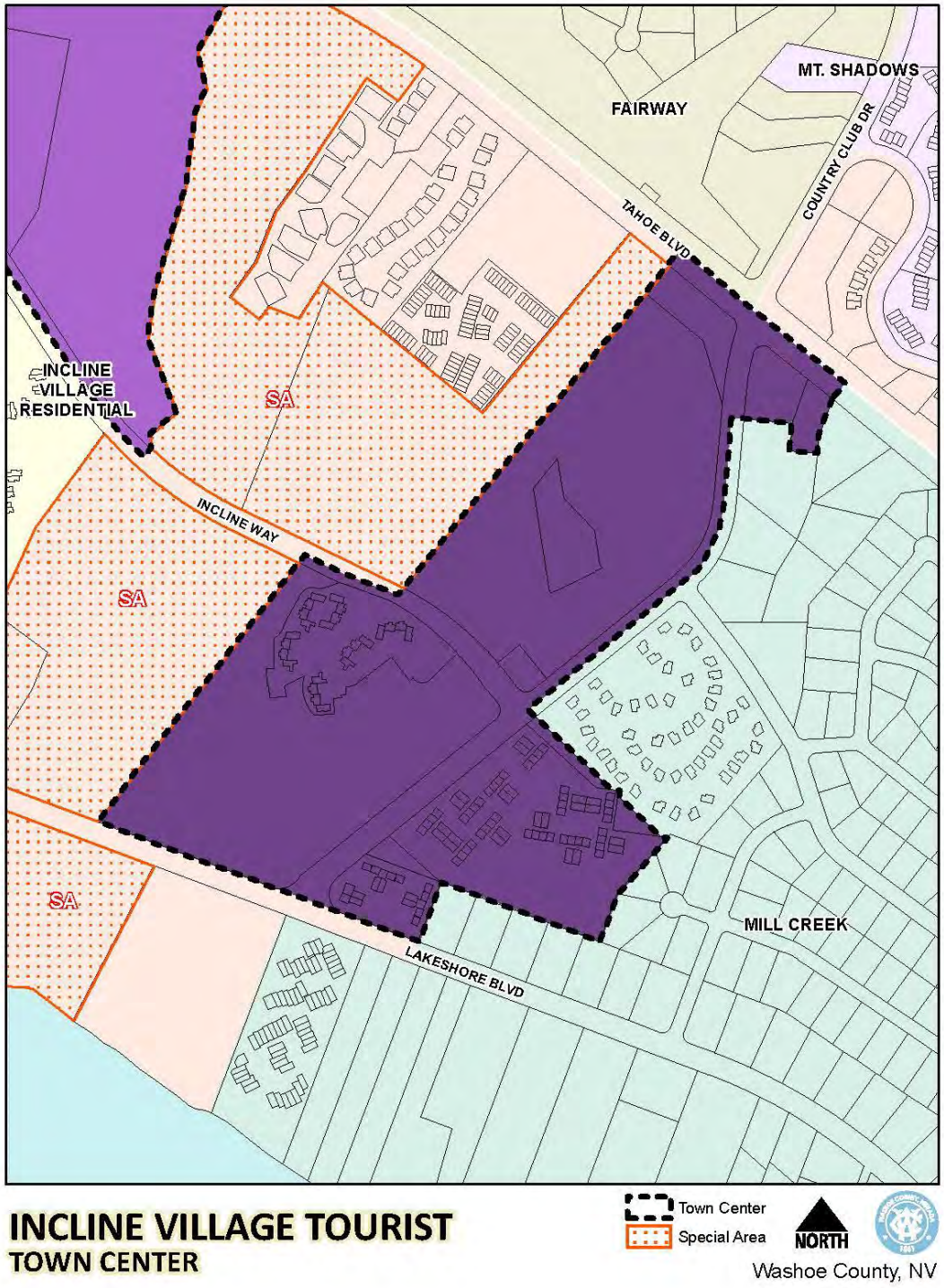


Figure 110.220.01 Incline Village Tourist Town Center

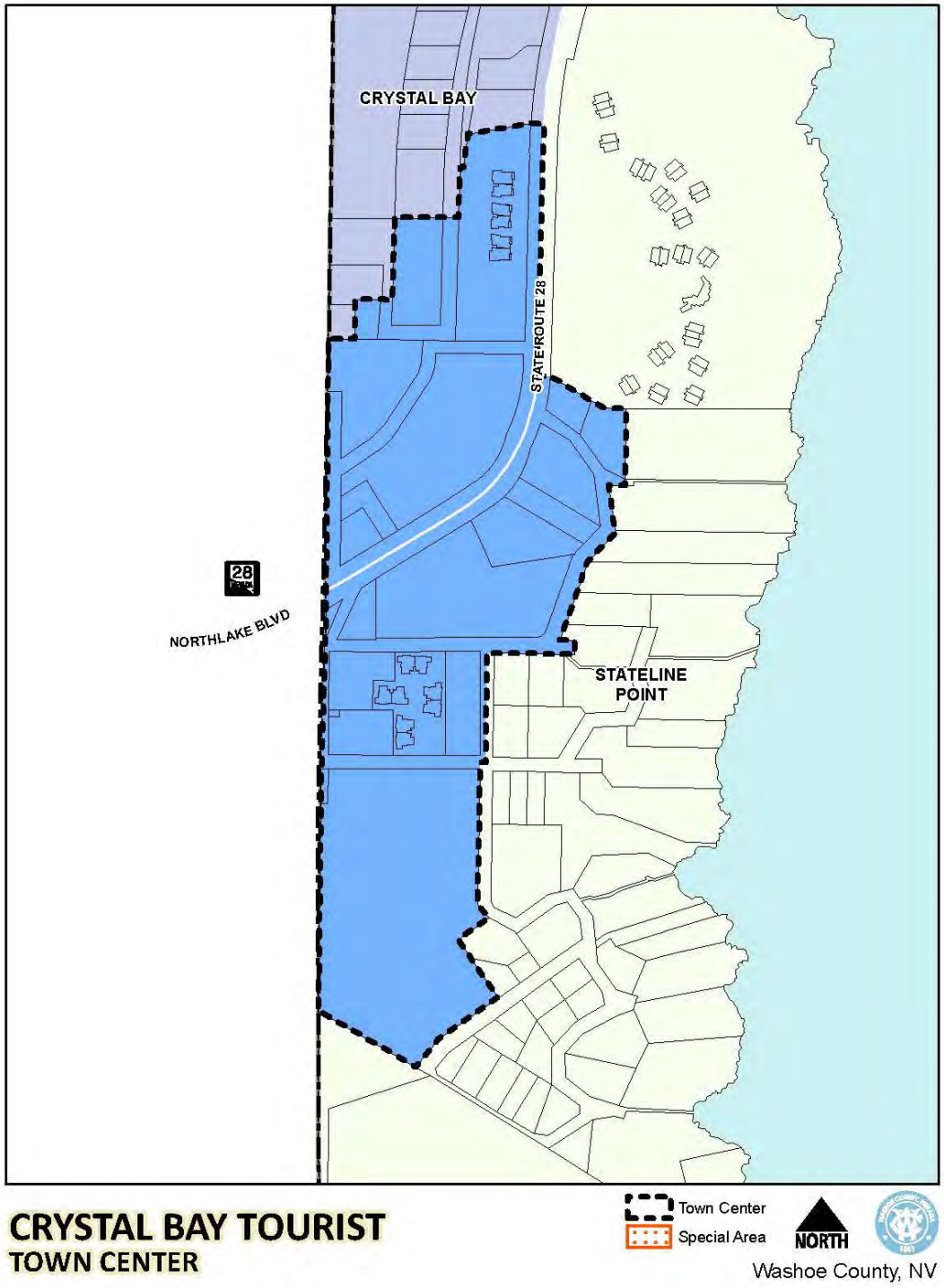


Figure 110.220.02 Crystal Bay Tourist Town Center

SECTION 6. Section 110.220.40 of the Washoe County Code is hereby amended to read as follows:

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

(a) Natural Features. Existing natural features outside of the building site shall be retained and incorporated into the site design to the greatest extent feasible. Projects shall be designed to avoid disturbance to rock outcrops and stream environment zones and to minimize vegetation removal and maintain the natural slope of the project site.

(b) Disturbed Areas. Projects shall be designed to use existing disturbed areas rather than undisturbed areas for the siting of all improvements except when:

(1) The disturbed area is precluded from development by setbacks or other such limitations;

(2) The disturbed lands are classified as sensitive lands and alternative sites classified as nonsensitive lands exist on the parcel;

(3) The use of the disturbed lands would require more total disturbance than use of undisturbed lands;

(4) Avoidance of other development impacts are of more importance than the preservation of undisturbed areas; and/or

(5) The degree of existing disturbance is minor and the area shall be restored as part of the project.

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

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

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

(ii) On sites with more than 75 percent coverage, coverage shall be reduced by 5 percent of the site area as part of the project.

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

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

(4) Projects which are allowed more than 70% coverage per section 110.220.35 are exempt from these requirements.

(d) Development Standards. Commercial, tourist accommodation, public service, and multi-residential projects shall meet the following requirements:

(1) Onsite parking areas shall be provided with landscaped perimeters. Onsite parking areas greater than one-quarter acre in size shall be provided with landscaped islands.

(2) An active transportation circulation system shall be incorporated into the site plan to assure that all active transportation users can move safely and easily both on the site and between properties and activities within the Regulatory Zone year-round.

(3) Entities responsible for the construction and maintenance of all projects containing active transportation facilities are required to submit a Maintenance Responsibilities Chart and Plan prior to permit issuance. These plans must clearly identify responsibilities for capital improvements and annual infrastructure operation and maintenance. Additionally, they must identify funding needs and sources. This information must be included in approved permits.

(4) Adequate access shall be provided for emergency vehicles and for those persons attempting to render emergency services.

(5) Screening of service yards, maintenance yards, warehousing, outdoor storage and trash and refuse collection areas shall be accomplished by the use of walls, fencing, landscape plantings, or some combination thereof. Screening shall be effective in both winter and summer.

(6) Service yards, maintenance yards, warehousing, and outdoor storage areas shall be located in areas that are not highly visible from major transportation corridors, scenic turnouts, public recreation areas, or the waters of lakes in the region.

(7) Parking areas shall be sloped at least two percent to prevent ponding and icing.

(8) Projects shall provide, within the project area, snow storage areas of a size adequate to store snow removed from parking, driveway, and pedestrian access areas or have arrangements by means of recorded easements or equivalent arrangements to remove and store accumulated snow offsite.

(9) All new on-site utilities shall be placed underground as part of project approval.

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

(f) TRPA Standards. All land use and development proposals shall be reviewed for conformance with the standards TRPA Code of Ordinances, including, as applicable:

(1) Chapter 2, *Applicability of the Code of Ordinances*
(2) Chapter 3, *Environmental Documentation*
(3) Chapter 4, *Required Findings*
(4) Chapter 5, *Compliance*
(5) Chapter 30, *Land Coverage*
(6) Chapter 32, *Basic Services*
(7) Chapter 33, *Grading and Construction*
(8) Chapter 35, *Natural Hazard Standards*
(9) Chapter 39, *Subdivisions*
(10) Chapter 50, *Allocation of Development*
(11) Chapter 51, *Banking, Conversion, and Transfer of Development*
(12) Chapter 52, *Bonus Unit Incentive Program*
(13) Chapter 53, *Individual Parcel Evaluation System*
(14) Chapter 60, *Water Quality*
(15) Chapter 61, *Vegetation and Forest Health*

(16)Chapter 62, *Wildlife Resources*
(17)Chapter 63, *Fish Resources*
(18)Chapter 64, *Livestock Grazing*
(19)Chapter 65, *Air Quality and Transportation*
(20)Chapter 66, Scenic Resources
(21)Chapter 67, *Historic Resource Protection*
(22)Chapter 68, *Noise Limitations*
(23)Chapters 80-84, *Shorezone*

(g) Mixed-Use and Tourist Regulatory Zones. In addition to standards articulated in this article, all development inside the Crystal Bay Tourist, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch Regulatory Zones, as well as the Town Center overlay districts is subject to the standards articulated in Washoe County Development Code Article 110.220.1, *Tahoe Planning Area Design Standards.*

(h) Outside of Mixed-Use and Tourist Regulatory Zones. Development outside of the mixed-use and tourist Regulatory Zones are subject to the standards established in this article, in Division Four of the Washoe County Development Code, and the following chapters of the TRPA Code of Ordinances:

(1) Chapter 34, *Driveway and Parking Standards*

(2) Chapter 36, *Design Standards*

(3) Chapter 37, *Height*

(4) Chapter 38, *Signs*

(i) Development Guidelines. The following guidelines should be followed to ensure attractive and compatible development:

(1) Building placement and design should be compatible with adjacent properties and designed in consideration of solar exposure, climate, noise, safety, fire protection, and privacy.

(2) The scale of structures should be compatible with existing and planned land uses.

(3) Viewsheds should be considered in all new construction. Emphasis should be placed on lake views from major transportation corridors.

(4) Native vegetation should be used whenever possible, consistent with defensible space requirements.

(5) Vegetation should be used to screen parking, give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture where feasible.

(6) Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety. Cutoff shields that extend below the lighting element should be used to minimize light pollution and stray light. Overall lighting levels should be compatible with the Regulatory Zone light level. Emphasis should be placed on a few, well-placed, low-intensity lights. Lights should not blink, flash, or change intensity except for temporary public safety signs.

The intent of Washoe County's standards is to achieve compatibility through integrative site design that primarily utilizes landscaping, architecture and an integrated non-motorized transportation network to achieve compatibility goals.

SECTION 7. Section 110.220.45 of the Washoe County Code is hereby amended to read as follows:

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

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

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

Table 110.220.45.1

Land Use/Location	Bicycle Parking Location	Short-Term Bicycle Parking	Long-Term Bicycle Parking
Multi-family Residential (with private garage for each unit)	Near building entrance with good visibility	0.05 spaces for each bedroom (2 spaces minimum for complex)	0
Multi-Family Residential (without private garage for each unit)	Near building entrance with good visibility	.05 spaces for each bedroom (2 spaces minimum for complex)	.15 spaces for each bedroom (2 spaces minimum)
Park	Adjacent to restrooms, picnic areas, fields, and other	8 spaces	0

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

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

(i) Bicycle Rack Design. Inverted U or arc bicycle racks, and D shaped or swerve racks are encouraged. Bicycle racks shall:

(A) Be securely anchored to the ground;

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

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

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

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

(A) Located within fifty (50) feet from the entrance;

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

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

(D) Located two feet minimum from the curb face;

(E) Placed with at least four feet between racks to provide maneuvering room; and

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

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

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

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

(B) Lockers shall have 6 feet of clearance on the ends with openings; and

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

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

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

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

(b) Parking Analysis. Applicants may submit a parking analysis to request reductions in parking minimums as allowed for in this section. Such requests will be made through the Director's Modification of Standards application process. The study must demonstrate that the parking reduction will not impact surrounding roadways.

(1) Applicants may submit a parking analysis to request reductions in parking minimums in the following circumstances.

(i) Reductions to residential parking minimums only for residential developments or mixed-use developments with a residential component that are 100% deed-restricted affordable, moderate, or achievable per the TRPA Code of Ordinances and pursuant to sections 110.220.35 and 110.220.38. Mixed-use projects in this category shall meet parking requirements for the non-residential portion of the development, regardless of granted reductions to residential parking minimums. For projects outside of Town Centers, the parking analysis can request no less than an average of .75 spaces per dwelling unit.

(ii) Reductions to parking requirements in mixed-use and tourist regulatory zones pursuant to Article 110.220.1, Chapter 4, section (C) Modification of Standards.

(2) The criteria considered by the Director in determining whether to allow a reduction in parking minimums will include, but not be limited to:

(i) Whether the applicant has demonstrated that parking demand generated by the project, as determined by a parking analysis or information from similarly situated projects, will be accommodated.

(ii) Whether the applicant has demonstrated sufficient parking supply through parking management strategies, including but not limited to executed shared parking agreements, unbundling parking and rent, or contributing to alternative transportation methods such as public transit.

(iii) Whether the applicant has demonstrated that the parking analysis does not rely upon the utilization of parking spaces in adjacent or nearby roadways unless there is a specific parking agreement or parking management plan in place approved by Washoe County that would allow such street parking.

(iv) Whether the parking analysis uses public street parking or the privatization of existing public street parking to justify a reduction in on-site parking.

(v) Whether any presumption of lower parking rates per dwelling unit than the minimum required by Washoe County Code is supported by availability of other transportation options, local data on parking demand for similar developments, or other appropriate means.

SECTION 8. Section 110.220.55 of the Washoe County Code is hereby amended to read as follows:

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

Use Type and Parcel Size	Required Setback			Minimum Parcel Width*	Minimum Parcel Size
	Front (Feet)	Side (Feet)	Rear (Feet)	(Feet)	(Square Feet)
Residential					3,700 sf.
Greater Than 2.5 Acres	30	15	30	80 ft.	
35,000 Square Feet to 2.5 Acres	30	12	30	80 ft.	
12,000 Square Feet to 34,999.99 Square Feet	20	8	20	60 ft.	
5,000 Square Feet to 11,999.99 Square Feet	20	5	20	60 ft.	
Less Than 5,000 Square Feet	15	5	10	60 ft.	
Commercial **& Mixed-Use**	10	10	10	75 ft.	10,000 sf.
Tourist Accommodation	20	10	10	75 ft.	10,000 sf.

Public Service	20	15	20	N/A	N/A
Recreation	20	15	20	N/A	N/A
Wildlife Management					
Structures 12' or Greater in Height	15	15	15	N/A	N/A
Structures 12' or Less in Height	5	5	5	N/A	N/A

Table 110.220.03 *Tahoe Area Yard and Lot Standards*

Notes:

*** Minimum parcel width shall be 40 feet for residential and mixed-use development in preferred affordable areas.**

SECTION 9. Section 110.220.60 of the Washoe County Code is hereby amended to read as follows:

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

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

(1) The ~~Engineering Division~~ **agency having jurisdiction over adjacent roadways** must be able to determine that ~~county~~ right-of-way maintenance and road work operations will not be impeded or sufficient measures have been incorporated in the **building's** ~~structure's~~ design to mitigate an impediment to ~~county~~ right-of-way maintenance and road work operations. The **agency having jurisdiction over adjacent roadways** ~~county~~ may also require that ~~the county~~ **the agency** be held harmless from liability resulting from its right-of-way maintenance and road work operations;

(2) The ~~Engineering Division~~ **agency having jurisdiction over adjacent roadways** must be able to determine that the speed of traffic**,** ~~and~~ the volume of traffic**, and site distance triangles** on the street is such that the placing of the ~~garage~~ **building** within the front yard setback will not cause a safety problem for ~~vehicles using~~ **all users of** the street; and

(3) The ~~Engineering Division~~ **agency having jurisdiction over adjacent roadways** must be able to determine that the placement of the ~~structure~~ **building** within the front yard setback will not impede the ability of the ~~county~~ **agency** to widen the street in accordance with the adopted Capital Improvements Program~~, or in accordance with a possible widening of the street as shown in the adopted master plan~~.

(4) The placement of the ~~structure~~ **building** is not sited closer than fifteen (15) feet from the edge of pavement of the abutting street **and is outside of the right-of-way**.

(5) The maximum square footage of the portion of the ~~structure~~ **building** designed to encroach on the established setback shall not exceed 25% of the size of the primary structure.

(6) ~~Structures~~ **Buildings** proposed within 20 feet of the rights-of-way of State Routes 28 or 431 may only be approved pursuant to Subparagraph 36.5.4.A.2 of the TRPA Code of Ordinances.

(7) Agencies with jurisdiction over infrastructure in or adjacent to the front yard will be consulted to ensure that placement of the structure within the front yard setback will not impede maintenance and operation of such infrastructure.

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

SECTION 10. Section 110.220.85 of the Washoe County Code is hereby amended to read as follows:

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

(a) When the primary use is residential, all accessory dwellings must obtain a**n** ~~detached accessory dwelling~~ administrative review **permit pursuant to Article 809.** ~~, as described in Washoe County Development Code Section 110.306.25(i);~~

(b) When the primary use is residential, the accessory dwelling (secondary residence) shall be limited to **the following maximum sizes based on the size of the parcel:**

(1) On parcels 1 acre or larger: 50% of the size of the main dwelling or 1,500 square feet, whichever is smaller;
(2) On parcels smaller than 1 acre: 1,200 square feet.

(c) When the primary use is non-residential, the accessory dwelling shall be limited to 1,500 square feet;

(d) All accessory dwellings must provide a minimum of one off-street parking space (tandem parking is allowed) in addition to the parking required for the primary use;

(e) Additional requirements as defined in Washoe County Development Code Article 306, *Accessory Uses and Structures* **shall apply**; ~~and,~~

~~(f) The parcel on which accessory dwelling will be located is a minimum of 1 acre in size.~~

(~~g~~**f**) ~~Detached accessory dwellings are subject to the~~ ~~s~~**S**tandards for detached accessory structures ~~as found above~~ in Section 110.220.80, *Accessory Structures and Uses* **shall apply; and,**~~.~~

(g) If a detached accessory dwelling unit is under 500 square feet and is 12 feet in height or less, it can be located as close as 5 feet from the side and rear property lines.

SECTION 11. Section 110.220.110 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.110 Temporary Uses. The permitting of temporary uses in the planning area is regulated by Chapter 22, *Temporary Uses, Structures, and Activities,* of the TRPA Code of Ordinances; by Washoe County Development Code Article 310, *Temporary Uses and Structures*; and by Washoe County Code Chapter 25, *Business Licenses, Permits and Regulations*. **The County may approve a temporary use, structure, or activity if the temporary use, structure, or activity has been granted an approved temporary use permit by TRPA in accordance with the TRPA Code of Ordinances, even if such use, structure, or activity is not otherwise authorized in Washoe County Code.** Approved TRPA master plans in the planning area may also provide for temporary uses (see Section 110.220.405, *TRPA Approved Master Plans*).

SECTION 12. Section 110.220.125 of the Washoe County Code is hereby amended to read as follows:

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

(a) Flood. All development in the plan area that is subject to floods must meet the design and development standards established in Washoe County Development Code Article 416, *Flood Hazards*.

(b) Seismic. The building codes adopted by Washoe County require all development to meet building standards based on the identified seismic zone. The currently adopted codes are the 2018 International Building Code and the 2018 International Residential Code, with the Northern Nevada Amendment package.

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

(d) Wildfire. All development in the plan area is subject to additional standards for protection from potential wildfire hazards. The current required standards are those of the 2018 International Wildland Urban Interface Code.

(e) Landslide. Development on slopes of 15% or greater may require an appropriate geo-technical study and to comply with the final recommendations of the study. The county engineer will determine when a study is appropriate. Additionally, Washoe County Building Codes require all development to meet building standards based on soil type. The currently adopted codes are the 2018 International Building Code and the 2018 International Residential Code, with the Northern Nevada Amendment package.

(f) Tsunami/Seiche. In the Tahoe basin all land below 6,259' is within the potential tsunami/seiche inundation zone. Washoe County will inform all applicants for development within the identified inundation zone that the property is within the identified zone.

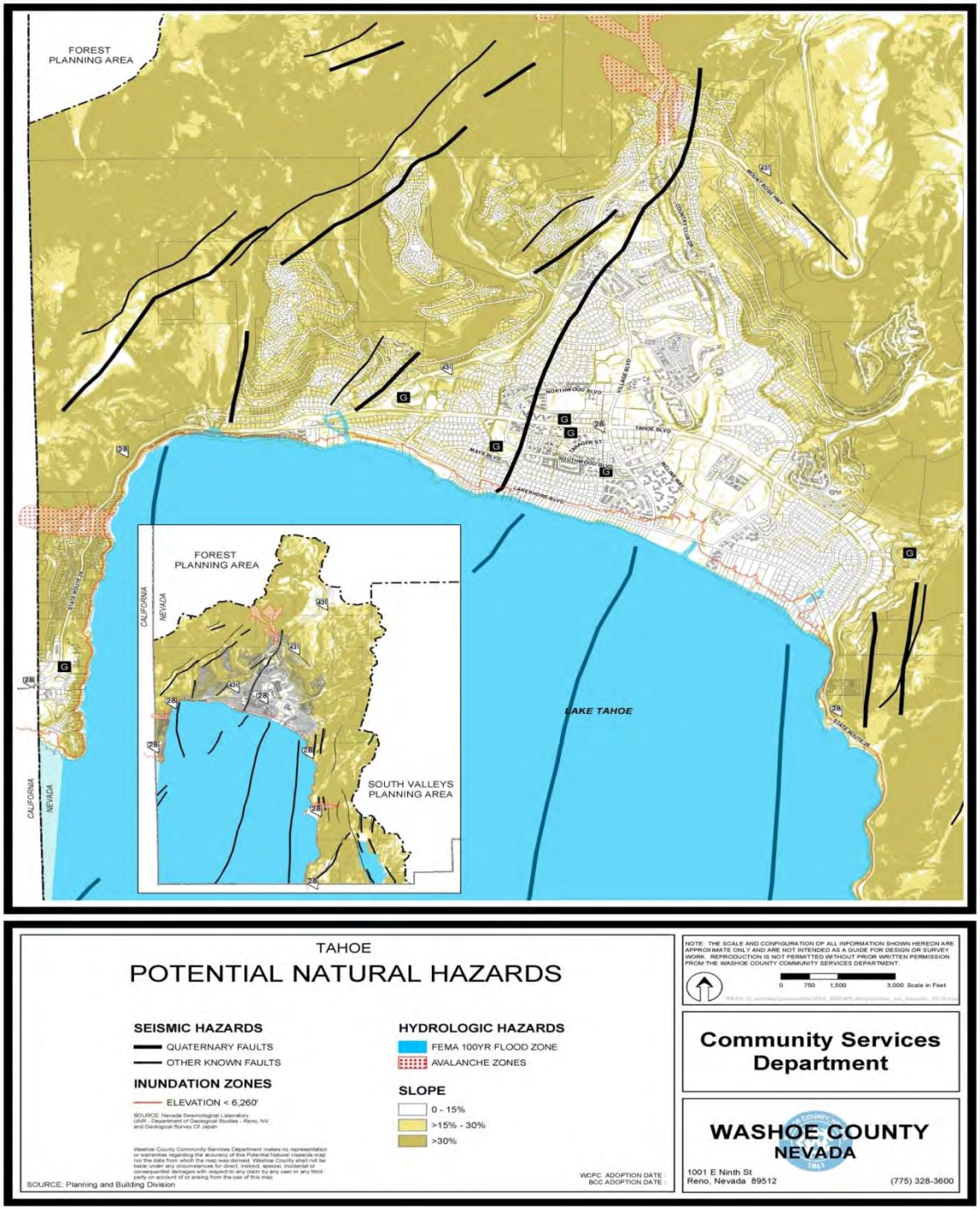


Figure 110.220.03 Potential Natural Hazards

SECTION 13. Section 110.220.130 of the Washoe County Code is hereby amended to read as follows:

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

Standards for Mixed-Use and Tourist Regulatory Zones.

SECTION 14. Section 110.220.135 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.135 Crystal Bay Tourist Regulatory Zone.

CRYSTAL BAY TOURIST REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Add 'l Regs.
Residential		
Employee Housing	S	Based on other residential use densities
Multiple Family Dwelling **(more than four units)**	~~S~~**AR**	~~15~~ **10** units per acre ~~miniumum~~ **minimum** 25 units per acre maximum
Multiple Family Dwelling (four units or less)	**A**	**10 units per acre minimum** **25 units per acre maximum**
Multi-Person Dwelling	S	25 people per acre
Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodations		
Bed and Breakfast Facilities	A	5 units per site 10 units per acre
Hotels, Motels and Other Transient Dwelling Units	A	40 units per acre
Timeshare (Hotel/Motel Design)	S	Based on hotel/motel and other transient use densities set forth above
Commercial		
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Service Stations	S	
General Merchandise Stores	S	
Amusements and Recreation Services	S	
Gaming Non-restricted	A	
Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Broadcasting Studios	A	

Business Support Services	A	
Financial Services	A	
Health Care Services	A	
Personal Services	A	
Professional Offices	A	
Repair Services	S	
Schools – Business and Vocational	S	
Vehicle Storage and Parking	S	
Public Service		
Churches	S	
Cultural Facilities	S	
Day Care Centers/Preschools	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	S	
Pipelines and Power Transmission	S	
Public Utility Centers	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Day Use Areas	A	
Participant Sports Facilities	S	
Sport Assembly	S	
Outdoor Recreation Concessions	A	
Visitor Information Center	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

DRAFT: May 8, 2025

SECTION 15. Section 110.220.140 of the Washoe County Code is hereby amended to read as follows:

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

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

(1) Preferred Affordable Housing Area

(2) Scenic Restoration Area

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

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

(c) Protect and enhance views to the lake from the commercial areas**.**

(d) Notwithstanding the setback standards in Section 110.220.55, any structure with an existing non-conforming setback from a property line that runs concurrent with the state line may maintain such existing non-conformity as part of a reconstruction or redevelopment project.

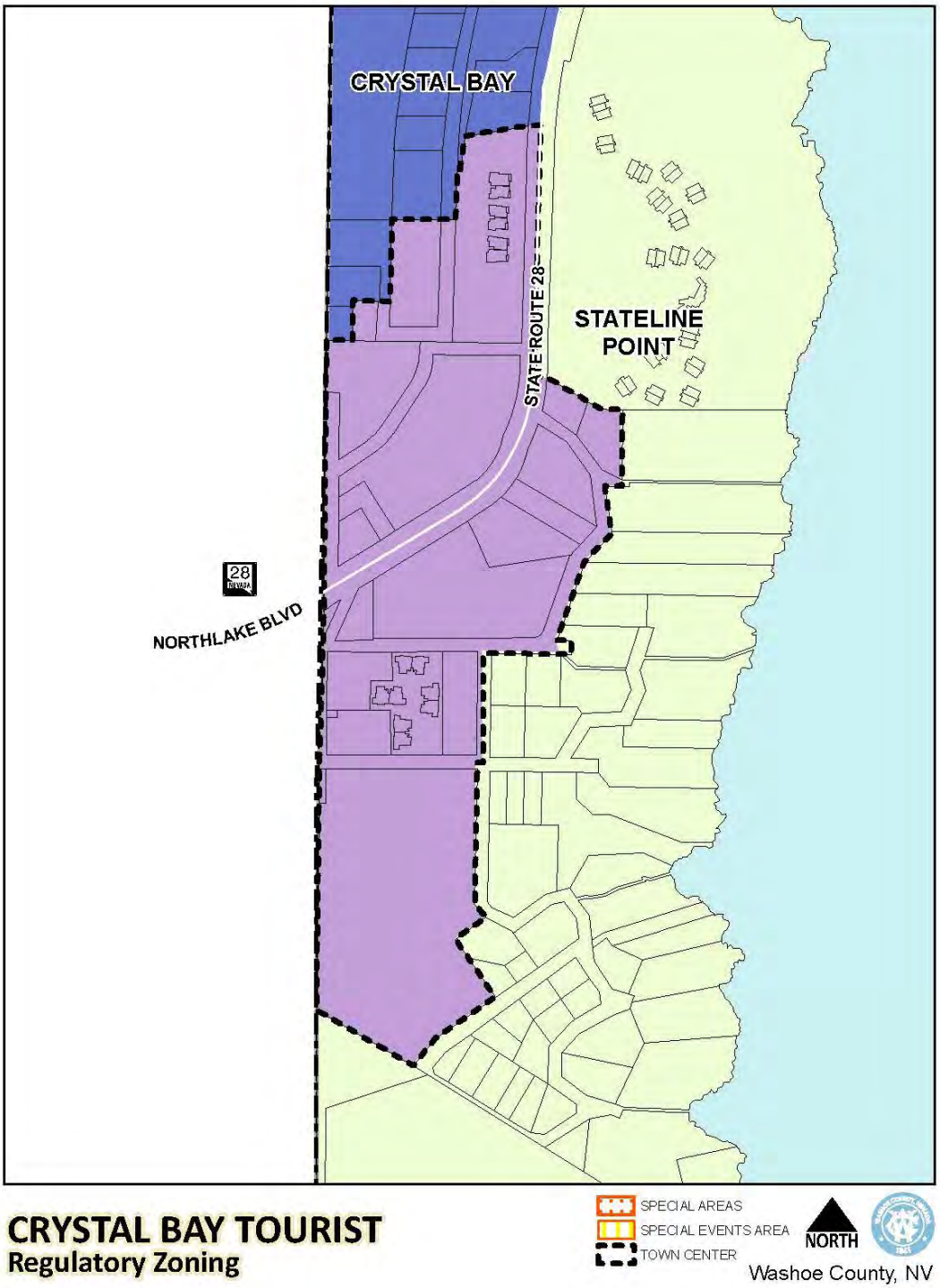


Figure 110.220.~~00~~4 Crystal Bay Tourist Regulatory Zone Location Map

SECTION 16. Section 110.220.145 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.145 Incline Village Commercial Regulatory Zone.

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	Based on other residential use densities
Multiple Family Dwelling **(more than four units)**	~~S~~**AR**	~~15~~ **10** units per acre ~~Minimum~~ **minimum** 25 units per acre maximum
Multiple Family Dwelling (four units or less)	**A**	**10 units per acre minimum** **25 units per acre maximum**
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care (Section 110.220.410)	S	40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre
Single Family Dwellings	S	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	A	5 units per site
Hotels, Motels and Other Transient Dwelling Units	A	40 units per acre
Timeshare (Hotel/Motel Design)	S	Based on hotel, motel and other transient use densities set forth above
Timeshare (Residential Design)	S	Based on hotel, motel and other transient use densities set forth above
Commercial		
Auto, Mobile Home and Vehicle Dealers	A	
Building Materials and Hardware	A	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Outdoor Retail Sales	S	
Service Stations	A	
Amusements and Recreation Services	S	

Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Animal Husbandry Services	A	
Auto Repair and Service	S	
Broadcasting Studios	A	
Business Support Services	A	
Financial Services	A	
Contract Construction Services	A	
Health Care Services	A	
Laundries and Dry Cleaning Plant	A	
Personal Services	A	
Professional Offices	A	
Repair Services	A	
Sales Lot	S	
Schools – Business and Vocational	A	
Secondary Storage	S	
Food and Kindred Products	S	
Fuel and Ice dealers	S	
Industrial Services	S	
Printing and Publishing	A	
Small Scale Manufacturing	S	
Storage Yards	S	
Vehicle and Freight Terminals	S	
Vehicle Storage and Parking	S	
Warehousing	S	
Wholesale and Distribution	S	
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Pipelines and Power Transmission	S	
Schools – Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Day Use Areas	A	
Participant Sports Facilities	A	
Outdoor Recreation Concessions	S	
Recreational Centers	A	
Riding and Hiking Trails	S	

Sport Assembly	S	
Visitor Information Centers	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA 1		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling*	A	1 unit per parcel
Multiple Family Dwelling	A	~~15~~ **10** units per acre minimum 25 units per acre
Employee Housing	A	Based on other residential use densities
Nursing and Personal Care (Section 110.220.410)	S	40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre
Commercial		
Building Materials and Hardware	S	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Outdoor Retail Sales	S	
Service Stations	S	
Privately Owned Assembly and Entertainment	S	
Broadcasting Studios	A	
Financial Services	A	
Health Care Services	A	

Personal Services	A	
Professional Offices	A	
Repair Services	A	
Schools – Business and Vocational	A	
Printing and Publishing	S	
Public Service		
Churches	A	
Cultural Facilities	A	
Day Care Centers/Preschools	A	
Government Offices	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	A	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #2		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Commercial		
General Merchandise Stores	A	
Mail Order and Vending	A	
Building Materials and Hardware	S	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings, and Equipment	A	
Professional Offices	A	
Broadcasting Studios	A	
Schools – Business and Vocational	A	
Financial Services	A	
Health Care Services	A	
Printing and Publishing	S	

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #3		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	

Publicly Owned Assembly and Entertainment	S	
Pipelines and Power Transmission	S	
Schools – Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	S	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

*Only when associated with an approved tentative subdivision map of multifamily into air space Condominiums

SECTION 17. Section 110.220.150 of the Washoe County Code is hereby amended to read as follows:

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

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

(1) Preferred Affordable Housing Area

(2) Scenic Restoration Area

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

(b) Parking areas should be developed taking access from local streets such as Alder Avenue and Incline Way.

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

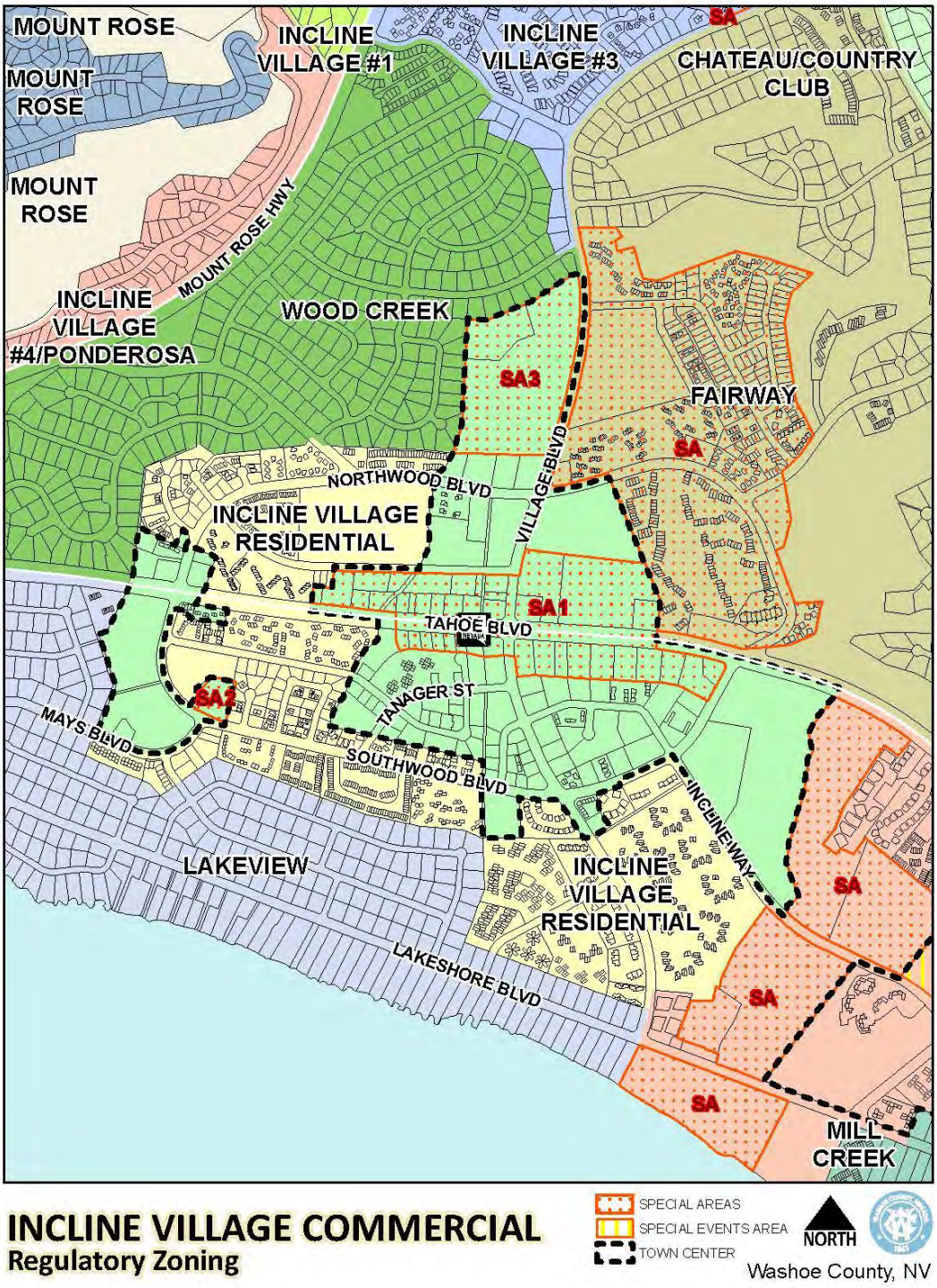


Figure 110.220.005 Incline Village Commercial Regulatory Zone Location Map

SECTION 18. Section 110.220.155 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.155 Incline Village Tourist Regulatory Zone.

INCLINE VILLAGE TOURIST REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	S	Based on other residential use densities
Multiple Family Dwelling **(more than four units)** Within the Town Center Outside of the Town Center	~~S~~**AR**	~~15~~ **10** units per acre minimum 25 units per acre maximum 15 units per acre
Multiple Family Dwelling (four units or less) **Within the Town Center** **Outside of the Town Center**	**A**	**10 units per acre minimum** **25 units per acre maximum** **15 units per acre**
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care within the Town Center (Section 110.220.410) Other Nursing and Personal Care	S	40 people per acre 25 people per acre
Residential Care within the Town Center (Section 110.220.410) Other Residential Care	S	40 people per acre 25 people per acre
Single Family Dwellings	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	A	5 units per site
Hotels, Motels and Other Transient Dwelling Units Within the Town Center Outside of the Town Center, with less than 10% of units with kitchens Outside of the Town Center, with 10% or more of units with kitchens	A	40 units per acre 40 units per acre 15 units per acre
Timeshare (Residential Design)	S	Based on hotel, motel and other transient use densities set forth above
Timeshare (Hotel/Motel Design)	S	Based on hotel, motel and other transient use densities set forth above

Commercial		
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	S	
Outdoor Retail Sales	S	
Service Stations	S	
Amusements and Recreation Services	S	
Gaming - Non-restricted	A	
Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Broadcasting Studios	A	
Business Support Services	A	
Financial Services	A	
Health Care Services	A	
Personal Services	A	
Professional Offices	A	
Schools – Business and Vocational	S	
Vehicle Storage and Parking	S	
Public Service		
Cemeteries	S	
Churches	S	
Collection Stations	A	
Cultural Facilities	A	
Day Care Centers/Preschools	A	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	S	
Schools—Kindergarten through Secondary Schools	**S**	
Schools – College	S	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving	S	

Facilities		
Recreation		
Beach Recreation	A	
Boat Launching Facilities	S	
Cross Country Skiing Courses	S	
Day Use Areas	A	
Golf Courses	S	
Marinas	S	
Outdoor Recreation Concessions	A	
Participant Sports Facilities	S	
Recreation Centers	S	
Riding and Hiking Trails	A	
Sport Assembly	S	
Visitor Information Centers	A	
Resource Management		
Reforestation	A	
Regeneration Harvest	S	
Sanitation Salvage Cut	A	
Special Cut	S	
Thinning	A	
Timber Stand Improvements	S	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

INCLINE VILLAGE TOURIST REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Public Service		
Cemeteries	S	
Churches	S	
Collection Stations	A	
Cultural Facilities	A	
Day Care Centers/Preschools	A	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	

Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	S	
Schools – College	S	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Beach Recreation	A	
Boat Launching Facilities	S	
Cross Country Skiing Courses	S	
Day Use Areas	A	
Golf Courses	S	
Marinas	S	
Outdoor Recreation Concessions	A	
Participant Sports Facilities	S	
Recreation Centers	S	
Riding and Hiking Trails	A	
Sport Assembly	S	
Visitor Information Centers	A	
Resource Management		
Reforestation	A	
Regeneration Harvest	S	
Sanitation Salvage Cut	A	
Special Cut	S	
Thinning	A	
Timber Stand Improvements	S	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

SHOREZONE – TOLERANCE DISTRICT 7		
The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Water-Oriented Outdoor Recreation	A	
Beach Recreation	A	
Water Borne Transit	S	
Tour Boat Operations	S	
Safety and Navigation Facilities	A	
Salvage Operations	S	
Marinas	S	
Boat Launching Facilities	S	
Accessory Structure		
Buoys	A	
Piers	A	
Fences	S	
Boat Ramps	A	
Breakwaters or Jetties	S	
Floating Docks and Platforms	A	
Shoreline Protective Structures	S	
Water Intake Lines	A	

SECTION 19. Section 110.220.160 of the Washoe County Code is hereby amended to read as follows:

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

(a) The following location is established as a Special Event Area in accordance with TRPA Code of Ordinances Subsection 22.6.3, *Special Event Areas*:

(1) ~~Sierra Nevada College~~ **University of Nevada, Reno at Tahoe** and the UC Davis Tahoe Environmental Research Center, as encompassed by 2020 Assessor Parcel Numbers 127-040-04, 127-040-09, and 127-040-10 and indicated in Figure 110.220.006.

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

(1) Preferred Affordable Housing Area

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

DRAFT: May 8, 2025

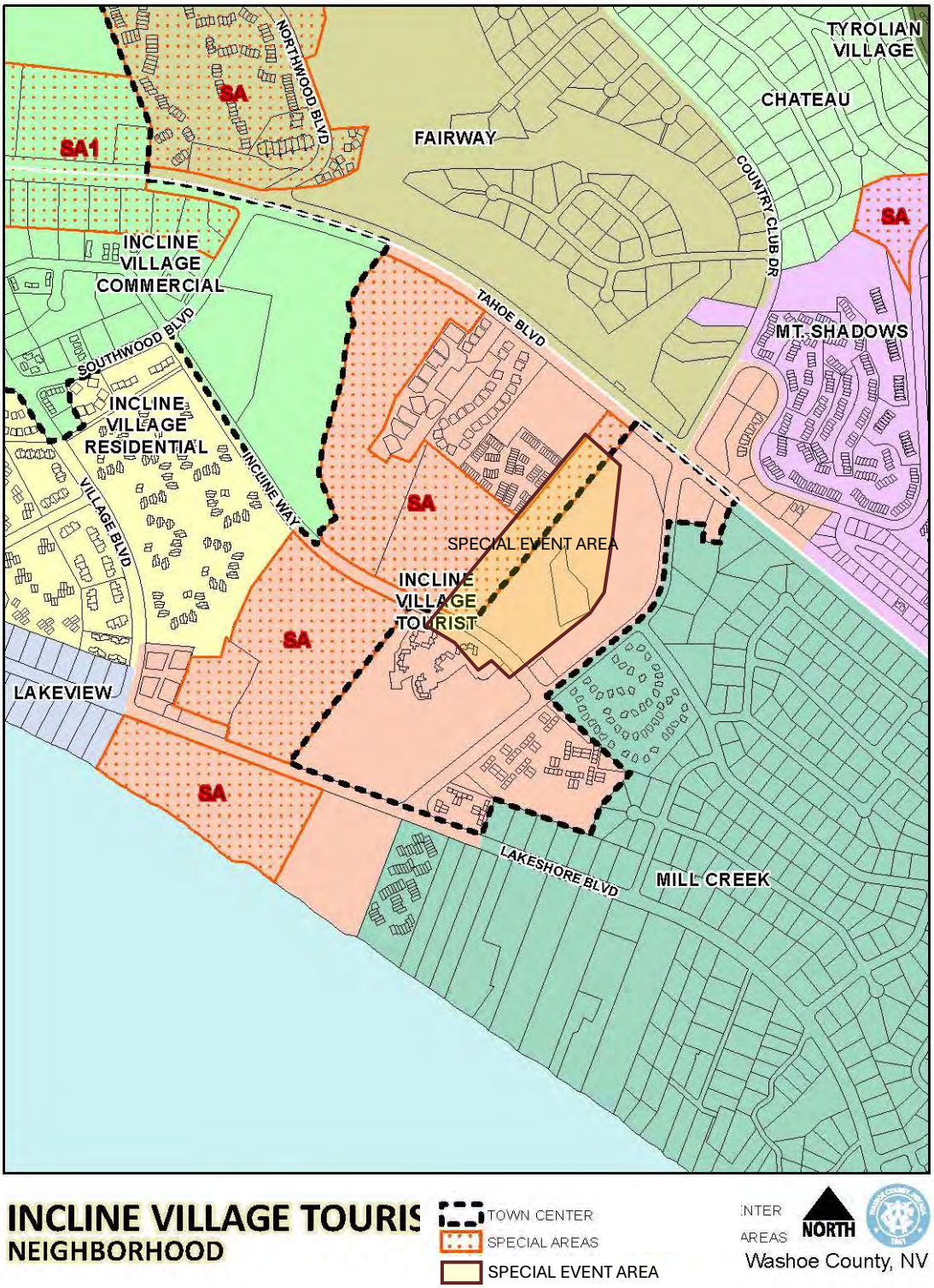


Figure 110.220.006 Incline Village Tourist Regulatory Zone Location Map

SECTION 20. Section 110.220.165 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.165 Ponderosa Ranch Regulatory Zone.

PONDEROSA RANCH REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Multiple Family Dwelling	**A**	**15 units per acre**
Employee Housing	**A**	**15 units per acre**
Commercial		
Auto, Mobile Home and Vehicle Dealers	S	
Building Materials and Hardware	A	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Animal Husbandry Services	A	
Auto Repair and Service	A	
Broadcasting Studios	A	
Business Support Services	A	
Contract Construction Services	A	
Laundries and Dry Cleaning Plant	A	
Repair Services	A	
Sales Lot	A	
Secondary Storage	S	
Batch Plants	S	
Food and Kindred Products	S	
Fuel and Ice dealers	S	
Industrial Services	S	
Printing and Publishing	A	
Recycling and Scrap	S	
Small Scale Manufacturing	A	
Storage Yards	A	
Vehicle and Freight Terminals	A	
Vehicle Storage and Parking	A	
Warehousing	A	
Wholesale and Distribution	A	
Public Service		
Collection Stations	S	
Day Care Centers/Preschools	A	
Local Post Office	A	
Local Public Health and Safety Facilities	S	
Public Utility Centers	S	
Regional Public Health and Safety Facilities	S	
Social Service Organizations	S	

Pipelines and Power Transmissions	S	
Transit Stations and Terminals	A	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Cross Country Ski Courses	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Regeneration Harvest	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fuels Treatment/Management	S	
Insect and Disease Suppression	S	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	
PERMISSIBLE USES – PONDEROSA RANCH REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	15 units per acre
Multiple Family Dwelling	**A**	**15 units per acre**
Nursing and Personal Care	S	25 people per acre
Residential Care	S	25 people per acre
Tourist Accommodations		
Hotels, Motels and Other Transient Dwelling Units Less than 10% of units with kitchens 10% or more of units with kitchens	A	 40 units per acre 15 units per acre
Commercial		
Eating and Drinking Places	A	
Amusements and Recreation Services (Limited, See Ponderosa Ranch Special Policies)	A	
Business Support Services (Limited - See Ponderosa Ranch Special Policies)	A	
Professional Offices	A	

Animal husbandry (Limited – See Ponderosa Ranch Special Policies)	A	
Financial Services	A	
Vehicle Storage and Parking	S	
Public Service		
Same as General List with the Addition of Cultural Facilities	A	
Recreation		
Cross Country Ski Courses	S	
Day Use Areas	A	
Group Facilities	S	
Outdoor Recreation Concessions	A	
Riding and Hiking Trails	A	
Rural Sports	A	
Undeveloped Campgrounds	S	
Visitor Information Centers	S	
Resource Management		
Same as General List with the Addition of Farm/Ranch Accessory Structures	A	

SECTION 21. Section 110.220.170 of the Washoe County Code is hereby amended to read as follows:

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

(a) In the Special Area, certain allowed uses are further limited to the following specific use-type examples.

(1) Amusement and recreational use-type is limited to indoor movie theater, athletic clubs, sauna/spa/hot tubs.

(2) Animal husbandry use-type is limited to animal hospitals and veterinary offices.

(3) Business support services use-type is limited to blue printing, commercial art and design, and computer/IT support.

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

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

---

(2) Scenic Restoration Area

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

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

(c) Additional development on the visible narrow benches above the parking lot in the Ponderosa Ranch Regulatory Zone shall include adequate mitigation measures to mitigate scenic impacts caused by the development when viewed from scenic threshold travel routes.

(d) In order to retain long-standing development standards for areas that were within Community Plans prior to the adoption of the Area Plan and are not included in the Town

Center, provisions of the TRPA Code of Ordinances that apply to Community Plans and Community Plan Areas shall continue to apply.

(e) New uses in the Ponderosa Ranch regulatory zone shall share existing driveways.

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

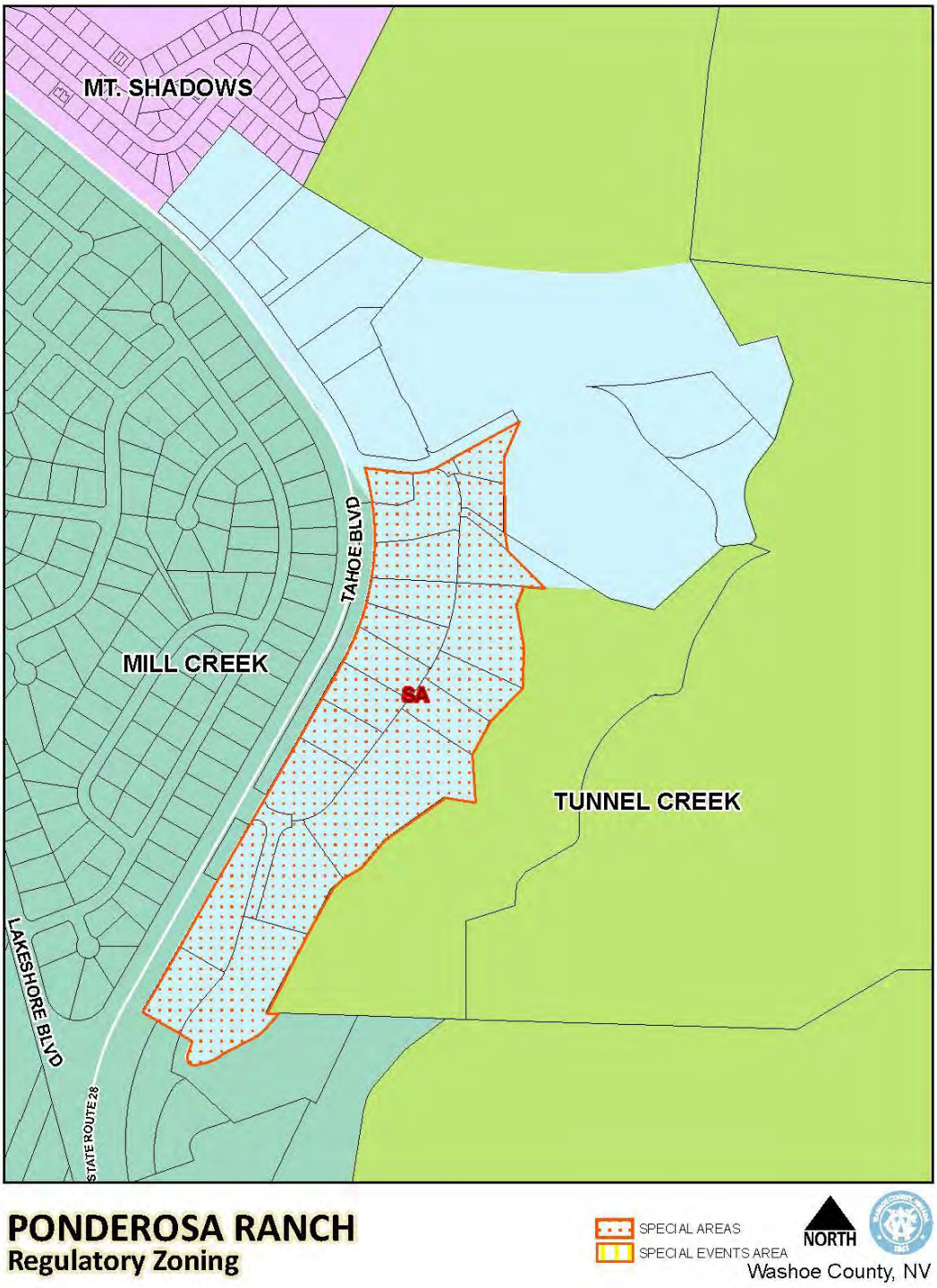


Figure 110.220.007 Ponderosa Ranch Regulatory Zone Location Map

SECTION 22. Section 110.220.200 of the Washoe County Code is hereby amended to read as follows:

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

(a) The existing golf course is recognized as appropriate and conforming uses.

(b) Multi-family residential development shall be restricted to those lots designated as eligible for multi-density under the approved subdivision map for Incline Village Unit #3. The following table identifies lots eligible for multi-family residential density based on the recorded map for Incline Village #3 (Washoe County Tract No. 1117):

Block	Lots	Maximum Density
A	1-12	4 units ea.
A	17-24	4 units ea.
B	1-6	2 units ea,
B	7	4 units
B	8-9	2 units ea.
B	10-11	4 units ea.
B	12-13	2 units ea.
C	1	4 units
C	2-3	2 units ea.
C	4-5	4 units ea.
C	6-12	2 units ea.
D	All	4 units ea.
G	12-17	4 units ea.
H	1-5	4 units ea.
J	1	4 units
L	1-4	4 units ea.
L	19-26	4 units ea.
Q	1-2	2 units ea.
Q	3-9	4 units ea.
Q	10	2 units
Q	11-12	4 units ea.

(c) Multi-family residential development in the Special Area shall have a minimum density of 5.47 units per acre and a maximum density of 8 units per acre.

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

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

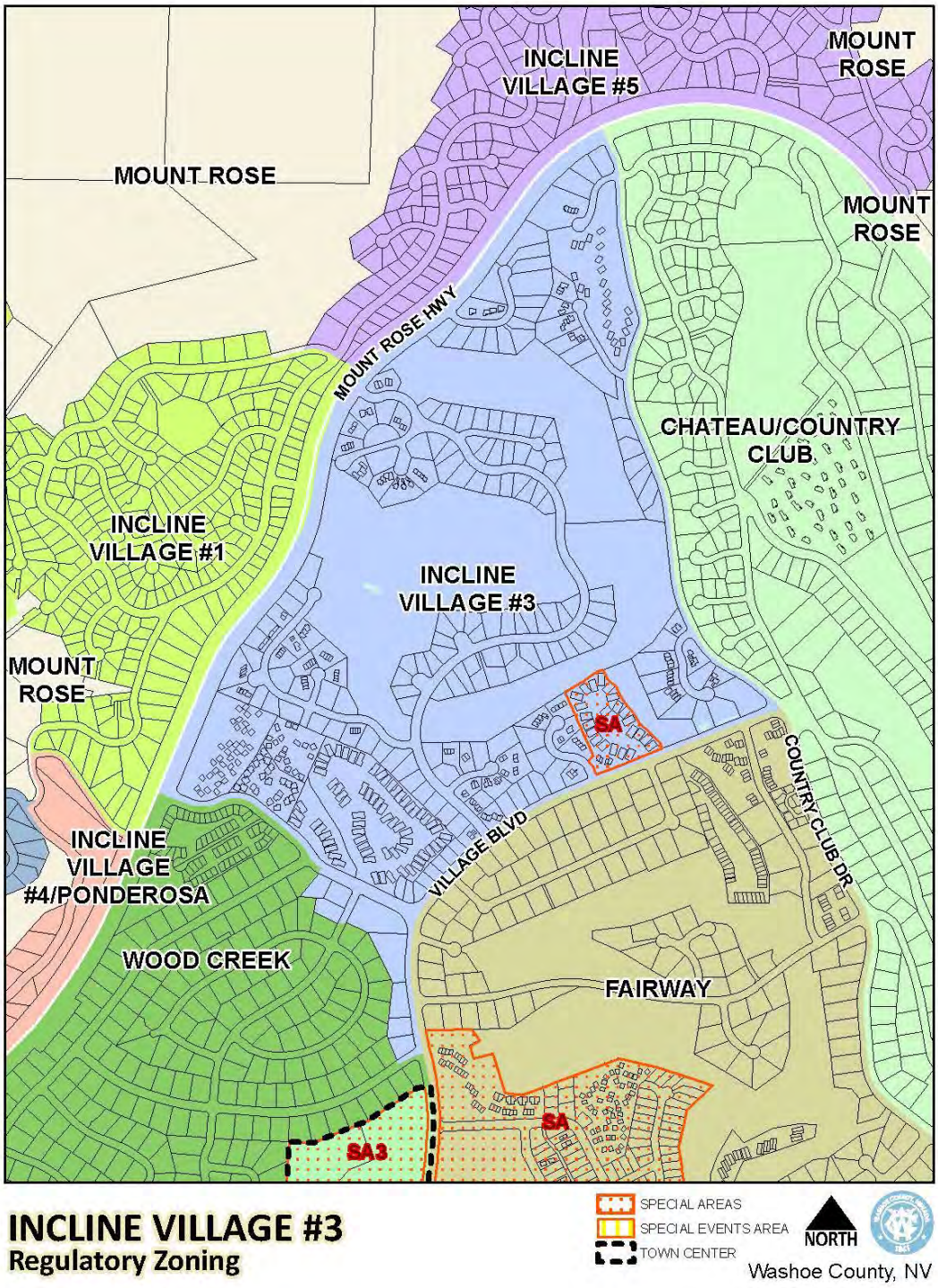


Figure 110.220.010 Incline Village 3 Location Map

SECTION 23. Section 110.220.210 of the Washoe County Code is hereby amended to read as follows:

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

(a) The lots in Incline Village #4 designated as eligible for multiple units under the approved subdivision map shall be eligible for such density with transfer of development rights. The following table identifies lots eligible for multi-family residential density based on the recorded map for Incline Village #4 (Washoe County Tract No. 1136):

Block	Lots	Maximum Density
B	7-11	4 units ea.
C	1	4 units
C	2	2 units
C	3-9	4 units ea.
D	1	4 units
D	7-9	4 units ea.
D	11-18	4 units ea.

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

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

Figure 110.220.011 Incline Village 4 Regulatory Zone Location Map

SECTION 24. Section 110.220.215 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.215 Incline Village 5 Regulatory Zone.

INCLINE VILLAGE 5 REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	~~S~~**A**	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Public Service		
Local Public Health and Safety Facilities	S	
Transit Stations and Terminals	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
Recreation		
Participant Sports	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

SECTION 25. Section 110.220.220 of the Washoe County Code is hereby amended to read as follows:

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

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

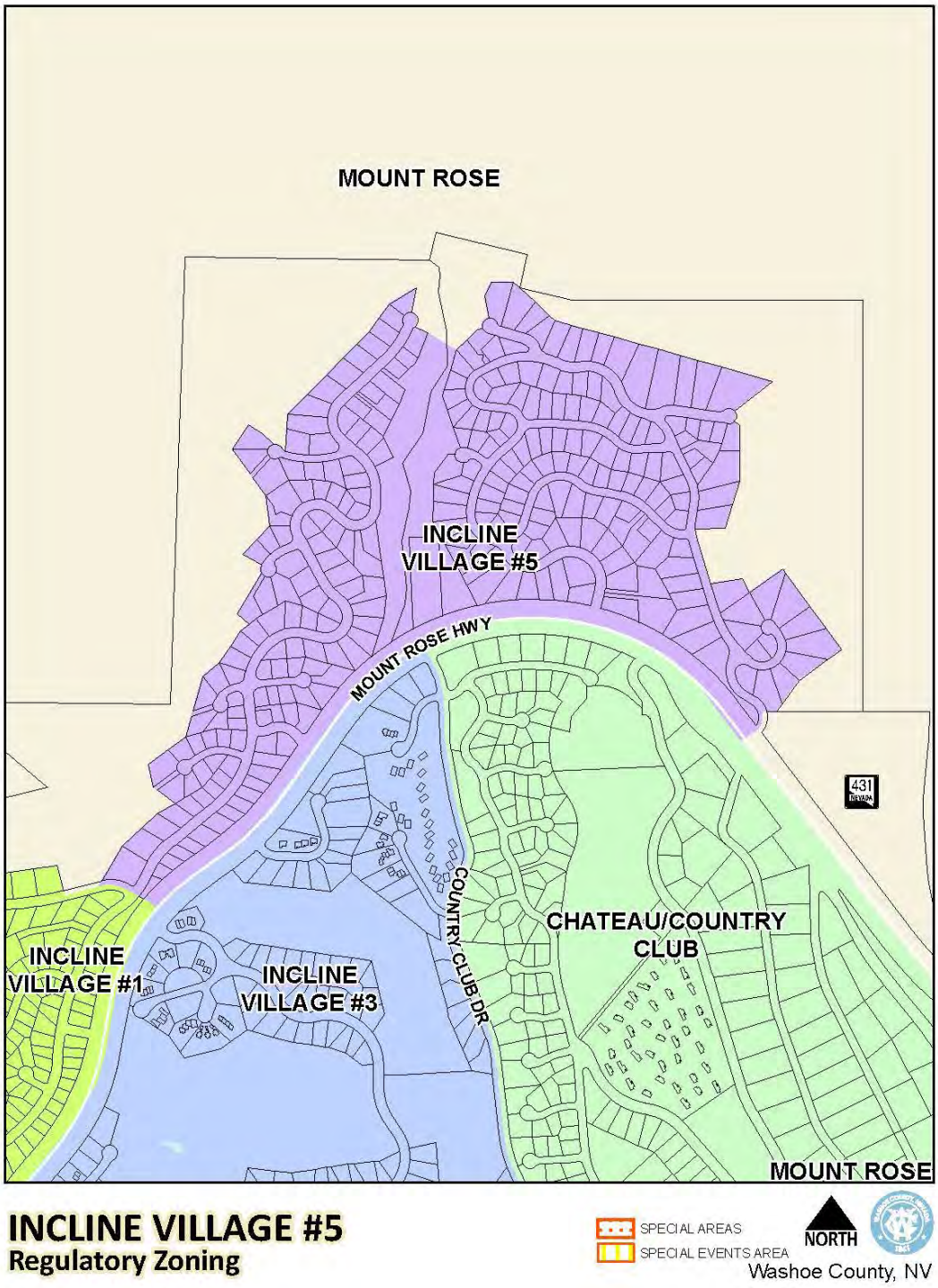


Figure 110.220.012 Incline Village 5 Regulatory Zone Location Map

SECTION 26. Section 110.220.230 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.230 Incline Village Residential Regulatory Zone Special Policies. The following special policies will be implemented in the Incline Village Residential Regulatory Zone.

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

(1) Preferred Affordable Housing Area

(2) Scenic Restoration Area

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

Figure 110.220.013 Incline Village Residential Regulatory Zone Location Map

SECTION 27. Section 110.220.245 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.245 Crystal Bay Regulatory Zone

CRYSTAL BAY REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	~~S~~**A**	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Public Service		
Local Public Health and Safety Facilities	S	
Transit Stations	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
Recreation		
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Management/Treatment	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

SHOREZONE – TOLERANCE DISTRICT 3		
The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Salvage Operations	A	
Safety and Navigation Devices	A	
Accessory Structure		
Buoys	A	
Piers	A	
Floating Docks and Platforms	A	
Fences	S	
Boat Ramps	S	
Breakwaters or Jetties	S	
Shoreline Protective Structures	S	
Water Intake Lines	S	

DRAFT: May 8, 2025

SECTION 28. Section 110.220.250 of the Washoe County Code is hereby amended to read as follows:

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

(a) ~~Due to the environmental sensitivity of the area, limited emergency access, and geologic hazards, all further development in this Regulatory Zone shall be subject to a special use permit.~~ **Prior to any development on a parcel in this Regulatory Zone, the property owner shall record a hold harmless agreement which shall run with the land and provide that the County shall be held harmless from any liability resulting from avalanche activity or geological hazards.**

(b) Further encroachment permits onto Highway 28 should be discouraged.

~~(c) Due to the sensitivity of the area and the public safety issues, all further development will be considered a special use.~~

~~(d) Further study of the avalanche danger is required to resolve the avalanche problem and to ensure that new and existing development is consistent with the findings of that study.~~

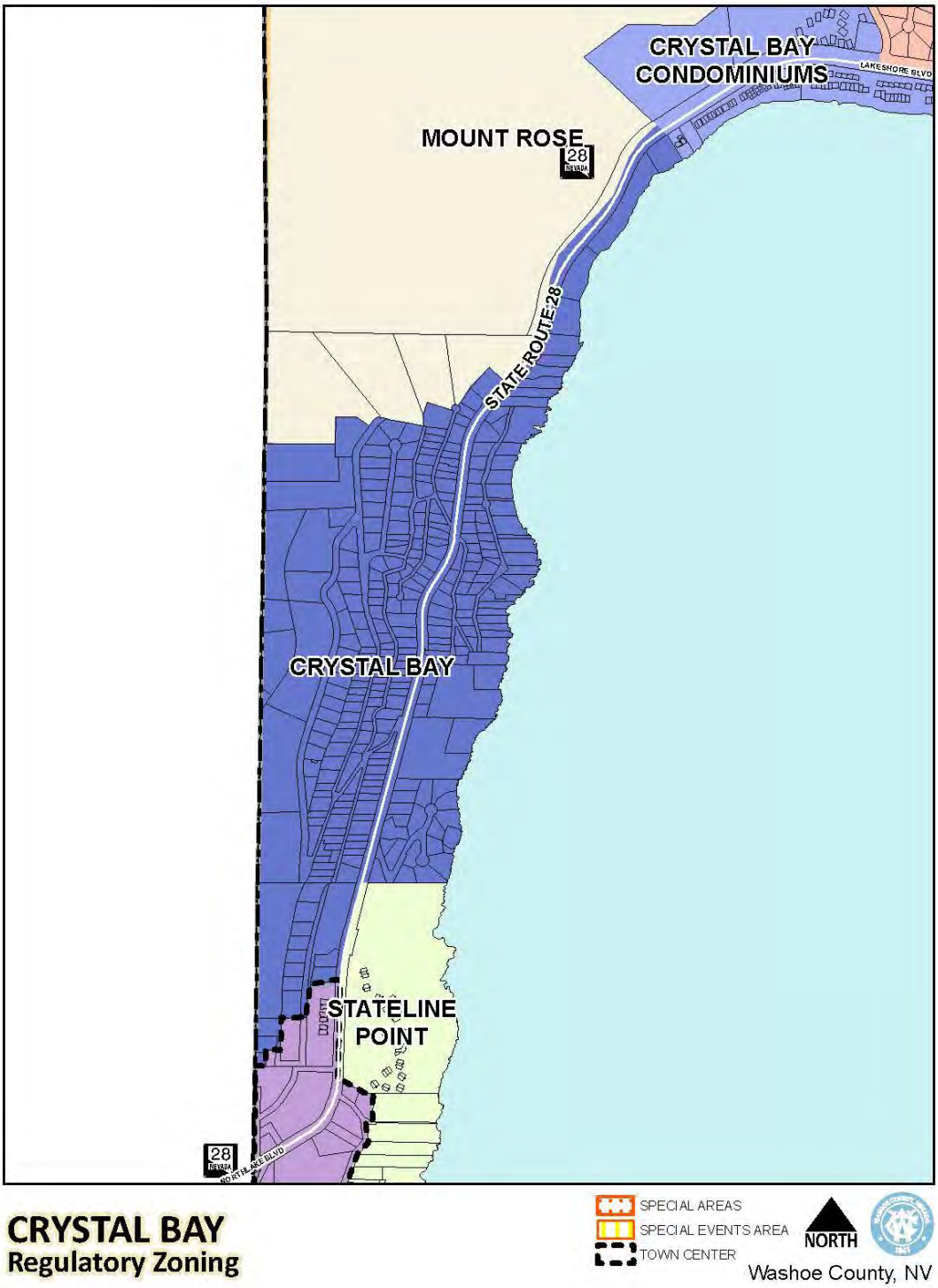


Figure 110.220.015 Crystal Bay Regulatory Zone Location Map

SECTION 29. Section 110.220.300 of the Washoe County Code is hereby amended to read as follows:

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

(a) The development of commercial facilities on vacant parcels in the Special Area shall be limited to the parcels abutting Northwood Boulevard.

(b) Multi-residential units permitted in the Special Area may be converted to residential timeshare uses. The conversion of such units shall not be counted under the tourist accommodation allocation limitations if they were originally counted under the residential allocation limitations.

(c) The Special Area should be considered for future inclusion in the Incline Village Commercial Regulatory Zone and the Town Center.

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

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

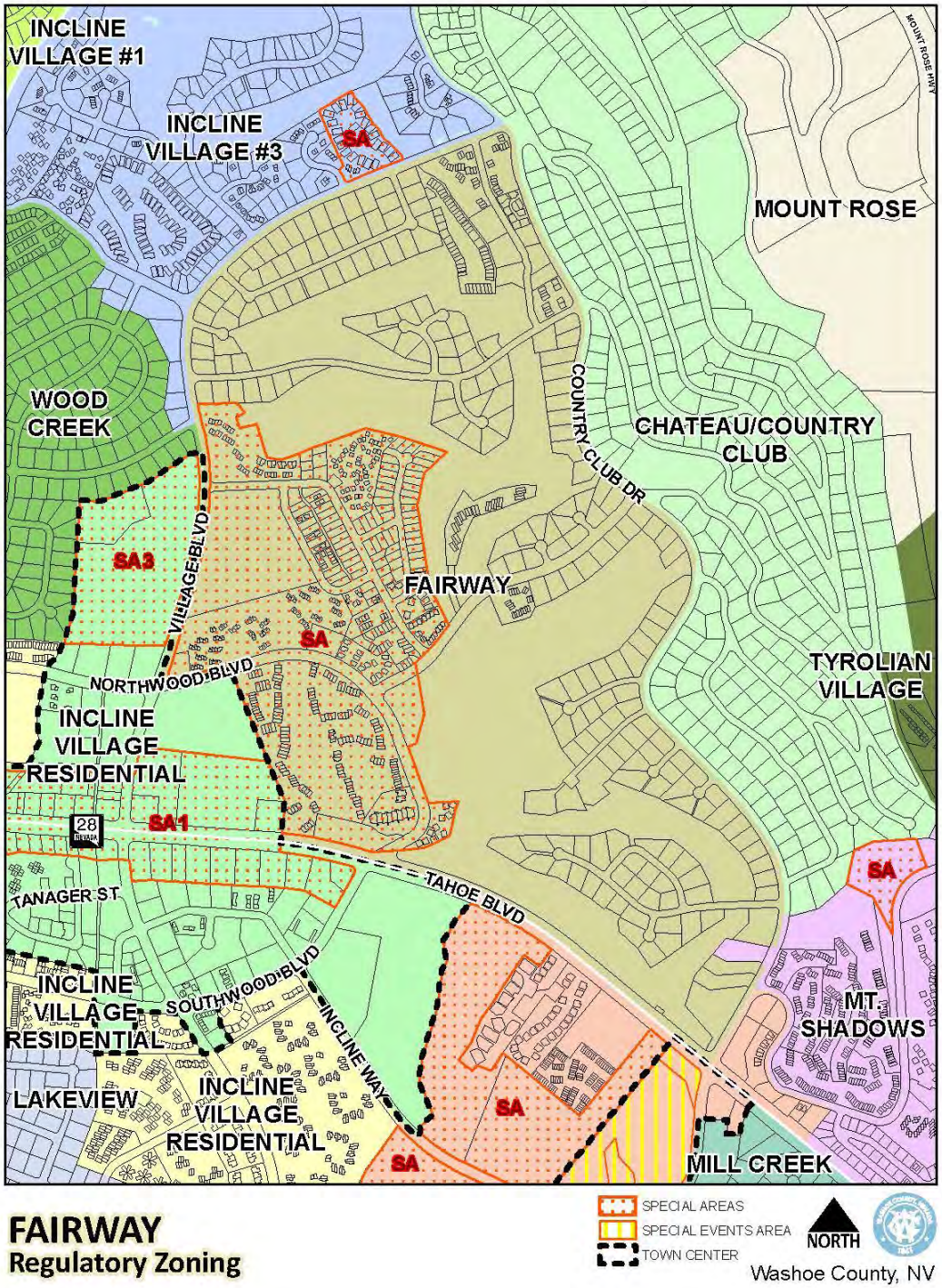


Figure 110.220.020 Fairway Regulatory Zone Location Map

SECTION 30. Section 110.220.325 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.325 Tyrolian Village Regulatory Zone.

TYROLIAN VILLAGE REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwellings	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Public Service		
Local Public Health and Safety Facilities	S	
Transit Stations and Terminals	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
Recreation		
Participant Sports Facilities	S	
Temporary Events	A	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
~~PERMISSIBLE USES – TYROLIAN VILLAGE REGULATORY ZONE SPECIAL AREA~~		
~~Allowable Land Uses by Land Use Classification~~	~~Land Use Permit~~	~~Density~~
~~Residential~~		
~~Same as General List~~		
~~Tourist Accommodations~~		
~~Time Sharing – Residential Design (See Special Policies)~~	~~S~~	~~15 units per acre~~
~~Bed and Breakfast Facilities~~	~~S~~	~~10 units per acre~~
~~Public Service~~		
~~Same as General List~~		
~~Recreation~~		
~~Same as General List~~		
~~Resource Management~~		
~~Same as General List~~		

DRAFT: May 8, 2025

SECTION 31. Section 110.220.330 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.330 Tyrolian Village Regulatory Zone Special Policies. The following special policies will be implemented in the Tyrolian Village Regulatory Zone.

(a) Roofs and eaves may overhang the property line in order to accomplish any necessary design standards.

(b) Garages may be constructed in the common parcel, provided the following conditions are met:

(1) One detached garage, no more than 24 x 24 feet (576 square feet), measured at the foundation line;

(2) Limited to one story;

(3) Use of garage is limited to vehicle parking;

(4) Garage shall not be converted or used for living space, commercial use, work or storage space (excluding parking);

(5) Homeowner shall enter into a garage license agreement with Tyrolian Village Association, Inc., and abide by the requirements of relevant CC&R provisions, and other governing documents;

(6) The homeowner is responsible for payment of taxes or assessments due to be paid by reason of the existence of the easement or garage structure;

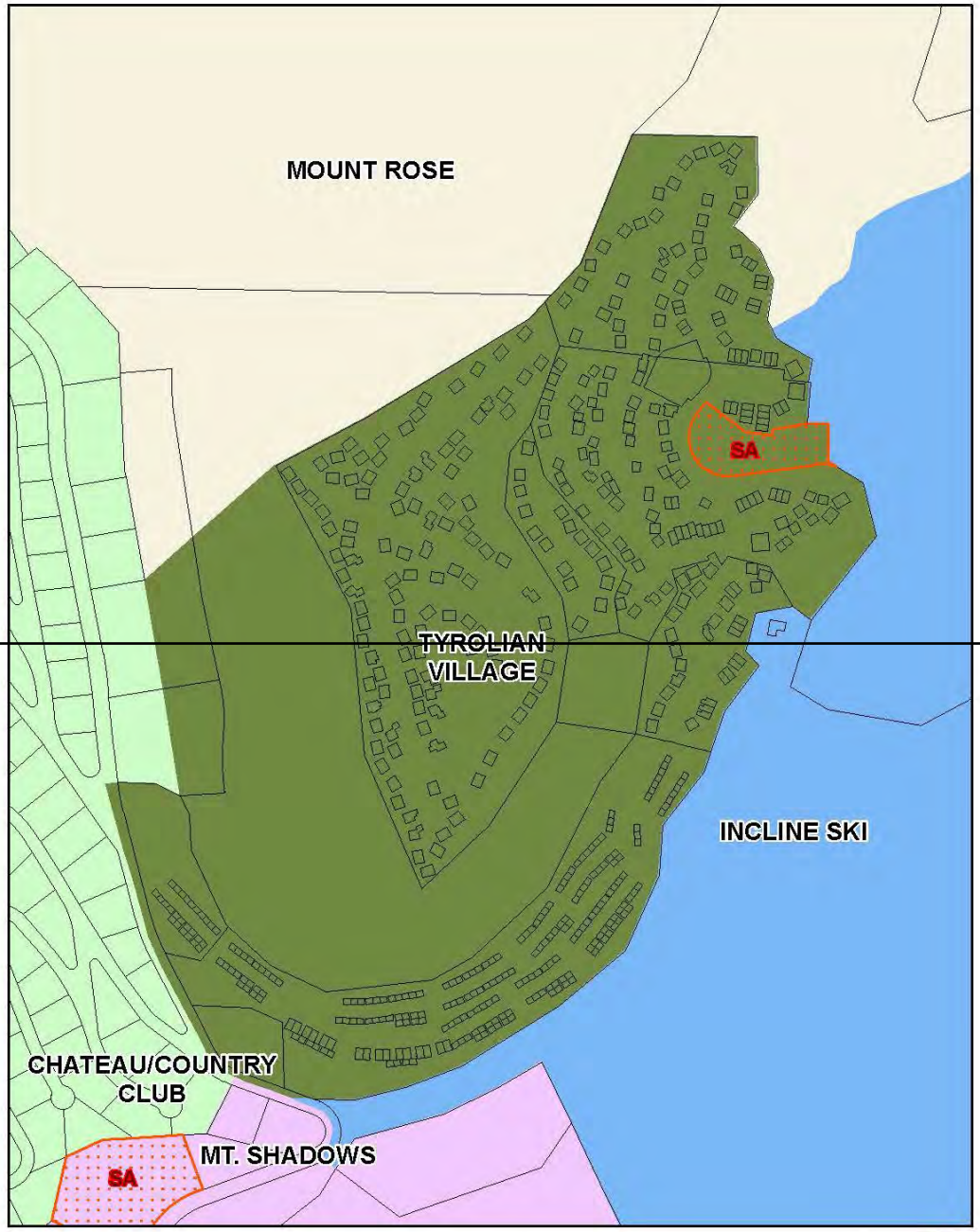
(7) The homeowner is solely responsible for maintenance and upkeep of the garage; and

(8) The homeowner is required to use the garage only in a manner consistent with all laws and regulations of the State of Nevada, Washoe County, TRPA, and any other governmental agency having jurisdiction.

(9) Transfer/relocation of coverage into the common parcel shall comply with TRPA requirements.

~~(c) Timeshares – Residential Design developed on Parcel "L" of Tyrolian Village Unit No. 1, Washoe County Assessor Parcel Number 126-420-02, shall be limited to a maximum of four structures and a maximum density of eight timeshare units.~~

DRAFT: May 8, 2025



TYROLIAN VILLAGE
Regulatory Zoning

SPECIAL AREAS
SPECIAL EVENTS AREA
NORTH
Washoe County, NV

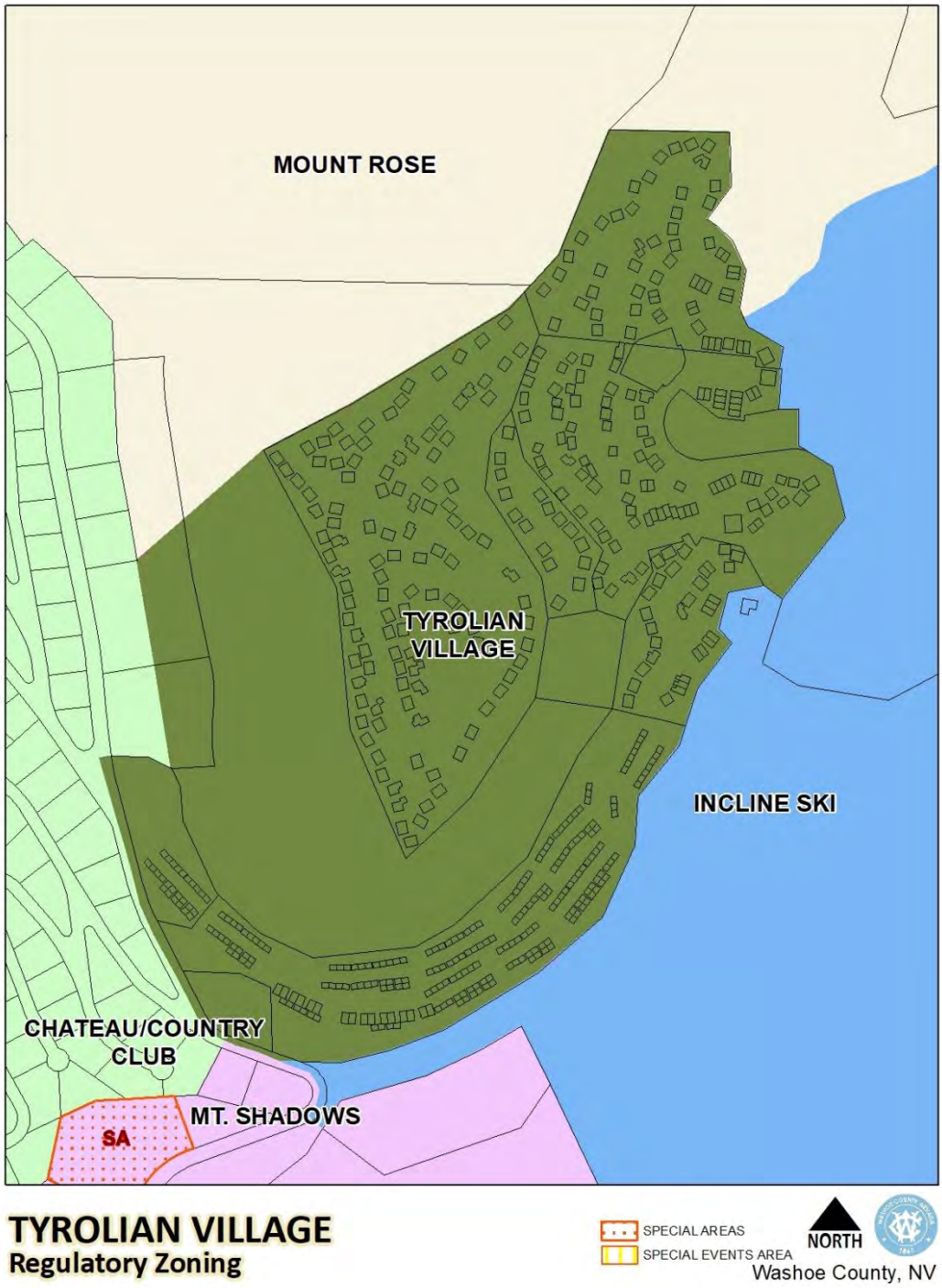


Figure 110.220.023 Tyrolian Village Regulatory Zone Location Map

SECTION 32. Section 110.220.385 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.385 East Shore Regulatory Zone.

EAST SHORE REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	S	5 units on State Parks Lands
Single Family Dwelling	~~S~~**A**	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Summer Homes	S	1 unit per parcel
Public Service		
Pipelines and Power Transmission	S	
Local Public Safety Facilities	S	
Publicly Owned Assembly and Entertainment	S	
Cultural Facilities	S	
Transportation Routes	S	
Government Offices	S	
Transit Stations and Terminals	S	
Recreation		
Marinas	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Undeveloped Campgrounds	A	
Participant Sports	S	
Developed Campgrounds	A	8 sites per acre
Outdoor Recreation Concessions	A	
Rural Sports	S	
Group Facilities	S	25 persons per acre
Beach Recreation	A	
Boat Launching Facilities	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	S	
Selection Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
SHOREZONE – TOLERANCE DISTRICTS 1, 3 and 5		
The following structures may be permitted in the shorezone as an allowed (A) or special (S) use		

only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Beach Recreation	A	
Water-oriented Recreation Concessions	A	
Safety and Navigation Devices	A	
Tour Boat Operations	S	
Marinas	S	
Waterborne Transit	S	
Boat Launching Facilities	S	
Accessory Structure		
Buoys	A	
Piers	A	
Floating Docks and Piers	A	
Fences	S	
Boat Ramps	A	
Breakwaters or Jetties	S	
Shoreline Protective Structures	S	
Water Intake Lines	A	

SECTION 33. Section 110.220.390 of the Washoe County Code is hereby amended to read as follows:

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

(a) The maximum carrying capacity for activities at Thunderbird Lodge shall be consistent with the Project Description and Capacity Analysis dated May 17, 2001 and submitted to TRPA.

(b) Any change in use at Thunderbird Lodge shall require approval by the TRPA Governing Board.

(c) Access to the undeveloped portions of the shorezone should be restricted to a developed system of trails.

(d) Disturbing activities should be limited in the vicinity of osprey nest sites.

(e) Ecologically designed trails should be provided to improve shorezone access.

(f) Roadside parking should be replaced by offsite parking in association with transit service and trails connecting to the shorezone. Roadway parking controls should be used to eliminate parking problems.

(g) Development should be permitted only where there is sufficient tree cover to visually absorb new structures, road cuts, and other attendant improvements.

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

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

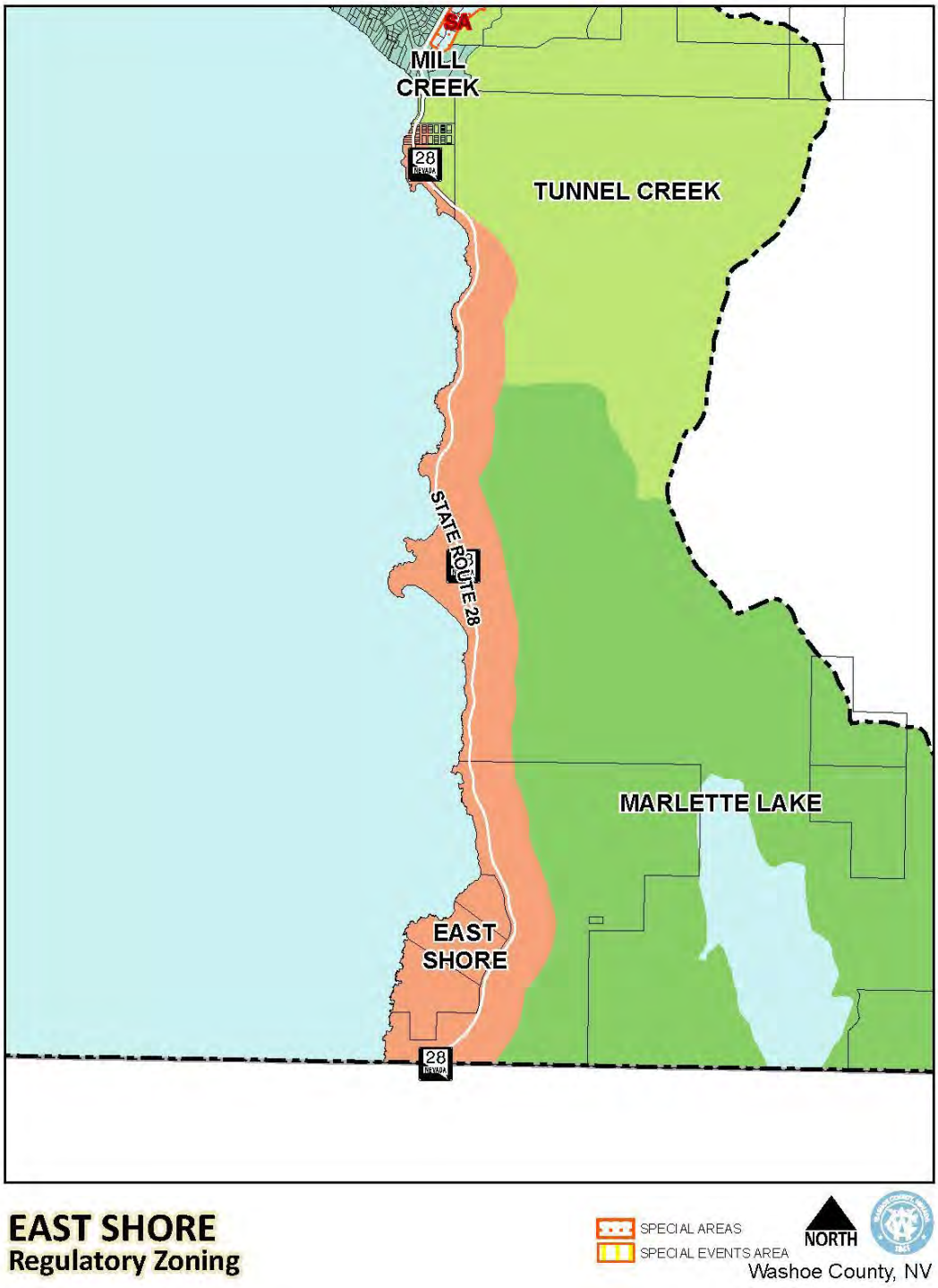


Figure 110.220.029 East Shore Regulatory Zone Location Map

DRAFT: May 8, 2025

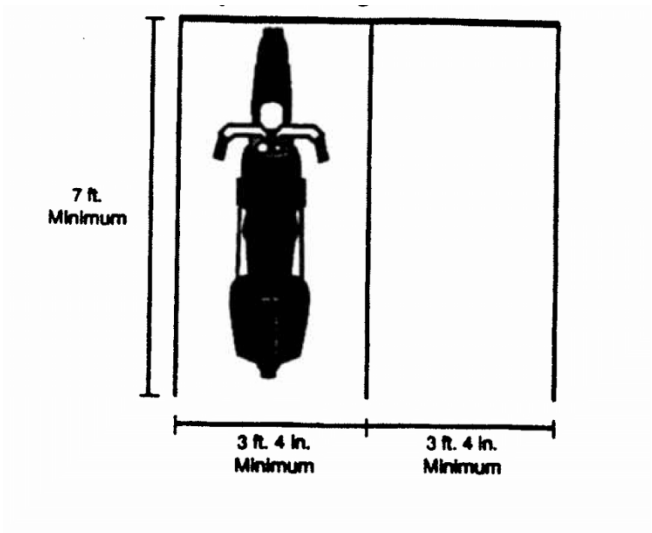
SECTION 34. Section 110.220.1, Chapter 4 Parking, Loading, and Circulation—Standards (D) of the Washoe County Code is hereby amended to read as follows:

D. Special Parking Provisions:.

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

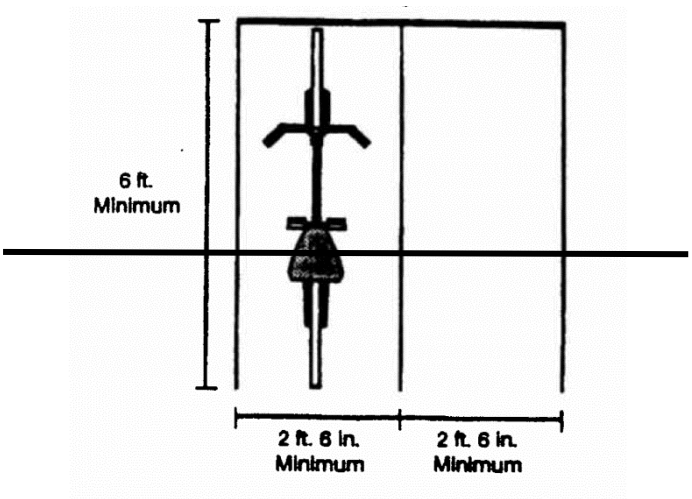
~~(a) Motorcycle spaces shall be a minimum of~~ seven (7) feet in length and three (3) feet four (4) inches in width as illustrated in Figure 4.1.

Figure 4.1
Motorcycle Parking Dimensions



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

~~***Figure 4.2***~~
~~***Bicycle Parking Dimensions***~~



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

(**2**~~3~~) Handicapped Parking: In any parking facility serving the public, parking for the handicapped shall be provided as set forth in this subsection.

(a) Handicapped parking spaces shall be provided in accordance with Table 4.3. One (1) of every eight (8) required handicapped spaces shall be van accessible space (a minimum of one (1) van accessible space per parking area).

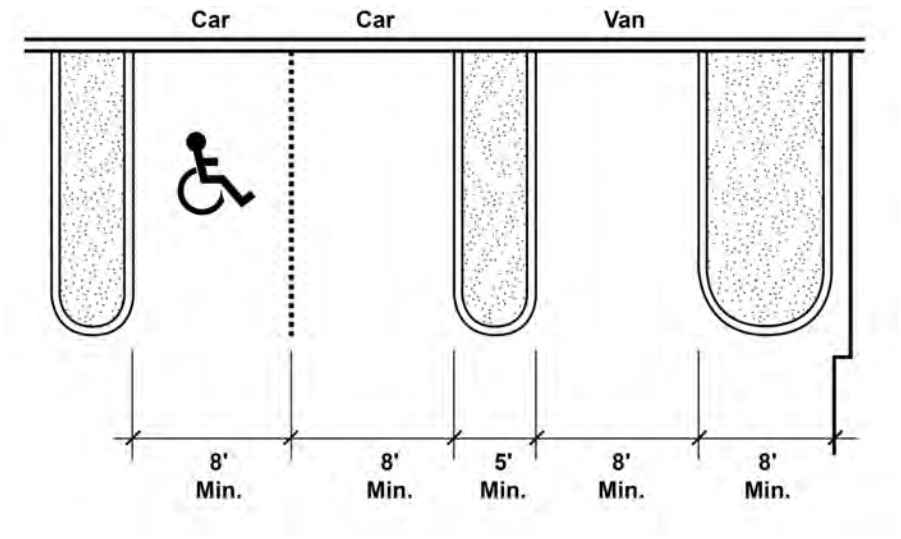
Table 4.3
Handicapped Accessible Spaces

Spaces in Lot	Required Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of Total
1,001 and over	20 plus 1 per 100 above 1,000

Source: Washoe County Deparment of comprehensive Planning

(b) Handicapped parking spaces shall be a minimum of eight (8) feet in width and a minimum of eighteen (18) feet in length, as illustrated in Figure 4.4.

Figure 4.4
Handicapped Parking Dimensions



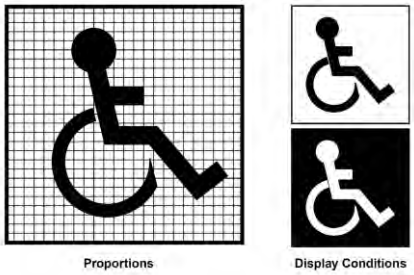
(c) Handicapped spaces shall be provided with an adjacent access aisle, as illustrated in Figure 4.4. Access aisles shall be a minimum of five (5) feet in width. Van access aisles shall be a minimum of eight (8) feet in width. Access aisles shall be located on the passenger side of each space unless it is located between and is shared by two (2) designated spaces.

(d) Handicapped parking spaces and access aisles shall be level.

(e) Handicapped spaces shall be located as near as possible to accessible building or site entrances and shall be located so as to provide convenient access to curb ramps.

(f) Each reserved handicapped parking space shall be designated with a stall sign displaying the International Symbol of Accessibility, as illustrated in Figure 4.5. Each stall sign shall be at least seventy (70) square inches in size. Spaces that are van accessible shall be designated as "Van Accessible".

Figure 4.5
International Symbol of Accessibility



(g) Each reserved handicapped parking space shall meet one (1) of the following stall markings requirements:

(i) Each handicapped parking space shall be painted solid blue with a white International Symbol of Accessibility; or

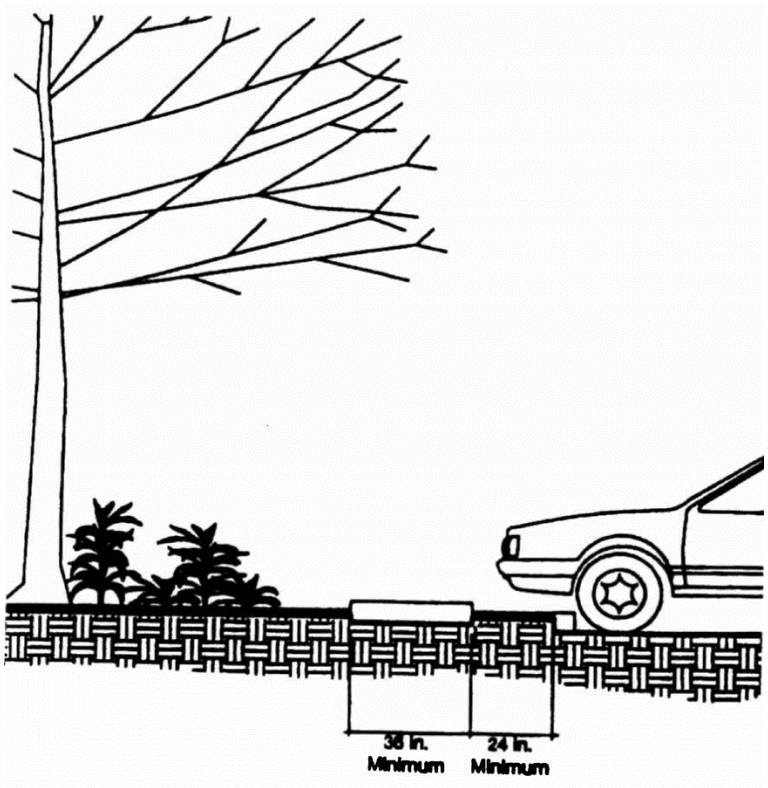
(ii) Each handicapped parking space shall be outlined in blue with a three (3) foot square International Symbol of Accessibility painted in a contrasting color.

(h) Each reserved handicapped parking space shall be marked with a sign warning drivers of the possibility of towing due to unauthorized use and providing information of recovering towed vehicles. Warning signs shall have minimum dimensions of seventeen (17) inches by twenty-two (22) inches and shall be labeled with lettering of at least one (1) inch in height.

(i) A minimum of ninety-eight (98) vertical inches of clearance shall be provided for van accessibility spaces and the entire route from parking are ingress/egress points to the parking space.

(j) As illustrated in Figure 4.6, a minimum vehicle overhang allowance of twenty-four (24) inches shall be provided between accessible routes and handicapped parking spaces. Said accessible routes shall, at all times, provide users with a minimum width of thirty-six (36) inches of throughway.

Figure 4.6
Accessible Routes



SECTION 35. General Terms.

DRAFT: May 8, 2025

1. All actions, proceedings, matters, and things heretofore taken, had and done by the County and its officers not inconsistent with the provisions of this Ordinance are ratified and approved.

2. The Chair of the Board and officers of the County are authorized and directed to take all action necessary or appropriate to effectuate the provisions of this Ordinance. The District Attorney is authorized to make non-substantive edits and corrections to this Ordinance.

3. All ordinances, resolutions, bylaws and orders, or parts thereof, in conflict with the provisions of this Ordinance are hereby repealed to the extent only of such inconsistency. This repealer shall not be construed to revive any ordinance, resolution, bylaw or order, or part thereof, heretofore repealed.

4. Each term and provision of this Ordinance shall be valid and shall be enforced to the extent permitted by law. If any term or provision of this Ordinance or the application thereof shall be deemed by a court of competent jurisdiction to be in violation of law or public policy, then it shall be deemed modified, ipso facto, to bring it within the limits of validity or enforceability, but if it cannot be so modified, then the offending provision or term shall be excised from this Ordinance. In any event, the remainder of this Ordinance, or the application of such term or provision to circumstances other than those to which it is invalid or unenforceable, shall not be affected.

DRAFT: May 8, 2025

Passage and Effective Date

Proposed on _____ (month) _____ (day), 2025.

Proposed by Commissioner _____.

Passed on _____ (month) _____ (day), 2025.

Vote:

Ayes:

Nays:

Absent:

_____
Alexis Hill, Chair
County Commission

ATTEST:

_____
Jan Galassini, County Clerk

This ordinance shall be in force and effect from and after the _____ day of the month of _____ of the year _____.

RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

Initiating and recommending approval of an ordinance amending the Washoe County Code at Chapter 110 (Development Code) to update Articles 220 Tahoe Area and 220.1 Tahoe Area Design Standards. These updates include adding a section to establish standards for affordable, moderate, and achievable housing in multifamily areas. These updates also include amending various sections to: amend references to the prior Washoe County master plan and update organizational names; clarify application requirements for amendments to Articles 220 and 220.1; update references to the TRPA's Code of Ordinances related to land coverage; update maximum height and minimum residential density in town centers; add standards for height, parking, density and coverage for affordable, moderate, and achievable housing in town centers; update standards for bicycle storage; provide for reductions in parking minimums for affordable, moderate, and achievable housing, and add standards for the submittal and review of the required parking analysis; modify minimum lot width and setbacks for residential and mixed use developments in preferred affordable areas; modify requirements for encroachment into front yard setbacks on corner and sloped lots; modify standards for accessory dwelling units; modify standards for temporary uses; require development within avalanche hazard areas to record a hold harmless agreement; modify explanation of use tables to clarify the meaning of "A" and add administrative review permit; modify permitting requirements for multiple family dwellings in Crystal Bay Tourist, Incline Village Tourist, and Incline Village Commercial; add Schools—Kindergarten Through Secondary Schools as a special use in Incline Village Tourist; add multiple family dwellings and employee housing as allowed uses and update special policies in the Ponderosa Ranch regulatory zone; allow single family dwellings by right in the Incline Village 5, Crystal Bay, and East Shore regulatory zones, and require a hold harmless agreement for development in the Incline Village 5 and Crystal Bay regulatory zones; update special policies for Crystal Bay; remove provisions related to the Tyrolian Village regulatory zone special area; and all matters necessarily connected therewith and pertaining thereto.

Resolution Number 25-05

WHEREAS;

A. Washoe County Code Section 110.818.05 requires that amendments to Washoe County Code Chapter 110 (Development Code) be initiated by resolution of the Washoe County Board of County Commissioners or the Washoe County Planning Commission; and

B. The Washoe County Planning Commission initiated amendments to the Washoe County Code at Chapter 110 (Development Code) within Article 220 Tahoe Area and 220.1 Tahoe Area Design Standards, as fully described in Exhibit A-1 to this resolution; and

C. Development Code Amendment Case Number WDCA25-0003 came before the Washoe County Planning Commission for a duly noticed public hearing on June 3, 2025; and

D. The Washoe County Planning Commission gave reasoned consideration to the information it received regarding the proposed Development Code Amendment; and

E. Whereas, pursuant to Washoe County Code Section 110.818.15(e), the Washoe County Planning Commission made at least one of the following findings to support its recommendation for adoption of the proposed Development Code Amendment Case Number WDCA25-0003:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Washoe County Master Plan;

2. Promotes the Purpose of the Development Code. The proposed development code amendment will not adversely impact the public health, safety or welfare, and will promote the original purposes for the Development Code as expressed in Article 918, Adoption of Development Code;

3. Response to Changed Conditions. The proposed development code amendment responds to changed conditions or further studies that have occurred since the Development Code was adopted by the Board of County Commissioners, and the requested amendment allow for a more desirable utilization of land within the regulatory zones; and,

4. No Adverse Affects. The proposed development code amendment will not adversely affect the implementation of the policies and action programs of the Conservation Element or the Population Element of the Washoe County Master Plan.

NOW, THEREFORE, BE IT RESOLVED that the Washoe County Planning Commission recommends approval of the ordinance attached hereto as Exhibit A-1.

A report describing this amendment, discussion at this public hearing, this recommendation, and the vote on the recommendation will be forwarded to the Washoe County Board of County Commissioners within 60 days of this resolution's adoption date.

ADOPTED on June 3, 2025.

WASHOE COUNTY PLANNING COMMISSION

ATTEST:

Trevor Lloyd, Secretary	Rob Pierce, Chair

DRAFT: May 8, 2025

WORKING COPY
INFORMATION ONLY

REGULAR TEXT: NO CHANGE IN LANGUAGE

~~STRIKEOUT TEXT~~: DELETE LANGUAGE

BOLD TEXT: NEW LANGUAGE
****

Notice: Per NRS 239B.030, this document does not contain personal information as defined in NRS 603A.040

Summary: Amends Washoe County Code Chapter 110 (Development Code) to update Article 220 Tahoe Area and Article 220.1 Tahoe Area Design Standards.

BILL NO. ____

ORDINANCE NO. ____

Title: AN ORDINANCE AMENDING THE WASHOE COUNTY CODE AT CHAPTER 110 (DEVELOPMENT CODE) TO UPDATE ARTICLES 220 TAHOE AREA AND 220.1 TAHOE AREA DESIGN STANDARDS. THESE UPDATES INCLUDE ADDING A SECTION TO ESTABLISH STANDARDS FOR AFFORDABLE, MODERATE, AND ACHIEVABLE HOUSING IN MULTIFAMILY AREAS. THESE UPDATES ALSO INCLUDE AMENDING VARIOUS SECTIONS TO: AMEND REFERENCES TO THE PRIOR WASHOE COUNTY MASTER PLAN AND UPDATE ORGANIZATIONAL NAMES; CLARIFY APPLICATION REQUIREMENTS FOR AMENDMENTS TO ARTICLES 220 AND 220.1; UPDATE REFERENCES TO THE TRPA'S CODE OF ORDINANCES RELATED TO LAND COVERAGE; UPDATE MAXIMUM HEIGHT AND MINIMUM RESIDENTIAL DENSITY IN TOWN CENTERS; ADD STANDARDS FOR HEIGHT, PARKING, DENSITY AND COVERAGE FOR AFFORDABLE, MODERATE, AND ACHIEVABLE HOUSING IN TOWN CENTERS; UPDATE STANDARDS FOR BICYCLE STORAGE; PROVIDE FOR REDUCTIONS IN PARKING MINIMUMS FOR AFFORDABLE, MODERATE, AND ACHIEVABLE HOUSING, AND ADD STANDARDS FOR THE SUBMITTAL AND REVIEW OF THE REQUIRED PARKING ANALYSIS; MODIFY MINIMUM LOT WIDTH AND SETBACKS FOR RESIDENTIAL AND MIXED USE DEVELOPMENTS IN PREFERRED AFFORDABLE AREAS; MODIFY REQUIREMENTS FOR ENCROACHMENT INTO FRONT YARD SETBACKS ON CORNER AND SLOPED LOTS; MODIFY STANDARDS FOR ACCESSORY DWELLING UNITS; MODIFY STANDARDS FOR TEMPORARY USES; REQUIRE DEVELOPMENT WITHIN AVALANCHE HAZARD AREAS TO RECORD A HOLD HARMLESS AGREEMENT; MODIFY EXPLANATION OF USE TABLES TO CLARIFY THE MEANING OF "A" AND ADD ADMINISTRATIVE REVIEW PERMIT; MODIFY PERMITTING REQUIREMENTS FOR MULTIPLE FAMILY DWELLINGS IN CRYSTAL BAY

TOURIST, INCLINE VILLAGE TOURIST, AND INCLINE VILLAGE COMMERCIAL; ADD SCHOOLS—KINDERGARTEN THROUGH SECONDARY SCHOOLS AS A SPECIAL USE IN INCLINE VILLAGE TOURIST; ADD MULTIPLE FAMILY DWELLINGS AND EMPLOYEE HOUSING AS ALLOWED USES AND UPDATE SPECIAL POLICIES IN THE PONDEROSA RANCH REGULATORY ZONE; ALLOW SINGLE FAMILY DWELLINGS BY RIGHT IN THE INCLINE VILLAGE 5, CRYSTAL BAY, AND EAST SHORE REGULATORY ZONES, AND REQUIRE A HOLD HARMLESS AGREEMENT FOR DEVELOPMENT IN THE INCLINE VILLAGE 5 AND CRYSTAL BAY REGULATORY ZONES; UPDATE SPECIAL POLICIES FOR CRYSTAL BAY; REMOVE PROVISIONS RELATED TO THE TYROLIAN VILLAGE REGULATORY ZONE SPECIAL AREA; AND ALL MATTERS NECESSARILY CONNECTED THEREWITH AND PERTAINING THERETO.

WHEREAS:

A. This Commission desires to amend Washoe County Code Chapter 110, Articles 220 Tahoe Area and 220.1 Tahoe Area Design Standards, in order to create incentives for deed-restricted affordable, moderate, and achievable housing; allow deed-restricted affordable, moderate, and achievable multifamily housing in the Ponderosa Ranch regulatory zone; change permitting requirements for multifamily housing in the Crystal Bay Tourist, Incline Village Tourist, and Incline Village Commercial regulatory zones; modify lot width and setbacks in preferred affordable areas; modify regulations for accessory dwelling units; remove the Tyrolian Village special area; identify which regulatory zones can receive transferred development rights; apply TRPA Code of Ordinances Community Plan code to Ponderosa Ranch; update permitting requirements for single-family homes in regulatory zones with certain natural hazards; update permitting requirements for development in the front yard of sloped and corner lots; update standards for bicycle parking and storage; update requirements for temporary uses; allow Schools—Kindergarten through Secondary Schools in Incline Village Tourist regulatory zone; and update application requirements for development code amendments to Articles 220 and 220.1; modify minimum density requirements in town centers; add standards for the submittal and review of parking analyses; add administrative review permit to the use tables; fix various typographical errors; and update references to various plans and organizations; and

B. The Washoe County Planning Commission held a duly noticed public hearing for WDCA25-0003 and initiated the proposed amendments to Washoe County Code Chapter 110, Articles 220 Tahoe Area and 220.1 Tahoe Area Design Standards by Resolution Number 25-05 on June 3, 2025; and

C. The amendments and this ordinance were drafted in concert with the District Attorney; and

D. Following a first reading and publication as required by NRS 244.100(1), and after a duly noticed public hearing, this Commission desires to adopt this Ordinance; and

E. This Commission has determined that this ordinance is being adopted pursuant to requirements set forth in NRS Chapter 278; and therefore, it is not a "rule" as defined in NRS 237.060 requiring a business impact statement.

THE BOARD OF COUNTY COMMISSIONERS OF WASHOE COUNTY DOES HEREBY ORDAIN:

SECTION 1. Chapter 110 of the Washoe County Code is hereby amended by adding a new section which shall be labeled 110.220.38 and read as follows:

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

(a) Height. The maximum height may be increased for residential and mixed-use developments with a residential component that is 100% deed-restricted affordable, moderate, or achievable, pursuant to Section 37.5.5 of the TRPA Code of Ordinances.

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

(c) Parking. Minimum parking standards shall apply unless the project applicant demonstrates through a parking analysis pursuant to section 110.220.45(b) that an alternate parking standard will accommodate parking demand, pursuant to TRPA Code of Ordinances Section 34.4.1.

SECTION 2. Section 110.220.00 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.00 Purpose. The purpose of this article, Article 220, *Tahoe Area*, is to implement the Tahoe Area Plan ~~contained in Volume Two of the Washoe County Master Plan~~ and the other applicable

plan elements contained in **Envision Washoe 2040** ~~Volume One of the Washoe County Master Plan~~. This article is also intended to implement the Tahoe Regional Planning Agency's (TRPA) Regional Plan. This article sets forth special regulations to supplement the general regulations set forth elsewhere throughout the Washoe County Development Code, and to supplement and implement the TRPA's Code of Ordinances. **"Tahoe Planning Area" in this section refers to the portion of Washoe County regulated by the Tahoe Area Plan.**

SECTION 3. Section 110.220.10 of the Washoe County Code is hereby amended to read as follows:

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

(a) Land Use (Master Plan) Classifications. There are seven master plan land use classifications applied within the Tahoe Planning Area: Mixed-Use, Tourist, Residential, Conservation, Backcountry, Wilderness, and Recreation. The categories are defined in Policy LU-4.1 of the TRPA Regional Plan. The Washoe County Master Plan Map for the Tahoe Planning Area shows the land use classification for each parcel in the planning area. Amendments to this map require a master plan amendment as described in Washoe County Development Code Article 820, *Amendment of Master Plan.* Additionally, map amendments must undergo conformity review pursuant to TRPA Code of Ordinances Subsection 13.6.6.

(b) Regulatory Zones. Regulatory Zones in the Tahoe Planning Area are sub districts within the master plan land use classifications described above. These sub districts are referred to as Regulatory Zones. Previously, these sub districts were referred to as community plans and plan area statements (see table 110.220.01 *Land Uses and Regulatory Zones in the Tahoe Planning Area*.) The location of the 27 Regulatory Zones in the Tahoe Planning Area is depicted on the Washoe County Regulatory Zone Map for the Tahoe Planning Area. Amendments to the boundaries of the Regulatory Zones require a Regulatory Zone amendment as described in Article 821, *Amendment of Regulatory Zone,* of the Washoe County Development Code. Amendments to the permissible uses and other regulations regarding these areas require a development code amendment pursuant to Article 818, *Amendment of Development Code,* of the Washoe County Development Code. Any amendment regarding the boundaries, uses, or other development regulations in the planning area must additionally undergo conformity review pursuant to TRPA Code of Ordinances Subsection 13.6.6. **All proposed amendments to Article 220 or Article 220.1 are considered both development code amendments and master plan amendments, subject to the provisions of Article 818 *Amendment of Development Code* and Article 820 *Amendment of Master Plan,* respectively. Applicants for development code amendments shall be required to provide and bear the cost of the environmental analysis required by TRPA. In order to comply with TRPA area plan amendment guidelines, development code, regulatory zone, and master plan amendments to the Tahoe Area Plan will only be accepted in January and September.**

The land use categories applied in the planning area and their corresponding Regulatory Zones are depicted in Table 110.220.01 *Land Uses and Regulatory Zones in the Tahoe Planning Area*.

Land Use Classification	Regulatory Zones Regulatory Zone	Former Designation: Community Plan*, Plan Area Statement** (P.A.S.) and Number.

Tourist/Mixed-Use		
	Incline Village Commercial	Incline Village Commercial Community Plan.
	Incline Village Tourist	Incline Village Tourist Community Plan.
	Crystal Bay Tourist	North Stateline Community Plan
	Ponderosa Ranch	Ponderosa Ranch Community Plan
Residential		
	Chateau	Chateau/Country Club P.A.S. # 43
	Crystal Bay	Crystal Bay P.A.S. #34
	Crystal Bay Condominiums	Crystal Bay Condominiums P.A.S. #35
	Fairway	Fairway P.A.S. # 44
	Incline Village 1	Incline Village #1 P.A.S. #40
	Incline Village 2	Incline Village #2 P.A.S.# 39
	Incline Village 3	Incline Village #3 P.A.S.# 41
	Incline Village 4	Incline Village #4 P.A.S.# 36
	Incline Village 5	Incline Village #5 P.A.S.# 42
	Incline Village Residential	Incline Village Residential P.A.S.# 46
	Lakeview	Lakeview P.A.S.# 37
	Mill Creek	Mill Creek P.A.S.# 49
	Mt. Shadows	Mt. Shadows P.A.S.# 50
	Stateline	Stateline P.A.S.# 33
	Tyrolean Village	Tyrolean Village P.A.S.# 51
	Wood Creek	Wood Creek P.A.S.# 38
Conservation		
	Marlette	Marlette Lake P.A.S.# 56
	Martis Peak	Martis Peak P.A.S.# 19

	Mount Rose	Mount Rose P.A.S.# 30
	Tunnel Creek	Tunnel Creek P.A.S.# 47
Recreation		
	East Shore	East Shore P.A.S.# 55
	Incline Meadows	Incline Lake P.A.S.# 53
	Incline Ski	Incline Ski P.A.S.# 52

Table 110.220.01 *Land Uses and Regulatory Zones in the Tahoe Planning Area*

*See TRPA Code of Ordinances, Chapter 12, *Community Plans*. **See TRPA Code of Ordinances, Chapter 11, *Plan Area Statements and Plan Area Maps.*

SECTION 4. Section 110.220.20 of the Washoe County Code is hereby amended to read as follows:

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

(a) Residential Allocations. A residential allocation and potential residential unit of use or a residential bonus unit is required for each new dwelling pursuant to TRPA Code of Ordinances Chapter 50, *Allocation of Development*. All buildable parcels where a residential use is permitted are eligible for a residential allocation. In addition to any TRPA requirements, Washoe County shall issue residential allocations according to the following considerations:

(1) Allocations shall be issued on a first come first served basis.

(2) The fee for allocations is established in the Master Fee Schedule for Washoe County applications accepted by the Planning and Building Division of the Washoe County Community Services Department.

(b) Commercial Floor Area. Commercial floor area (CFA) is required for all new commercial development pursuant to TRPA Code of Ordinances Chapter 50, *Allocation of Development*. In addition to any TRPA requirements, Washoe County will issue commercial floor area allocations according to the following considerations.

(1) The following projects will be issued commercial floor area on a first come first served basis:

(i) Projects inside the adopted boundaries of a Town Center overlay as defined in Section 110.220.35, *Town Center Overlay*.

(ii) Projects outside the adopted boundaries of a Town Center that are designed to meet industry recognized standards for building sustainability and greenhouse gas reduction as defined in Section 110.220.415, *Greenhouse Gas Reduction*.

(2) The fee for allocations is established in the Master Fee Schedule for Washoe County applications accepted by the Planning and Building Division of the Washoe County Community Services Department. Fees for allocations may be waived pursuant to Section 110.220.415.

(c) Tourist Accommodation. No person shall construct a project or commence a use that creates additional tourist accommodation units without first receiving an allocation of a tourist accommodation unit (TAU) approved by TRPA or Washoe County pursuant to Chapter 50, *Allocation of Development*. In addition to any TRPA requirements, Washoe County shall issue tourist accommodation units according to the following considerations.

(1) The following projects will be issued TAUs on a first come first served basis.

(i) Projects inside the adopted boundaries of a Town Center overlay (see Section 110.220.35 *Town Center Overlay*.)

(ii) Projects outside the adopted boundaries of a Town Center that are designed to meet industry recognized standards for building sustainability and greenhouse gas reduction (see Section 110.220.415 *Greenhouse Gas Reduction*.)

(2) The fee for allocations is established in the Master Fee Schedule for Washoe County applications accepted by the Planning and Building Division of the Washoe County Community Services Department.

(d) People at One Time. In addition to requirements of TRPA Code of Ordinances Section 50.9, *Regulation of Additional Recreational Facilities*, additional outdoor recreational facilities outside Town Center overlay districts shall be regulated by and shall not exceed the maximum number of People at One Time (PAOT) identified by this document for each Regulatory Zone. If PAOT allowances are not specified in the special policies for the applicable Regulatory Zone, then additional PAOT allocations are not allowed. There are no supplemental limitations for PAOT allocations within Town Center overlay districts.

(e) Residential Bonus Units. A residential bonus unit may be used in lieu of potential residential unit of use pursuant to TRPA Code of Ordinances. Residential bonus units may be assigned by TRPA or Washoe County for transfers of development into Town Centers or other bonus unit incentive programs in accordance with Chapters 51, *Banking, Conversion, and Transfer of Development,* and 52, *Bonus Unit Incentive Program,* of the TRPA Code of Ordinances.

(f) Land Coverage. Land coverage requirements are set forth in Chapter 30, *Land Coverage,* of the TRPA Code of Ordinances. ~~Projects located within a designated Town Center may obtain up to 70% land coverage in accordance with Chapter 13, *Area Plans*, of the TRPA Code of Ordinances.~~ Lots with existing coverage in excess of 70% must reduce coverage pursuant to Section 110.220.40(**c**~~3~~).

SECTION 5. Section 110.220.35 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.35 Town Center Overlay. There are three areas designated with the Town Center overlay in the Tahoe Planning Area (see Figures 110.220.01, *Incline Village Commercial Town Center*;

110.220.02, *Incline Village Tourist Town Center*; and 110.220.03, *Crystal Bay Tourist Town Center*.) The Town Center overlay districts provide a focus area for the re-development goals of the TRPA Regional Plan and are subject to additional regulation to promote redevelopment. Town Centers are eligible for additional height, density, and land coverage as described in this section.

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

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

(1) The project is designed to meet the greenhouse gas reduction standard described in Section 110.220.415, *Greenhouse Gas Reduction*.

(2) The project meets all other applicable design standards for the Town Center.

(3) The project does not degrade any applicable established scenic threshold as described in the Tahoe Area Plan Conservation Element.

(4) The following findings in Section 37.7 of the TRPA Code of Ordinances are made as part of project approval:

(i) Finding 1 (Subsection 37.7.1)
(ii) Finding 3 (Subsection 37.7.3)
(iii) Finding 5 (Subsection 37.7.5)
(iv) Finding 9 (Subsection 37.7.9)

(b) Height Transition. Development within Town Center boundaries abutting or adjacent to properties outside of the Town Center shall incorporate a stepped design to create a height transition between the properties inside the boundary and those outside. Structures required to utilize a stepped design are limited to two floors or a maximum of 20 feet at the front setback. Additional height may be added by stepping back the third floor 10 feet from the building façade and an additional fourth floor may be added by stepping back 5 feet from the third floor. The stepped area may be used as roof top gardens, balconies, solar panel arrays or similar uses. Roof top mechanical equipment shall not extend more than 2 feet above the parapet wall and shall be screened from street view.

(c) Height of Reconstructed Structures Housing Gaming. Reserved.

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

(e) Mixed-Use Development. Projects incorporating both residential and non-residential uses on a single parcel are permitted. Mixed-use projects must meet all applicable design and compatibility standards as found in the Article 110.220.1. *Tahoe Planning Area Design Standards,* and Division 4, *Development Standards*, of the Washoe County Development Code.

(f) Design and Compatibility. All development in a Town Center is subject to the design standards found in Article 110.220.1. *Tahoe Planning Area Design Standards*.

(g) Land coverage. Development in a Town Center is **subject to the land coverage regulations of** ~~eligible for up to 70% coverage on high capability lands per~~ Chapter 13 of the TRPA Code of Ordinances.

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

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

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

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

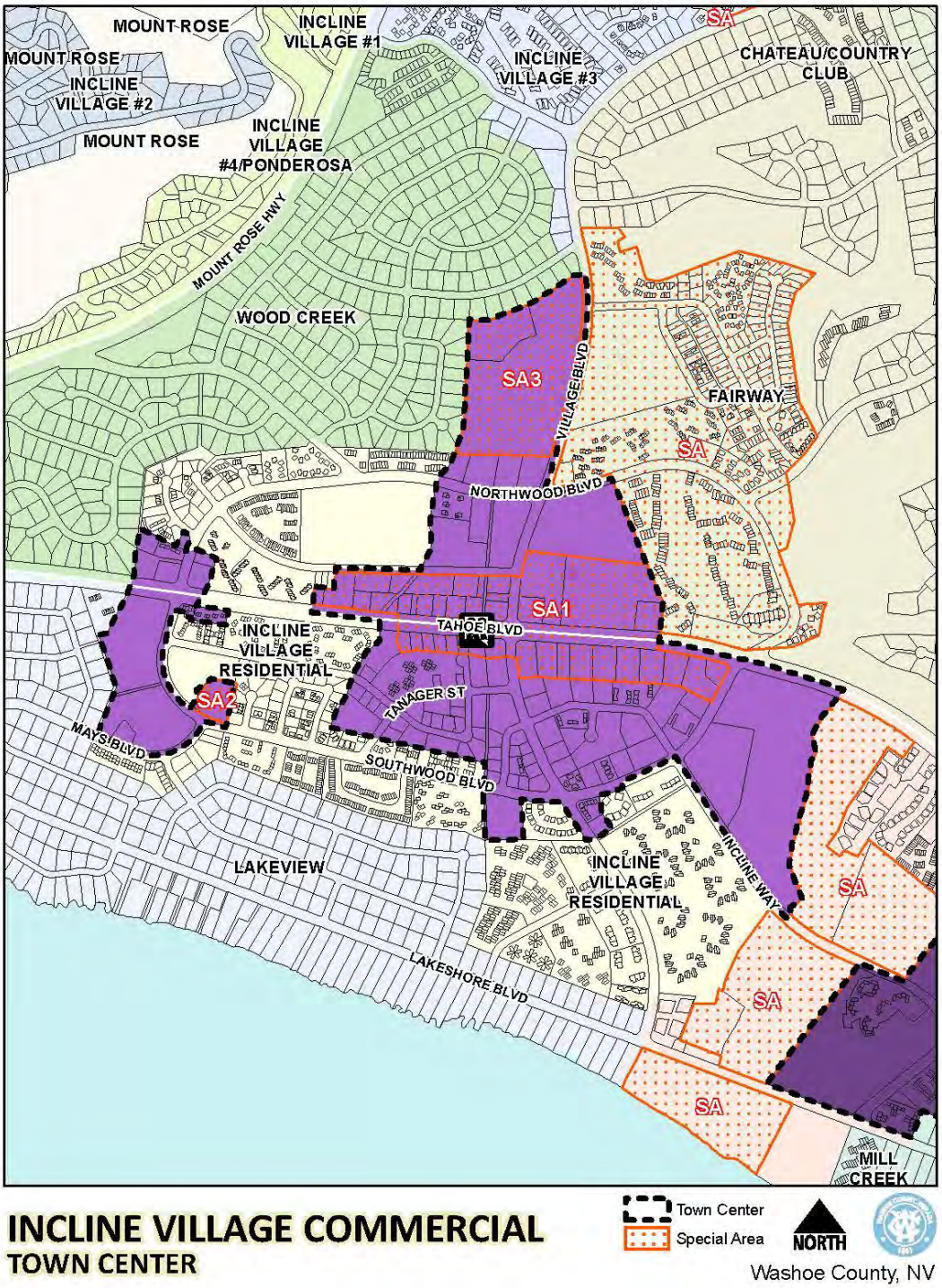


Figure 110.220.00 Incline Village Commercial Town Center

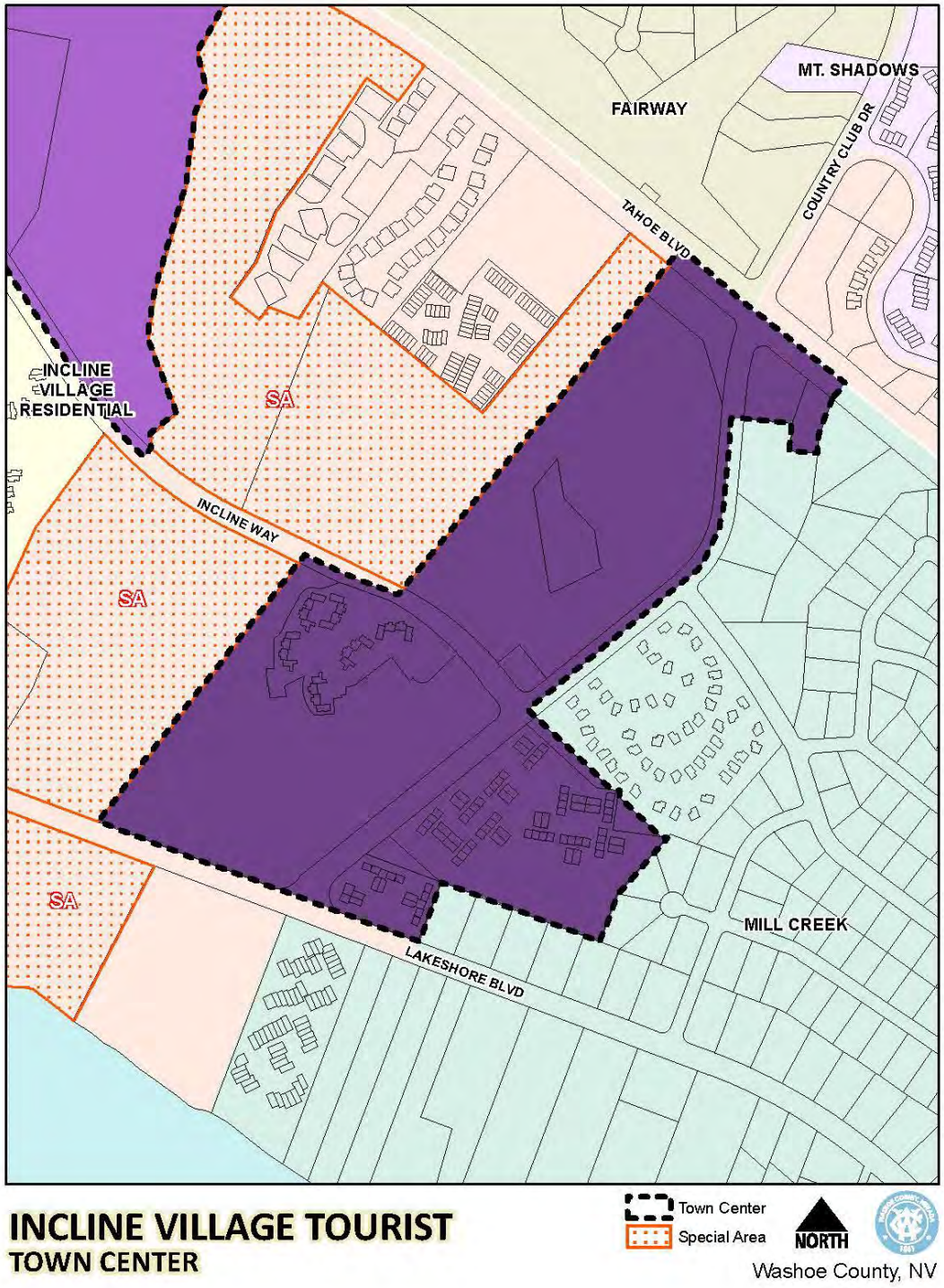


Figure 110.220.01 Incline Village Tourist Town Center

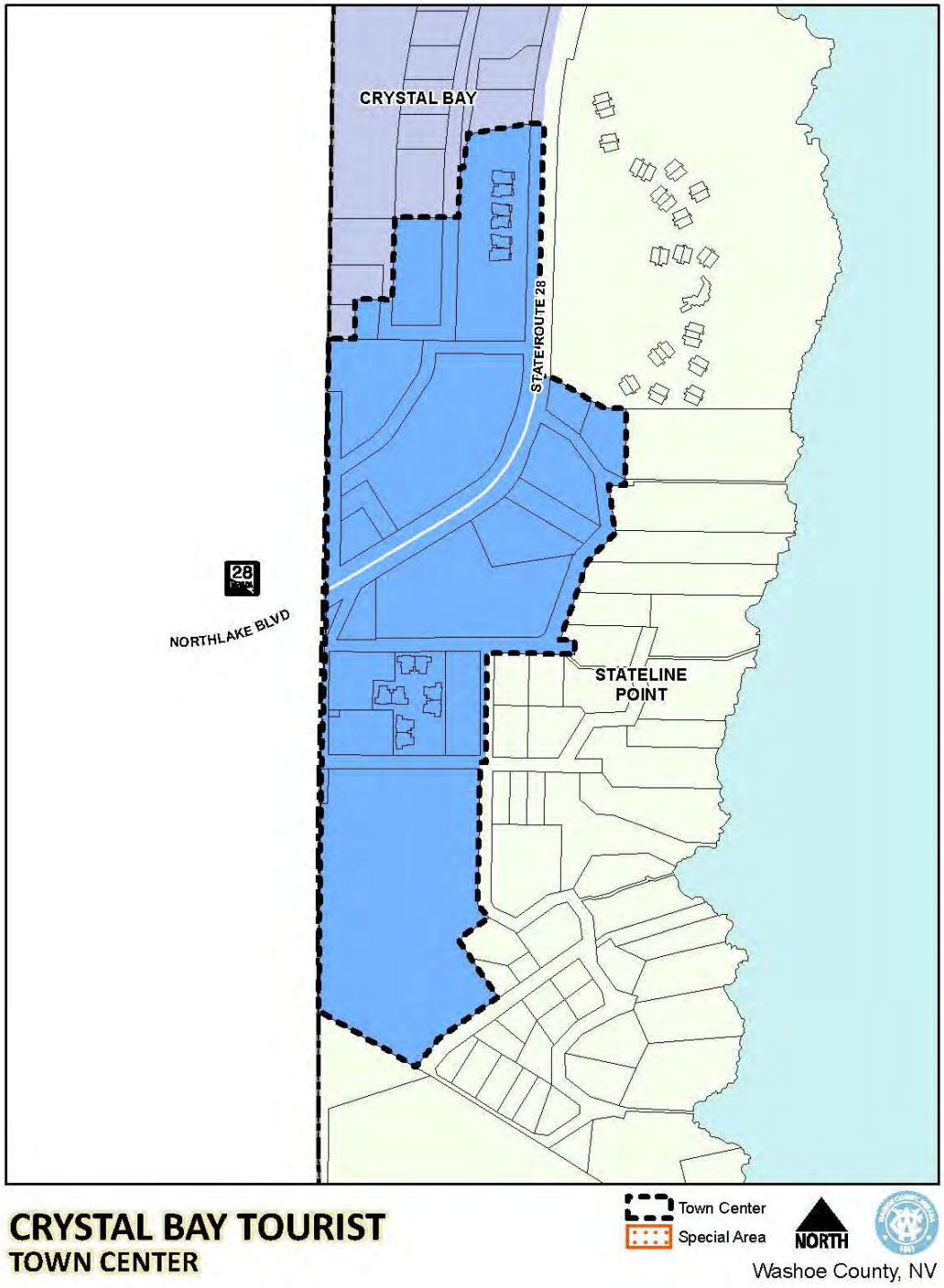


Figure 110.220.02 Crystal Bay Tourist Town Center

SECTION 6. Section 110.220.40 of the Washoe County Code is hereby amended to read as follows:

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

(a) Natural Features. Existing natural features outside of the building site shall be retained and incorporated into the site design to the greatest extent feasible. Projects shall be designed to avoid disturbance to rock outcrops and stream environment zones and to minimize vegetation removal and maintain the natural slope of the project site.

(b) Disturbed Areas. Projects shall be designed to use existing disturbed areas rather than undisturbed areas for the siting of all improvements except when:

(1) The disturbed area is precluded from development by setbacks or other such limitations;

(2) The disturbed lands are classified as sensitive lands and alternative sites classified as nonsensitive lands exist on the parcel;

(3) The use of the disturbed lands would require more total disturbance than use of undisturbed lands;

(4) Avoidance of other development impacts are of more importance than the preservation of undisturbed areas; and/or

(5) The degree of existing disturbance is minor and the area shall be restored as part of the project.

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

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

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

(ii) On sites with more than 75 percent coverage, coverage shall be reduced by 5 percent of the site area as part of the project.

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

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

(4) Projects which are allowed more than 70% coverage per section 110.220.35 are exempt from these requirements.

(d) Development Standards. Commercial, tourist accommodation, public service, and multi-residential projects shall meet the following requirements:

(1) Onsite parking areas shall be provided with landscaped perimeters. Onsite parking areas greater than one-quarter acre in size shall be provided with landscaped islands.

(2) An active transportation circulation system shall be incorporated into the site plan to assure that all active transportation users can move safely and easily both on the site and between properties and activities within the Regulatory Zone year-round.

(3) Entities responsible for the construction and maintenance of all projects containing active transportation facilities are required to submit a Maintenance Responsibilities Chart and Plan prior to permit issuance. These plans must clearly identify responsibilities for capital improvements and annual infrastructure operation and maintenance. Additionally, they must identify funding needs and sources. This information must be included in approved permits.

(4) Adequate access shall be provided for emergency vehicles and for those persons attempting to render emergency services.

(5) Screening of service yards, maintenance yards, warehousing, outdoor storage and trash and refuse collection areas shall be accomplished by the use of walls, fencing, landscape plantings, or some combination thereof. Screening shall be effective in both winter and summer.

(6) Service yards, maintenance yards, warehousing, and outdoor storage areas shall be located in areas that are not highly visible from major transportation corridors, scenic turnouts, public recreation areas, or the waters of lakes in the region.

(7) Parking areas shall be sloped at least two percent to prevent ponding and icing.

(8) Projects shall provide, within the project area, snow storage areas of a size adequate to store snow removed from parking, driveway, and pedestrian access areas or have arrangements by means of recorded easements or equivalent arrangements to remove and store accumulated snow offsite.

(9) All new on-site utilities shall be placed underground as part of project approval.

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

(f) TRPA Standards. All land use and development proposals shall be reviewed for conformance with the standards TRPA Code of Ordinances, including, as applicable:

(1) Chapter 2, *Applicability of the Code of Ordinances*
(2) Chapter 3, *Environmental Documentation*
(3) Chapter 4, *Required Findings*
(4) Chapter 5, *Compliance*
(5) Chapter 30, *Land Coverage*
(6) Chapter 32, *Basic Services*
(7) Chapter 33, *Grading and Construction*
(8) Chapter 35, *Natural Hazard Standards*
(9) Chapter 39, *Subdivisions*
(10) Chapter 50, *Allocation of Development*
(11) Chapter 51, *Banking, Conversion, and Transfer of Development*
(12) Chapter 52, *Bonus Unit Incentive Program*
(13) Chapter 53, *Individual Parcel Evaluation System*
(14) Chapter 60, *Water Quality*
(15) Chapter 61, *Vegetation and Forest Health*

(16)Chapter 62, *Wildlife Resources*
(17)Chapter 63, *Fish Resources*
(18)Chapter 64, *Livestock Grazing*
(19)Chapter 65, *Air Quality and Transportation*
(20)Chapter 66, Scenic Resources
(21)Chapter 67, *Historic Resource Protection*
(22)Chapter 68, *Noise Limitations*
(23)Chapters 80-84, *Shorezone*

(g) Mixed-Use and Tourist Regulatory Zones. In addition to standards articulated in this article, all development inside the Crystal Bay Tourist, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch Regulatory Zones, as well as the Town Center overlay districts is subject to the standards articulated in Washoe County Development Code Article 110.220.1, *Tahoe Planning Area Design Standards.*

(h) Outside of Mixed-Use and Tourist Regulatory Zones. Development outside of the mixed-use and tourist Regulatory Zones are subject to the standards established in this article, in Division Four of the Washoe County Development Code, and the following chapters of the TRPA Code of Ordinances:

(1) Chapter 34, *Driveway and Parking Standards*

(2) Chapter 36, *Design Standards*

(3) Chapter 37, *Height*

(4) Chapter 38, *Signs*

(i) Development Guidelines. The following guidelines should be followed to ensure attractive and compatible development:

(1) Building placement and design should be compatible with adjacent properties and designed in consideration of solar exposure, climate, noise, safety, fire protection, and privacy.

(2) The scale of structures should be compatible with existing and planned land uses.

(3) Viewsheds should be considered in all new construction. Emphasis should be placed on lake views from major transportation corridors.

(4) Native vegetation should be used whenever possible, consistent with defensible space requirements.

(5) Vegetation should be used to screen parking, give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture where feasible.

(6) Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety. Cutoff shields that extend below the lighting element should be used to minimize light pollution and stray light. Overall lighting levels should be compatible with the Regulatory Zone light level. Emphasis should be placed on a few, well-placed, low-intensity lights. Lights should not blink, flash, or change intensity except for temporary public safety signs.

The intent of Washoe County's standards is to achieve compatibility through integrative site design that primarily utilizes landscaping, architecture and an integrated non-motorized transportation network to achieve compatibility goals.

SECTION 7. Section 110.220.45 of the Washoe County Code is hereby amended to read as follows:

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

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

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

Table 110.220.45.1

Land Use/Location	Bicycle Parking Location	Short-Term Bicycle Parking	Long-Term Bicycle Parking
Multi-family Residential (with private garage for each unit)	Near building entrance with good visibility	0.05 spaces for each bedroom (2 spaces minimum for complex)	0
Multi-Family Residential (without private garage for each unit)	Near building entrance with good visibility	.05 spaces for each bedroom (2 spaces minimum for complex)	.15 spaces for each bedroom (2 spaces minimum)
Park	Adjacent to restrooms, picnic areas, fields, and other	8 spaces	0

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

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

(i) Bicycle Rack Design. Inverted U or arc bicycle racks, and D shaped or swerve racks are encouraged. Bicycle racks shall:

(A) Be securely anchored to the ground;

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

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

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

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

(A) Located within fifty (50) feet from the entrance;

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

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

(D) Located two feet minimum from the curb face;

(E) Placed with at least four feet between racks to provide maneuvering room; and

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

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

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

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

(B) Lockers shall have 6 feet of clearance on the ends with openings; and

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

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

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

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

(b) Parking Analysis. Applicants may submit a parking analysis to request reductions in parking minimums as allowed for in this section. Such requests will be made through the Director's Modification of Standards application process. The study must demonstrate that the parking reduction will not impact surrounding roadways.

(1) Applicants may submit a parking analysis to request reductions in parking minimums in the following circumstances.

(i) Reductions to residential parking minimums only for residential developments or mixed-use developments with a residential component that are 100% deed-restricted affordable, moderate, or achievable per the TRPA Code of Ordinances and pursuant to sections 110.220.35 and 110.220.38. Mixed-use projects in this category shall meet parking requirements for the non-residential portion of the development, regardless of granted reductions to residential parking minimums. For projects outside of Town Centers, the parking analysis can request no less than an average of .75 spaces per dwelling unit.

(ii) Reductions to parking requirements in mixed-use and tourist regulatory zones pursuant to Article 110.220.1, Chapter 4, section (C) Modification of Standards.

(2) The criteria considered by the Director in determining whether to allow a reduction in parking minimums will include, but not be limited to:

(i) Whether the applicant has demonstrated that parking demand generated by the project, as determined by a parking analysis or information from similarly situated projects, will be accommodated.

(ii) Whether the applicant has demonstrated sufficient parking supply through parking management strategies, including but not limited to executed shared parking agreements, unbundling parking and rent, or contributing to alternative transportation methods such as public transit.

(iii) Whether the applicant has demonstrated that the parking analysis does not rely upon the utilization of parking spaces in adjacent or nearby roadways unless there is a specific parking agreement or parking management plan in place approved by Washoe County that would allow such street parking.

(iv) Whether the parking analysis uses public street parking or the privatization of existing public street parking to justify a reduction in on-site parking.

(v) Whether any presumption of lower parking rates per dwelling unit than the minimum required by Washoe County Code is supported by availability of other transportation options, local data on parking demand for similar developments, or other appropriate means.

SECTION 8. Section 110.220.55 of the Washoe County Code is hereby amended to read as follows:

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

Use Type and Parcel Size	Required Setback			Minimum Parcel Width*	Minimum Parcel Size
	Front (Feet)	Side (Feet)	Rear (Feet)	(Feet)	(Square Feet)
Residential					3,700 sf.
Greater Than 2.5 Acres	30	15	30	80 ft.	
35,000 Square Feet to 2.5 Acres	30	12	30	80 ft.	
12,000 Square Feet to 34,999.99 Square Feet	20	8	20	60 ft.	
5,000 Square Feet to 11,999.99 Square Feet	20	5	20	60 ft.	
Less Than 5,000 Square Feet	15	5	10	60 ft.	
Commercial **& Mixed-Use**	10	10	10	75 ft.	10,000 sf.
Tourist Accommodation	20	10	10	75 ft.	10,000 sf.

Public Service	20	15	20	N/A	N/A
Recreation	20	15	20	N/A	N/A
Wildlife Management					
Structures 12' or Greater in Height	15	15	15	N/A	N/A
Structures 12' or Less in Height	5	5	5	N/A	N/A

Table 110.220.03 *Tahoe Area Yard and Lot Standards*

Notes:

*** Minimum parcel width shall be 40 feet for residential and mixed-use development in preferred affordable areas.**

SECTION 9. Section 110.220.60 of the Washoe County Code is hereby amended to read as follows:

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

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

(1) The ~~Engineering Division~~ **agency having jurisdiction over adjacent roadways** must be able to determine that ~~county~~ right-of-way maintenance and road work operations will not be impeded or sufficient measures have been incorporated in the **building's** ~~structure's~~ design to mitigate an impediment to ~~county~~ right-of-way maintenance and road work operations. The **agency having jurisdiction over adjacent roadways** ~~county~~ may also require that ~~the county~~ **the agency** be held harmless from liability resulting from its right-of-way maintenance and road work operations;

(2) The ~~Engineering Division~~ **agency having jurisdiction over adjacent roadways** must be able to determine that the speed of traffic**,** ~~and~~ the volume of traffic**, and site distance triangles** on the street is such that the placing of the ~~garage~~ **building** within the front yard setback will not cause a safety problem for ~~vehicles using~~ **all users of** the street; and

(3) The ~~Engineering Division~~ **agency having jurisdiction over adjacent roadways** must be able to determine that the placement of the ~~structure~~ **building** within the front yard setback will not impede the ability of the ~~county~~ **agency** to widen the street in accordance with the adopted Capital Improvements Program~~, or in accordance with a possible widening of the street as shown in the adopted master plan~~.

(4) The placement of the ~~structure~~ **building** is not sited closer than fifteen (15) feet from the edge of pavement of the abutting street **and is outside of the right-of-way**.

(5) The maximum square footage of the portion of the ~~structure~~ **building** designed to encroach on the established setback shall not exceed 25% of the size of the primary structure.

(6) ~~Structures~~ **Buildings** proposed within 20 feet of the rights-of-way of State Routes 28 or 431 may only be approved pursuant to Subparagraph 36.5.4.A.2 of the TRPA Code of Ordinances.

(7) Agencies with jurisdiction over infrastructure in or adjacent to the front yard will be consulted to ensure that placement of the structure within the front yard setback will not impede maintenance and operation of such infrastructure.

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

SECTION 10. Section 110.220.85 of the Washoe County Code is hereby amended to read as follows:

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

(a) When the primary use is residential, all accessory dwellings must obtain a**n** ~~detached accessory dwelling~~ administrative review **permit pursuant to Article 809.** ~~, as described in Washoe County Development Code Section 110.306.25(i);~~

(b) When the primary use is residential, the accessory dwelling (secondary residence) shall be limited to **the following maximum sizes based on the size of the parcel:**

(1) On parcels 1 acre or larger: 50% of the size of the main dwelling or 1,500 square feet, whichever is smaller;
(2) On parcels smaller than 1 acre: 1,200 square feet.

(c) When the primary use is non-residential, the accessory dwelling shall be limited to 1,500 square feet;

(d) All accessory dwellings must provide a minimum of one off-street parking space (tandem parking is allowed) in addition to the parking required for the primary use;

(e) Additional requirements as defined in Washoe County Development Code Article 306, *Accessory Uses and Structures* **shall apply**; ~~and,~~

~~(f) The parcel on which accessory dwelling will be located is a minimum of 1 acre in size.~~

(~~g~~**f**) ~~Detached accessory dwellings are subject to the~~ ~~s~~**S**tandards for detached accessory structures ~~as found above~~ in Section 110.220.80, *Accessory Structures and Uses* **shall apply; and,**~~.~~

(g) If a detached accessory dwelling unit is under 500 square feet and is 12 feet in height or less, it can be located as close as 5 feet from the side and rear property lines.

SECTION 11. Section 110.220.110 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.110 Temporary Uses. The permitting of temporary uses in the planning area is regulated by Chapter 22, *Temporary Uses, Structures, and Activities,* of the TRPA Code of Ordinances; by Washoe County Development Code Article 310, *Temporary Uses and Structures*; and by Washoe County Code Chapter 25, *Business Licenses, Permits and Regulations*. **The County may approve a temporary use, structure, or activity if the temporary use, structure, or activity has been granted an approved temporary use permit by TRPA in accordance with the TRPA Code of Ordinances, even if such use, structure, or activity is not otherwise authorized in Washoe County Code.** Approved TRPA master plans in the planning area may also provide for temporary uses (see Section 110.220.405, *TRPA Approved Master Plans*).

SECTION 12. Section 110.220.125 of the Washoe County Code is hereby amended to read as follows:

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

(a) Flood. All development in the plan area that is subject to floods must meet the design and development standards established in Washoe County Development Code Article 416, *Flood Hazards*.

(b) Seismic. The building codes adopted by Washoe County require all development to meet building standards based on the identified seismic zone. The currently adopted codes are the 2018 International Building Code and the 2018 International Residential Code, with the Northern Nevada Amendment package.

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

(d) Wildfire. All development in the plan area is subject to additional standards for protection from potential wildfire hazards. The current required standards are those of the 2018 International Wildland Urban Interface Code.

(e) Landslide. Development on slopes of 15% or greater may require an appropriate geo-technical study and to comply with the final recommendations of the study. The county engineer will determine when a study is appropriate. Additionally, Washoe County Building Codes require all development to meet building standards based on soil type. The currently adopted codes are the 2018 International Building Code and the 2018 International Residential Code, with the Northern Nevada Amendment package.

(f) Tsunami/Seiche. In the Tahoe basin all land below 6,259' is within the potential tsunami/seiche inundation zone. Washoe County will inform all applicants for development within the identified inundation zone that the property is within the identified zone.

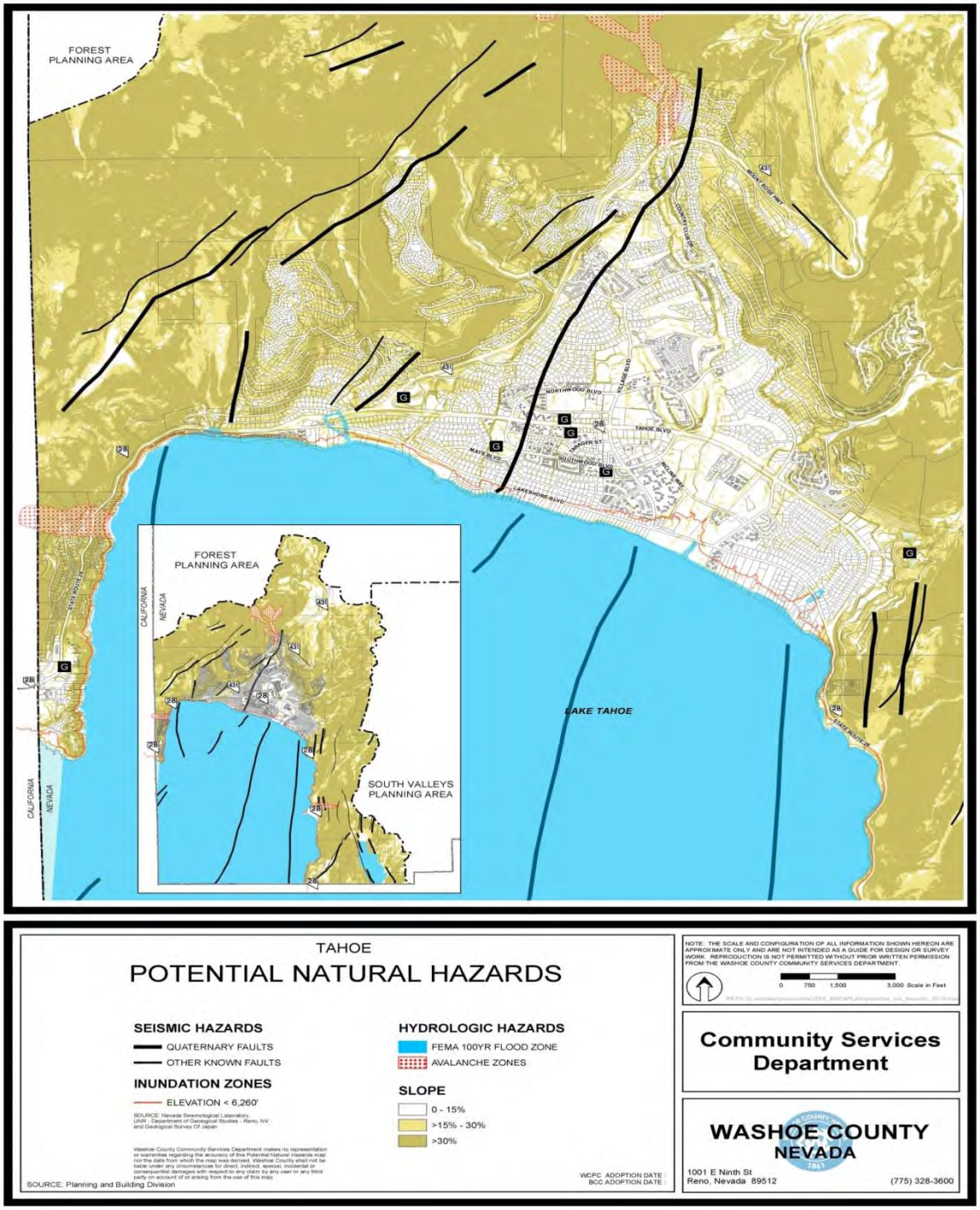


Figure 110.220.03 Potential Natural Hazards

SECTION 13. Section 110.220.130 of the Washoe County Code is hereby amended to read as follows:

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

Standards for Mixed-Use and Tourist Regulatory Zones.

SECTION 14. Section 110.220.135 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.135 Crystal Bay Tourist Regulatory Zone.

CRYSTAL BAY TOURIST REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Add 'l Regs.
Residential		
Employee Housing	S	Based on other residential use densities
Multiple Family Dwelling **(more than four units)**	~~S~~**AR**	~~15~~ **10** units per acre ~~miniumum~~ **minimum** 25 units per acre maximum
Multiple Family Dwelling (four units or less)	**A**	**10 units per acre minimum** **25 units per acre maximum**
Multi-Person Dwelling	S	25 people per acre
Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodations		
Bed and Breakfast Facilities	A	5 units per site 10 units per acre
Hotels, Motels and Other Transient Dwelling Units	A	40 units per acre
Timeshare (Hotel/Motel Design)	S	Based on hotel/motel and other transient use densities set forth above
Commercial		
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Service Stations	S	
General Merchandise Stores	S	
Amusements and Recreation Services	S	
Gaming Non-restricted	A	
Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Broadcasting Studios	A	

Business Support Services	A	
Financial Services	A	
Health Care Services	A	
Personal Services	A	
Professional Offices	A	
Repair Services	S	
Schools – Business and Vocational	S	
Vehicle Storage and Parking	S	
Public Service		
Churches	S	
Cultural Facilities	S	
Day Care Centers/Preschools	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	S	
Pipelines and Power Transmission	S	
Public Utility Centers	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Day Use Areas	A	
Participant Sports Facilities	S	
Sport Assembly	S	
Outdoor Recreation Concessions	A	
Visitor Information Center	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

DRAFT: May 8, 2025

SECTION 15. Section 110.220.140 of the Washoe County Code is hereby amended to read as follows:

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

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

(1) Preferred Affordable Housing Area

(2) Scenic Restoration Area

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

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

(c) Protect and enhance views to the lake from the commercial areas**.**

(d) Notwithstanding the setback standards in Section 110.220.55, any structure with an existing non-conforming setback from a property line that runs concurrent with the state line may maintain such existing non-conformity as part of a reconstruction or redevelopment project.

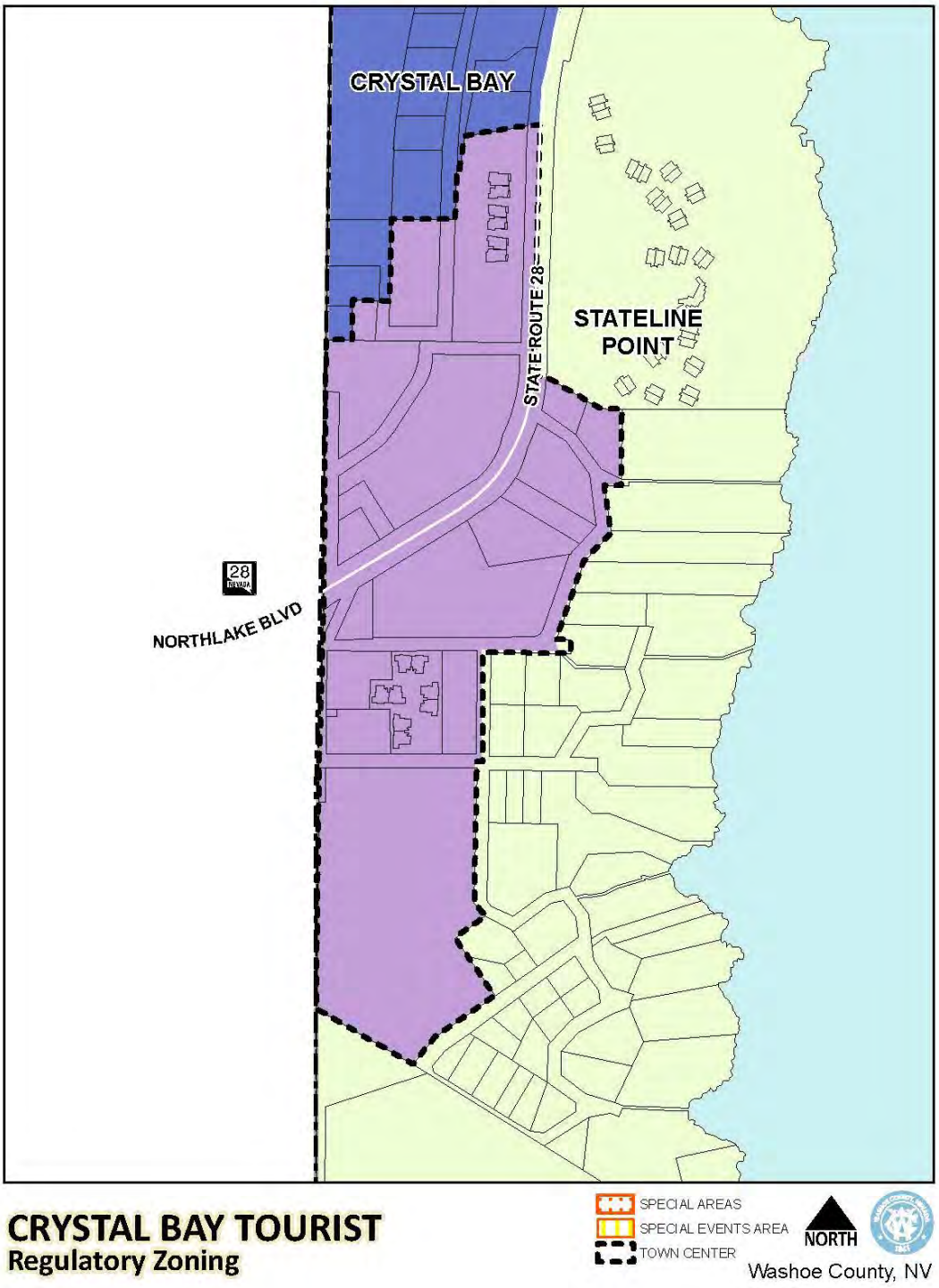


Figure 110.220.~~00~~4 Crystal Bay Tourist Regulatory Zone Location Map

SECTION 16. Section 110.220.145 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.145 Incline Village Commercial Regulatory Zone.

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	Based on other residential use densities
Multiple Family Dwelling **(more than four units)**	~~S~~**AR**	~~15~~ **10** units per acre ~~Minimum~~ **minimum** 25 units per acre maximum
Multiple Family Dwelling (four units or less)	**A**	**10 units per acre minimum** **25 units per acre maximum**
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care (Section 110.220.410)	S	40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre
Single Family Dwellings	S	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	A	5 units per site
Hotels, Motels and Other Transient Dwelling Units	A	40 units per acre
Timeshare (Hotel/Motel Design)	S	Based on hotel, motel and other transient use densities set forth above
Timeshare (Residential Design)	S	Based on hotel, motel and other transient use densities set forth above
Commercial		
Auto, Mobile Home and Vehicle Dealers	A	
Building Materials and Hardware	A	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Outdoor Retail Sales	S	
Service Stations	A	
Amusements and Recreation Services	S	

Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Animal Husbandry Services	A	
Auto Repair and Service	S	
Broadcasting Studios	A	
Business Support Services	A	
Financial Services	A	
Contract Construction Services	A	
Health Care Services	A	
Laundries and Dry Cleaning Plant	A	
Personal Services	A	
Professional Offices	A	
Repair Services	A	
Sales Lot	S	
Schools – Business and Vocational	A	
Secondary Storage	S	
Food and Kindred Products	S	
Fuel and Ice dealers	S	
Industrial Services	S	
Printing and Publishing	A	
Small Scale Manufacturing	S	
Storage Yards	S	
Vehicle and Freight Terminals	S	
Vehicle Storage and Parking	S	
Warehousing	S	
Wholesale and Distribution	S	
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Pipelines and Power Transmission	S	
Schools – Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Day Use Areas	A	
Participant Sports Facilities	A	
Outdoor Recreation Concessions	S	
Recreational Centers	A	
Riding and Hiking Trails	S	

Sport Assembly	S	
Visitor Information Centers	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA 1		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling*	A	1 unit per parcel
Multiple Family Dwelling	A	~~15~~ **10** units per acre minimum 25 units per acre
Employee Housing	A	Based on other residential use densities
Nursing and Personal Care (Section 110.220.410)	S	40 people per acre
Residential Care (Section 110.220.410)	S	40 people per acre
Commercial		
Building Materials and Hardware	S	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Outdoor Retail Sales	S	
Service Stations	S	
Privately Owned Assembly and Entertainment	S	
Broadcasting Studios	A	
Financial Services	A	
Health Care Services	A	

Personal Services	A	
Professional Offices	A	
Repair Services	A	
Schools – Business and Vocational	A	
Printing and Publishing	S	
Public Service		
Churches	A	
Cultural Facilities	A	
Day Care Centers/Preschools	A	
Government Offices	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	A	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #2		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Commercial		
General Merchandise Stores	A	
Mail Order and Vending	A	
Building Materials and Hardware	S	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings, and Equipment	A	
Professional Offices	A	
Broadcasting Studios	A	
Schools – Business and Vocational	A	
Financial Services	A	
Health Care Services	A	
Printing and Publishing	S	

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE SPECIAL AREA #3		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Public Service		
Churches	A	
Collection Stations	S	
Regional Public Health and Safety Facilities	S	
Health Care Services	S	
Cultural Facilities	A	
Day Care Centers/Preschools	S	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	

Publicly Owned Assembly and Entertainment	S	
Pipelines and Power Transmission	S	
Schools – Kindergarten through Secondary	A	
Social Service Organizations	A	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	S	
Thinning	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

*Only when associated with an approved tentative subdivision map of multifamily into air space Condominiums

SECTION 17. Section 110.220.150 of the Washoe County Code is hereby amended to read as follows:

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

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

(1) Preferred Affordable Housing Area

(2) Scenic Restoration Area

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

(b) Parking areas should be developed taking access from local streets such as Alder Avenue and Incline Way.

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

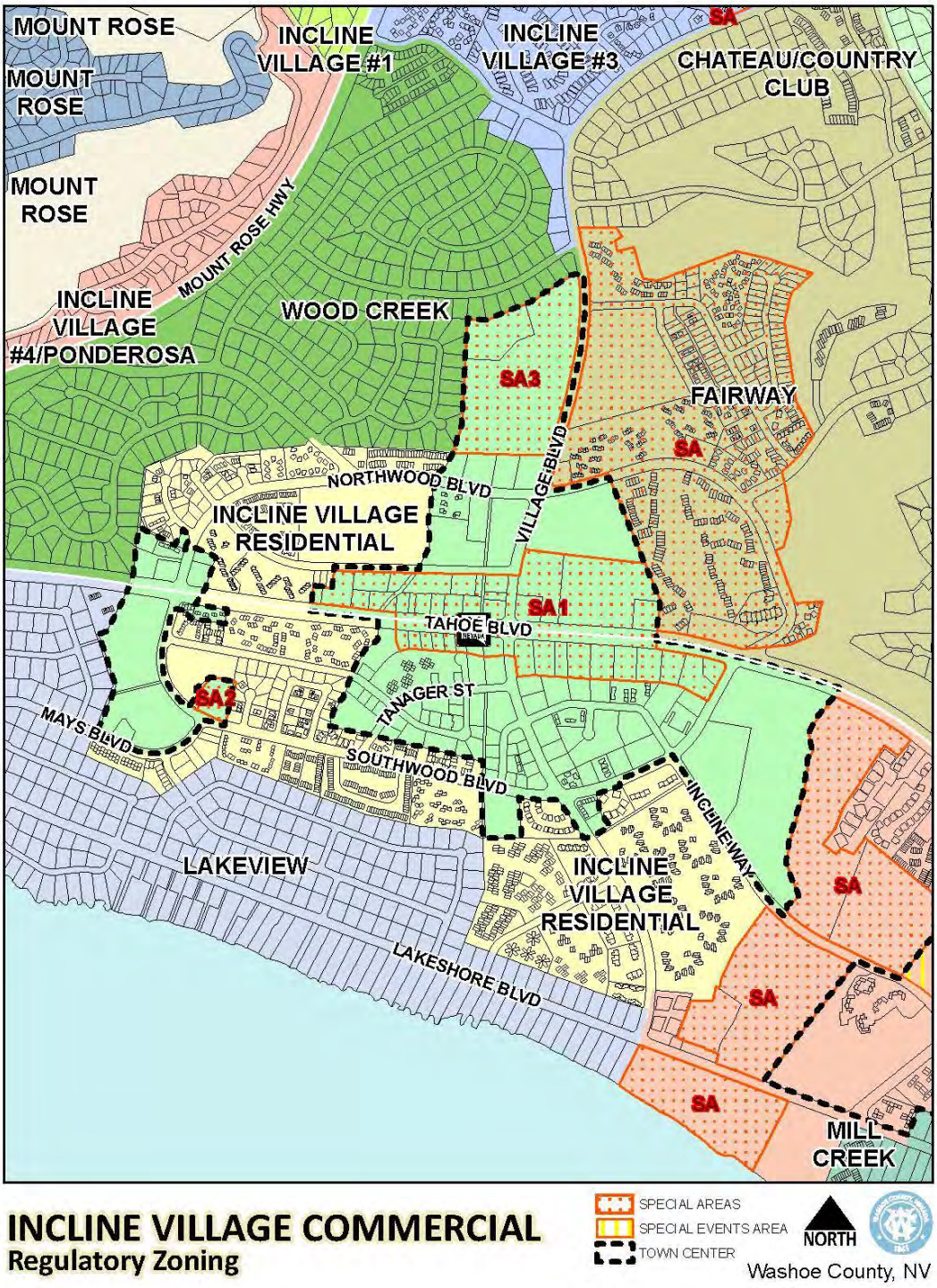


Figure 110.220.005 Incline Village Commercial Regulatory Zone Location Map

SECTION 18. Section 110.220.155 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.155 Incline Village Tourist Regulatory Zone.

INCLINE VILLAGE TOURIST REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	S	Based on other residential use densities
Multiple Family Dwelling **(more than four units)** Within the Town Center Outside of the Town Center	~~S~~**AR**	~~15~~ **10** units per acre minimum 25 units per acre maximum 15 units per acre
Multiple Family Dwelling (four units or less) **Within the Town Center** **Outside of the Town Center**	**A**	**10 units per acre minimum** **25 units per acre maximum** **15 units per acre**
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care within the Town Center (Section 110.220.410) Other Nursing and Personal Care	S	40 people per acre 25 people per acre
Residential Care within the Town Center (Section 110.220.410) Other Residential Care	S	40 people per acre 25 people per acre
Single Family Dwellings	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Tourist Accommodation		
Bed and Breakfast Facilities	A	5 units per site
Hotels, Motels and Other Transient Dwelling Units Within the Town Center Outside of the Town Center, with less than 10% of units with kitchens Outside of the Town Center, with 10% or more of units with kitchens	A	40 units per acre 40 units per acre 15 units per acre
Timeshare (Residential Design)	S	Based on hotel, motel and other transient use densities set forth above
Timeshare (Hotel/Motel Design)	S	Based on hotel, motel and other transient use densities set forth above

Commercial		
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	S	
Outdoor Retail Sales	S	
Service Stations	S	
Amusements and Recreation Services	S	
Gaming - Non-restricted	A	
Privately Owned Assembly and Entertainment	S	
Outdoor Amusements	S	
Broadcasting Studios	A	
Business Support Services	A	
Financial Services	A	
Health Care Services	A	
Personal Services	A	
Professional Offices	A	
Schools – Business and Vocational	S	
Vehicle Storage and Parking	S	
Public Service		
Cemeteries	S	
Churches	S	
Collection Stations	A	
Cultural Facilities	A	
Day Care Centers/Preschools	A	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	
Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	S	
Schools—Kindergarten through Secondary Schools	**S**	
Schools – College	S	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving	S	

Facilities		
Recreation		
Beach Recreation	A	
Boat Launching Facilities	S	
Cross Country Skiing Courses	S	
Day Use Areas	A	
Golf Courses	S	
Marinas	S	
Outdoor Recreation Concessions	A	
Participant Sports Facilities	S	
Recreation Centers	S	
Riding and Hiking Trails	A	
Sport Assembly	S	
Visitor Information Centers	A	
Resource Management		
Reforestation	A	
Regeneration Harvest	S	
Sanitation Salvage Cut	A	
Special Cut	S	
Thinning	A	
Timber Stand Improvements	S	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

INCLINE VILLAGE TOURIST REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Public Service		
Cemeteries	S	
Churches	S	
Collection Stations	A	
Cultural Facilities	A	
Day Care Centers/Preschools	A	
Government Offices	A	
Hospitals	A	
Local Assembly and Entertainment	A	
Local Post Office	A	

Local Public Health and Safety Facilities	A	
Membership Organizations	A	
Publicly Owned Assembly and Entertainment	S	
Regional Public Health and Safety Facilities	S	
Schools – College	S	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Beach Recreation	A	
Boat Launching Facilities	S	
Cross Country Skiing Courses	S	
Day Use Areas	A	
Golf Courses	S	
Marinas	S	
Outdoor Recreation Concessions	A	
Participant Sports Facilities	S	
Recreation Centers	S	
Riding and Hiking Trails	A	
Sport Assembly	S	
Visitor Information Centers	A	
Resource Management		
Reforestation	A	
Regeneration Harvest	S	
Sanitation Salvage Cut	A	
Special Cut	S	
Thinning	A	
Timber Stand Improvements	S	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	

SHOREZONE – TOLERANCE DISTRICT 7		
The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Water-Oriented Outdoor Recreation	A	
Beach Recreation	A	
Water Borne Transit	S	
Tour Boat Operations	S	
Safety and Navigation Facilities	A	
Salvage Operations	S	
Marinas	S	
Boat Launching Facilities	S	
Accessory Structure		
Buoys	A	
Piers	A	
Fences	S	
Boat Ramps	A	
Breakwaters or Jetties	S	
Floating Docks and Platforms	A	
Shoreline Protective Structures	S	
Water Intake Lines	A	

SECTION 19. Section 110.220.160 of the Washoe County Code is hereby amended to read as follows:

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

(a) The following location is established as a Special Event Area in accordance with TRPA Code of Ordinances Subsection 22.6.3, *Special Event Areas*:

(1) ~~Sierra Nevada College~~ **University of Nevada, Reno at Tahoe** and the UC Davis Tahoe Environmental Research Center, as encompassed by 2020 Assessor Parcel Numbers 127-040-04, 127-040-09, and 127-040-10 and indicated in Figure 110.220.006.

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

(1) Preferred Affordable Housing Area

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

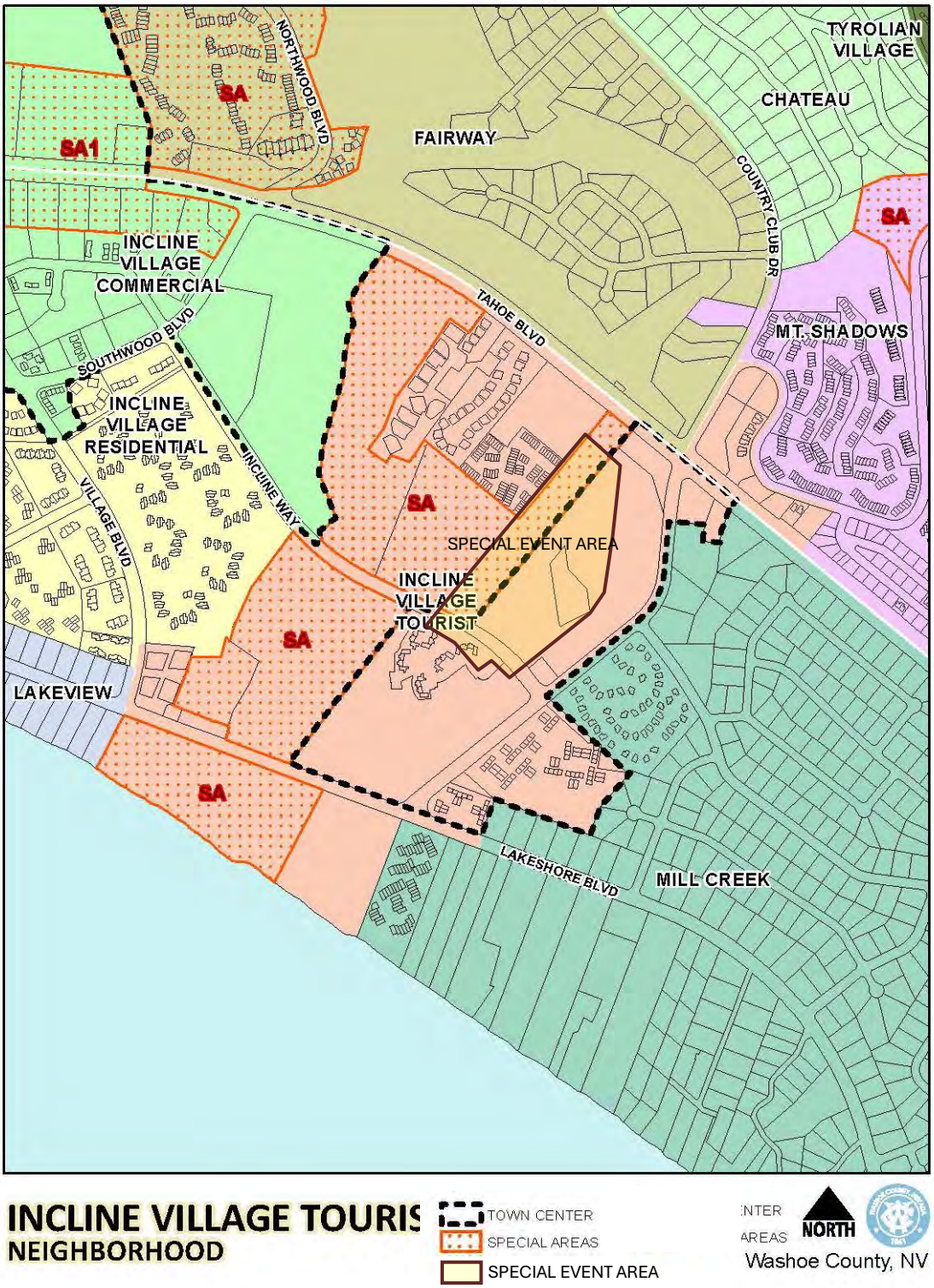


Figure 110.220.006 Incline Village Tourist Regulatory Zone Location Map

DRAFT: May 8, 2025

SECTION 20. Section 110.220.165 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.165 Ponderosa Ranch Regulatory Zone.

PONDEROSA RANCH REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Multiple Family Dwelling	**A**	**15 units per acre**
Employee Housing	**A**	**15 units per acre**
Commercial		
Auto, Mobile Home and Vehicle Dealers	S	
Building Materials and Hardware	A	
Eating and Drinking Places	A	
Food and Beverage Retail Sales	A	
Furniture, Home Furnishings and Equipment	A	
General Merchandise Stores	A	
Mail Order and Vending	A	
Nursery	A	
Animal Husbandry Services	A	
Auto Repair and Service	A	
Broadcasting Studios	A	
Business Support Services	A	
Contract Construction Services	A	
Laundries and Dry Cleaning Plant	A	
Repair Services	A	
Sales Lot	A	
Secondary Storage	S	
Batch Plants	S	
Food and Kindred Products	S	
Fuel and Ice dealers	S	
Industrial Services	S	
Printing and Publishing	A	
Recycling and Scrap	S	
Small Scale Manufacturing	A	
Storage Yards	A	
Vehicle and Freight Terminals	A	
Vehicle Storage and Parking	A	
Warehousing	A	
Wholesale and Distribution	A	
Public Service		
Collection Stations	S	
Day Care Centers/Preschools	A	
Local Post Office	A	
Local Public Health and Safety Facilities	S	
Public Utility Centers	S	
Regional Public Health and Safety Facilities	S	
Social Service Organizations	S	

Pipelines and Power Transmissions	S	
Transit Stations and Terminals	A	
Transportation Routes	S	
Transmission and Receiving Facilities	S	
Recreation		
Cross Country Ski Courses	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Regeneration Harvest	A	
Sanitation Salvage Cut	A	
Selection Cut	A	
Special Cut	A	
Thinning	A	
Timber Stand Improvement	A	
Tree Farms	A	
Early Successional Stage Vegetation Management	A	
Nonstructural Fish Habitat Management	A	
Nonstructural Wildlife Habitat Management	A	
Structural Fish Habitat Management	A	
Structural Wildlife Habitat Management	A	
Fuels Treatment/Management	S	
Insect and Disease Suppression	S	
Sensitive Plant Management	A	
Uncommon Plant Community Management	A	
Erosion Control	A	
Runoff Control	A	
Stream Environment Zone Restoration	A	
PERMISSIBLE USES – PONDEROSA RANCH REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	15 units per acre
Multiple Family Dwelling	**A**	**15 units per acre**
Nursing and Personal Care	S	25 people per acre
Residential Care	S	25 people per acre
Tourist Accommodations		
Hotels, Motels and Other Transient Dwelling Units Less than 10% of units with kitchens 10% or more of units with kitchens	A	 40 units per acre 15 units per acre
Commercial		
Eating and Drinking Places	A	
Amusements and Recreation Services (Limited, See Ponderosa Ranch Special Policies)	A	
Business Support Services (Limited - See Ponderosa Ranch Special Policies)	A	
Professional Offices	A	

Animal husbandry (Limited – See Ponderosa Ranch Special Policies)	A	
Financial Services	A	
Vehicle Storage and Parking	S	
Public Service		
Same as General List with the Addition of Cultural Facilities	A	
Recreation		
Cross Country Ski Courses	S	
Day Use Areas	A	
Group Facilities	S	
Outdoor Recreation Concessions	A	
Riding and Hiking Trails	A	
Rural Sports	A	
Undeveloped Campgrounds	S	
Visitor Information Centers	S	
Resource Management		
Same as General List with the Addition of Farm/Ranch Accessory Structures	A	

SECTION 21. Section 110.220.170 of the Washoe County Code is hereby amended to read as follows:

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

(a) In the Special Area, certain allowed uses are further limited to the following specific use-type examples.

(1) Amusement and recreational use-type is limited to indoor movie theater, athletic clubs, sauna/spa/hot tubs.

(2) Animal husbandry use-type is limited to animal hospitals and veterinary offices.

(3) Business support services use-type is limited to blue printing, commercial art and design, and computer/IT support.

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

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

---

(2) Scenic Restoration Area

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

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

(c) Additional development on the visible narrow benches above the parking lot in the Ponderosa Ranch Regulatory Zone shall include adequate mitigation measures to mitigate scenic impacts caused by the development when viewed from scenic threshold travel routes.

(d) In order to retain long-standing development standards for areas that were within Community Plans prior to the adoption of the Area Plan and are not included in the Town

Center, provisions of the TRPA Code of Ordinances that apply to Community Plans and Community Plan Areas shall continue to apply.

(e) New uses in the Ponderosa Ranch regulatory zone shall share existing driveways.

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

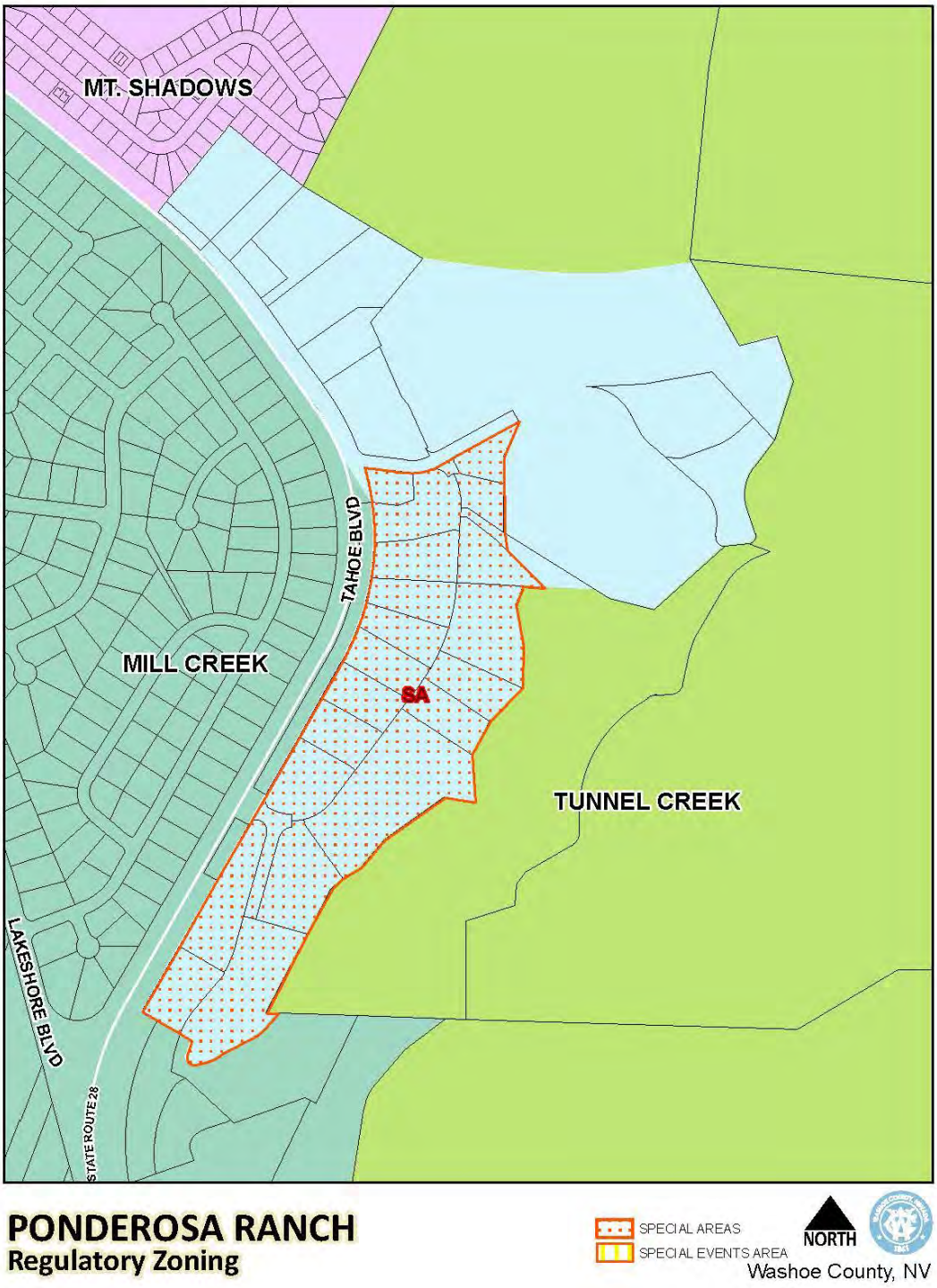


Figure 110.220.007 Ponderosa Ranch Regulatory Zone Location Map

SECTION 22. Section 110.220.200 of the Washoe County Code is hereby amended to read as follows:

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

(a) The existing golf course is recognized as appropriate and conforming uses.

(b) Multi-family residential development shall be restricted to those lots designated as eligible for multi-density under the approved subdivision map for Incline Village Unit #3. The following table identifies lots eligible for multi-family residential density based on the recorded map for Incline Village #3 (Washoe County Tract No. 1117):

Block	Lots	Maximum Density
A	1-12	4 units ea.
A	17-24	4 units ea.
B	1-6	2 units ea,
B	7	4 units
B	8-9	2 units ea.
B	10-11	4 units ea.
B	12-13	2 units ea.
C	1	4 units
C	2-3	2 units ea.
C	4-5	4 units ea.
C	6-12	2 units ea.
D	All	4 units ea.
G	12-17	4 units ea.
H	1-5	4 units ea.
J	1	4 units
L	1-4	4 units ea.
L	19-26	4 units ea.
Q	1-2	2 units ea.
Q	3-9	4 units ea.
Q	10	2 units
Q	11-12	4 units ea.

(c) Multi-family residential development in the Special Area shall have a minimum density of 5.47 units per acre and a maximum density of 8 units per acre.

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

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

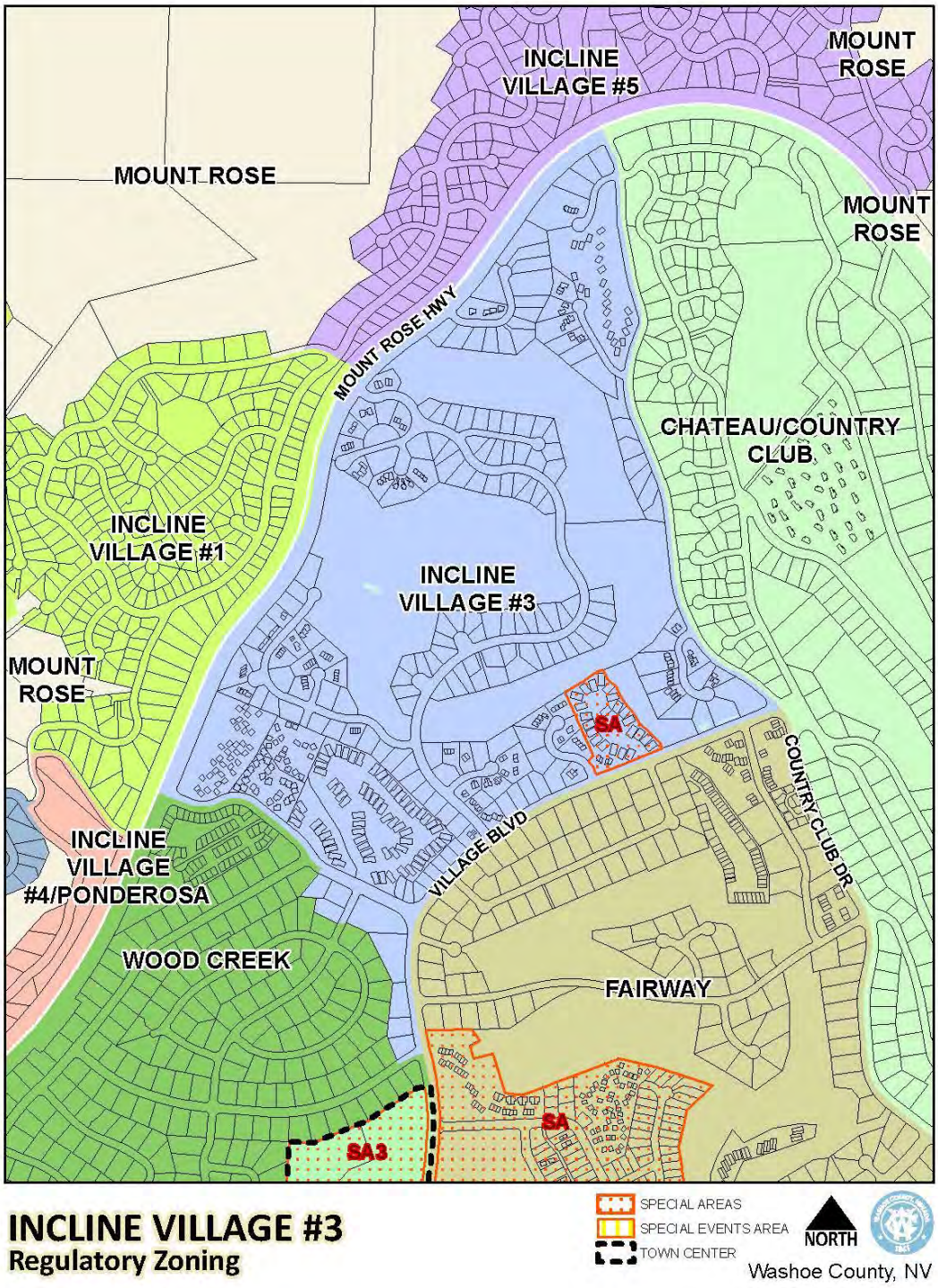


Figure 110.220.010 Incline Village 3 Location Map

SECTION 23. Section 110.220.210 of the Washoe County Code is hereby amended to read as follows:

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

(a) The lots in Incline Village #4 designated as eligible for multiple units under the approved subdivision map shall be eligible for such density with transfer of development rights. The following table identifies lots eligible for multi-family residential density based on the recorded map for Incline Village #4 (Washoe County Tract No. 1136):

Block	Lots	Maximum Density
B	7-11	4 units ea.
C	1	4 units
C	2	2 units
C	3-9	4 units ea.
D	1	4 units
D	7-9	4 units ea.
D	11-18	4 units ea.

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

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

Figure 110.220.011 Incline Village 4 Regulatory Zone Location Map

SECTION 24. Section 110.220.215 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.215 Incline Village 5 Regulatory Zone.

INCLINE VILLAGE 5 REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	~~S~~**A**	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Public Service		
Local Public Health and Safety Facilities	S	
Transit Stations and Terminals	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
Recreation		
Participant Sports	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

SECTION 25. Section 110.220.220 of the Washoe County Code is hereby amended to read as follows:

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

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

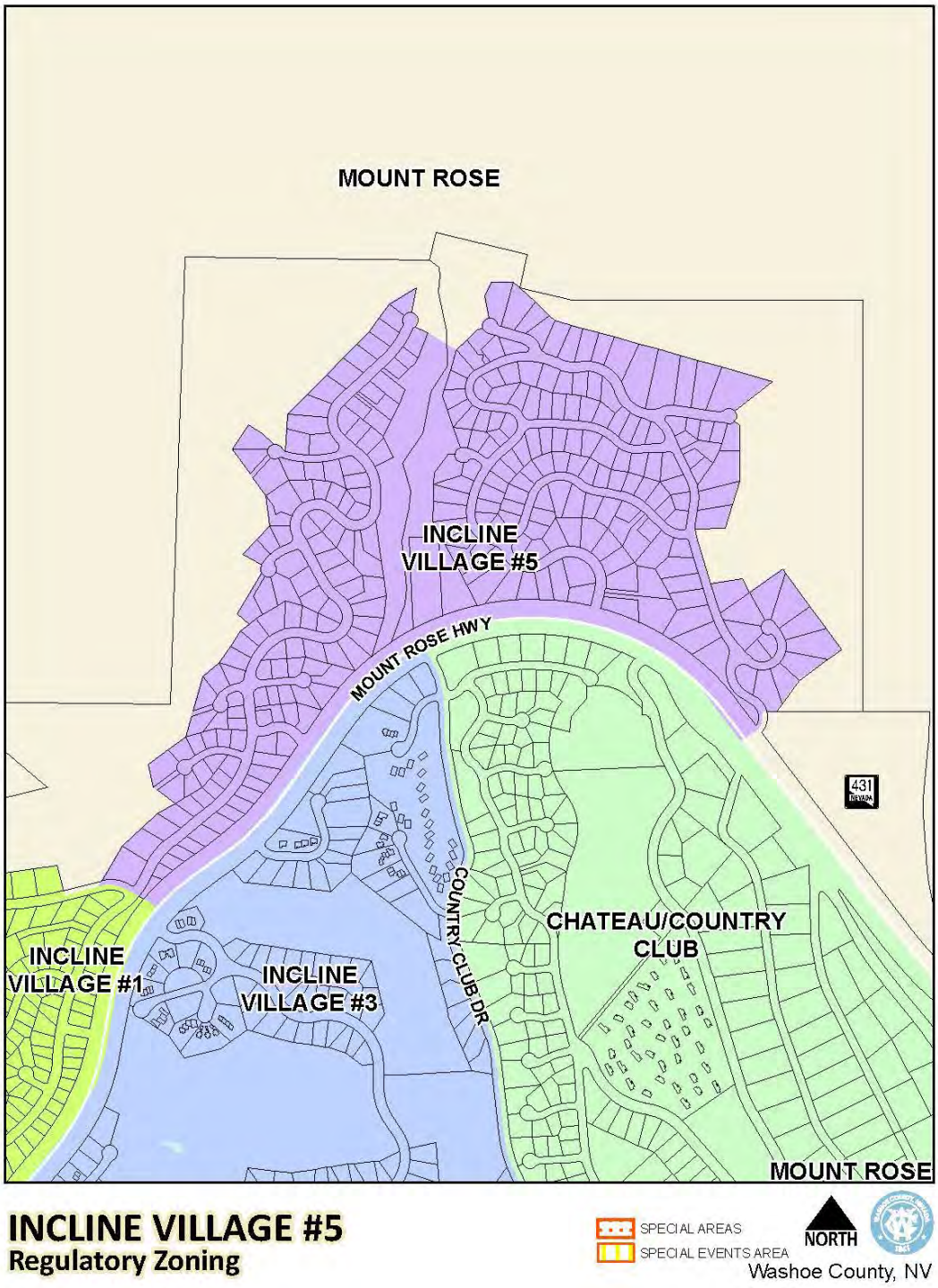


Figure 110.220.012 Incline Village 5 Regulatory Zone Location Map

SECTION 26. Section 110.220.230 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.230 Incline Village Residential Regulatory Zone Special Policies. The following special policies will be implemented in the Incline Village Residential Regulatory Zone.

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

(1) Preferred Affordable Housing Area

(2) Scenic Restoration Area

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

Figure 110.220.013 Incline Village Residential Regulatory Zone Location Map

SECTION 27. Section 110.220.245 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.245 Crystal Bay Regulatory Zone

CRYSTAL BAY REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	~~S~~**A**	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Public Service		
Local Public Health and Safety Facilities	S	
Transit Stations	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
Recreation		
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Management/Treatment	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	

SHOREZONE – TOLERANCE DISTRICT 3		
The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Salvage Operations	A	
Safety and Navigation Devices	A	
Accessory Structure		
Buoys	A	
Piers	A	
Floating Docks and Platforms	A	
Fences	S	
Boat Ramps	S	
Breakwaters or Jetties	S	
Shoreline Protective Structures	S	
Water Intake Lines	S	

DRAFT: May 8, 2025

SECTION 28. Section 110.220.250 of the Washoe County Code is hereby amended to read as follows:

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

(a) ~~Due to the environmental sensitivity of the area, limited emergency access, and geologic hazards, all further development in this Regulatory Zone shall be subject to a special use permit.~~ **Prior to any development on a parcel in this Regulatory Zone, the property owner shall record a hold harmless agreement which shall run with the land and provide that the County shall be held harmless from any liability resulting from avalanche activity or geological hazards.**

(b) Further encroachment permits onto Highway 28 should be discouraged.

~~(c) Due to the sensitivity of the area and the public safety issues, all further development will be considered a special use.~~

~~(d) Further study of the avalanche danger is required to resolve the avalanche problem and to ensure that new and existing development is consistent with the findings of that study.~~

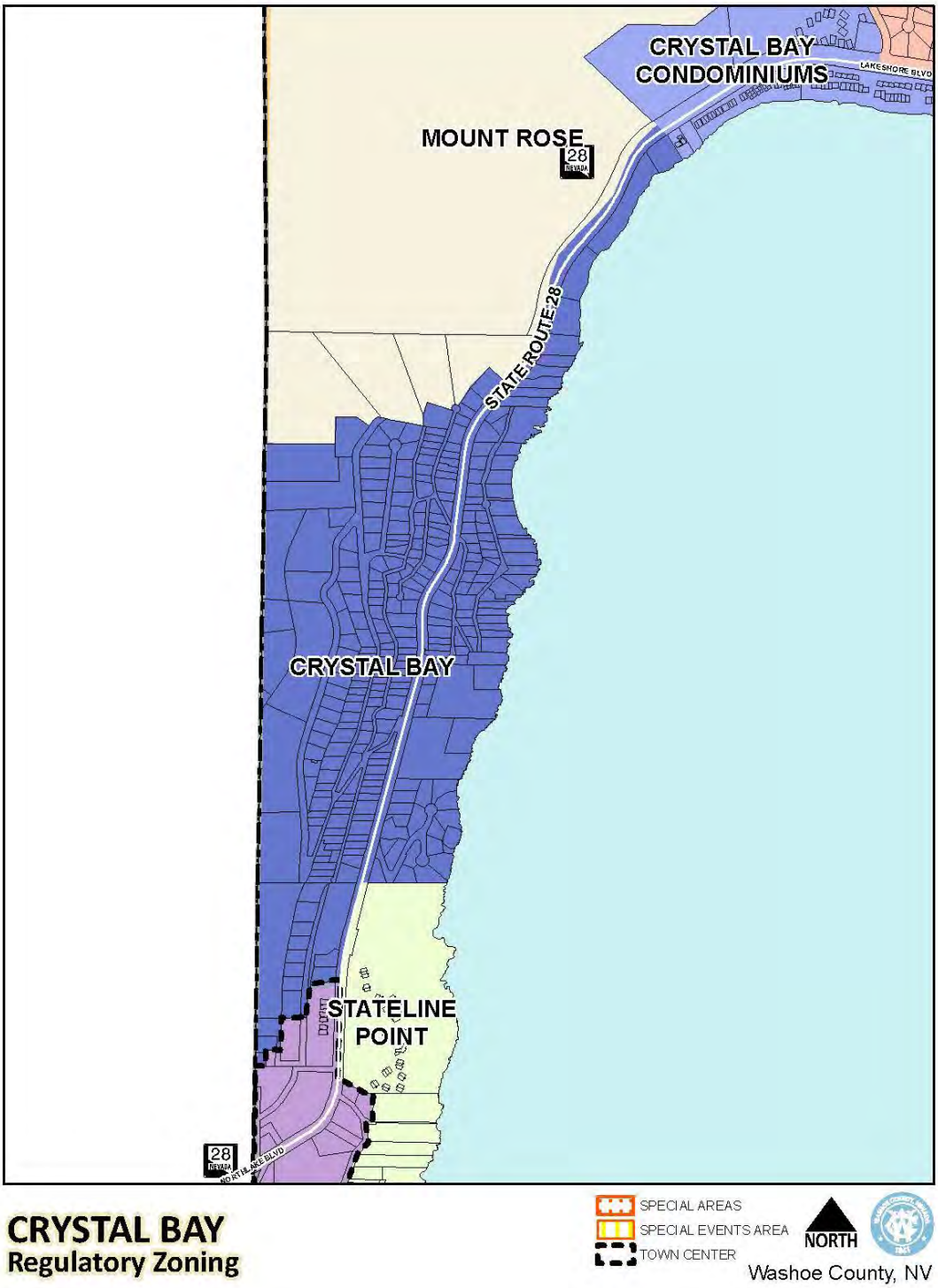


Figure 110.220.015 Crystal Bay Regulatory Zone Location Map

SECTION 29. Section 110.220.300 of the Washoe County Code is hereby amended to read as follows:

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

(a) The development of commercial facilities on vacant parcels in the Special Area shall be limited to the parcels abutting Northwood Boulevard.

(b) Multi-residential units permitted in the Special Area may be converted to residential timeshare uses. The conversion of such units shall not be counted under the tourist accommodation allocation limitations if they were originally counted under the residential allocation limitations.

(c) The Special Area should be considered for future inclusion in the Incline Village Commercial Regulatory Zone and the Town Center.

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

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

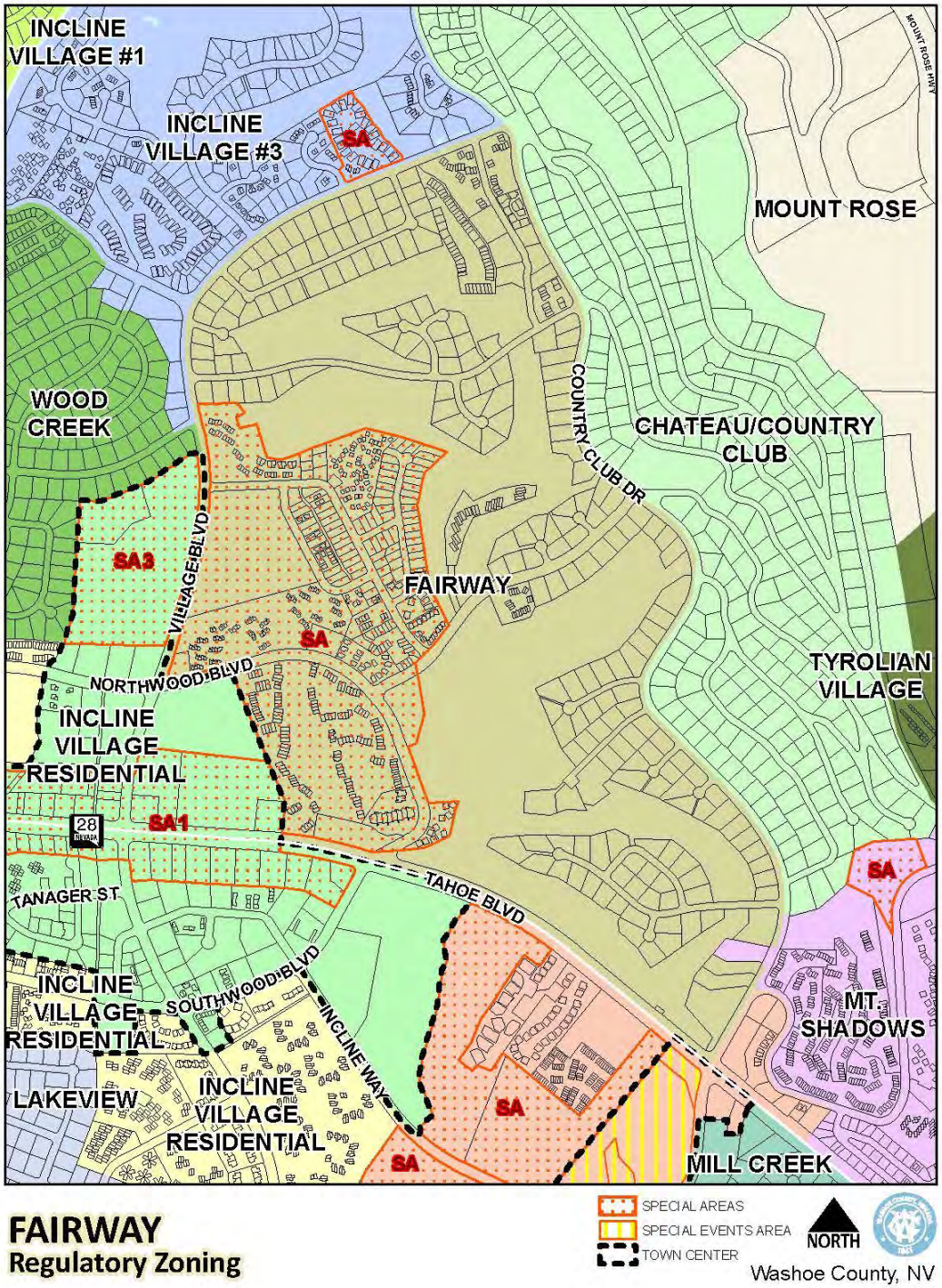


Figure 110.220.020 Fairway Regulatory Zone Location Map

SECTION 30. Section 110.220.325 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.325 Tyrolian Village Regulatory Zone.

TYROLIAN VILLAGE REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwellings	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Public Service		
Local Public Health and Safety Facilities	S	
Transit Stations and Terminals	S	
Pipelines and Power Transmission	S	
Transmission and Receiving Facilities	S	
Transportation Routes	S	
Public Utility Centers	S	
Recreation		
Participant Sports Facilities	S	
Temporary Events	A	
Day Use Areas	A	
Riding and Hiking Trails	A	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment/Management	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
~~PERMISSIBLE USES – TYROLIAN VILLAGE REGULATORY ZONE SPECIAL AREA~~		
~~Allowable Land Uses by Land Use Classification~~	~~Land Use Permit~~	~~Density~~
~~Residential~~		
~~Same as General List~~		
~~Tourist Accommodations~~		
~~Time Sharing – Residential Design (See Special Policies)~~	~~S~~	~~15 units per acre~~
~~Bed and Breakfast Facilities~~	~~S~~	~~10 units per acre~~
~~Public Service~~		
~~Same as General List~~		
~~Recreation~~		
~~Same as General List~~		
~~Resource Management~~		
~~Same as General List~~		

DRAFT: May 8, 2025

SECTION 31. Section 110.220.330 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.330 Tyrolian Village Regulatory Zone Special Policies. The following special policies will be implemented in the Tyrolian Village Regulatory Zone.

(a) Roofs and eaves may overhang the property line in order to accomplish any necessary design standards.

(b) Garages may be constructed in the common parcel, provided the following conditions are met:

(1) One detached garage, no more than 24 x 24 feet (576 square feet), measured at the foundation line;

(2) Limited to one story;

(3) Use of garage is limited to vehicle parking;

(4) Garage shall not be converted or used for living space, commercial use, work or storage space (excluding parking);

(5) Homeowner shall enter into a garage license agreement with Tyrolian Village Association, Inc., and abide by the requirements of relevant CC&R provisions, and other governing documents;

(6) The homeowner is responsible for payment of taxes or assessments due to be paid by reason of the existence of the easement or garage structure;

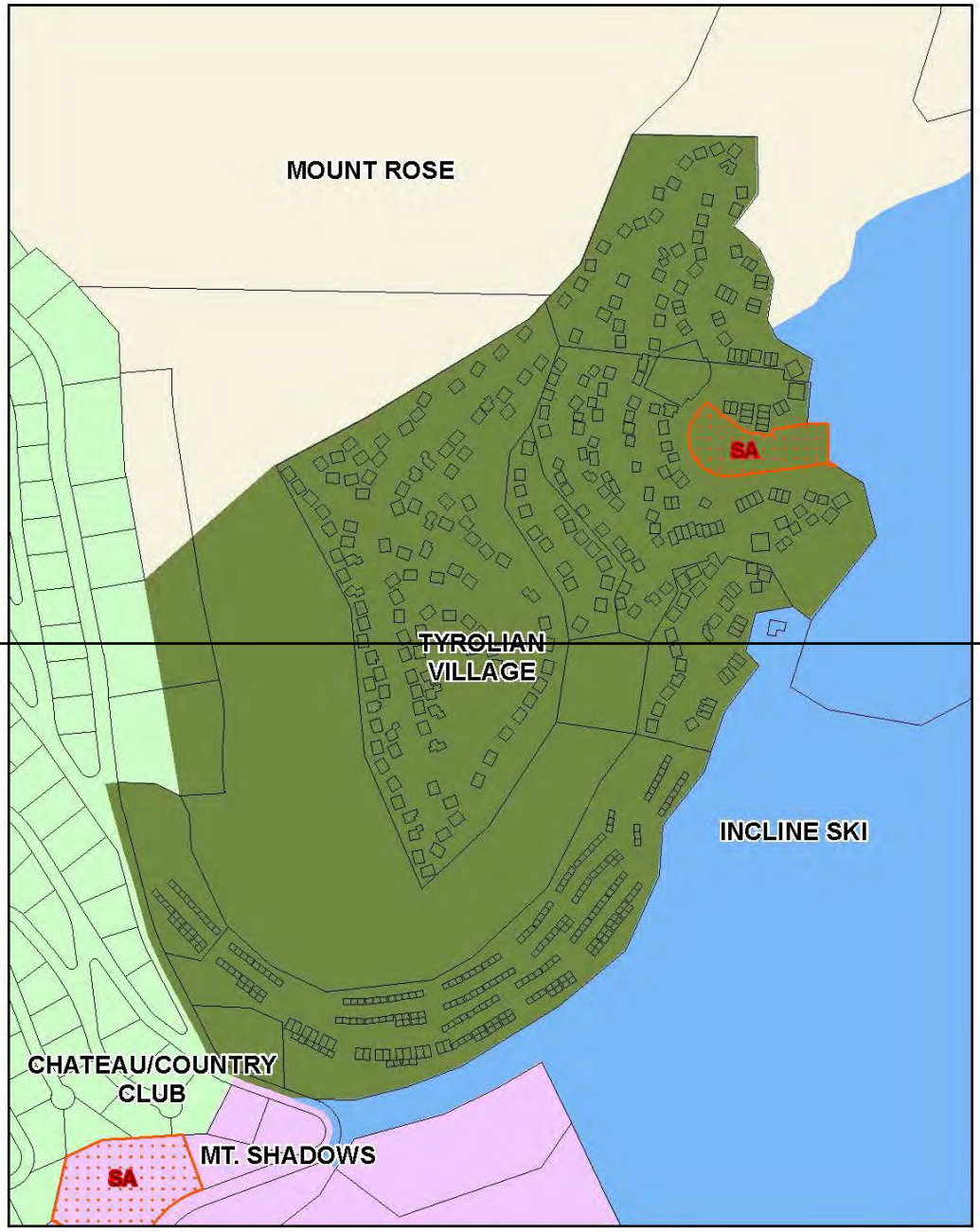
(7) The homeowner is solely responsible for maintenance and upkeep of the garage; and

(8) The homeowner is required to use the garage only in a manner consistent with all laws and regulations of the State of Nevada, Washoe County, TRPA, and any other governmental agency having jurisdiction.

(9) Transfer/relocation of coverage into the common parcel shall comply with TRPA requirements.

~~(c) Timeshares – Residential Design developed on Parcel "L" of Tyrolian Village Unit No. 1, Washoe County Assessor Parcel Number 126-420-02, shall be limited to a maximum of four structures and a maximum density of eight timeshare units.~~

DRAFT: May 8, 2025



TYROLIAN VILLAGE
Regulatory Zoning

SPECIAL AREAS
SPECIAL EVENTS AREA
NORTH
Washoe County, NV

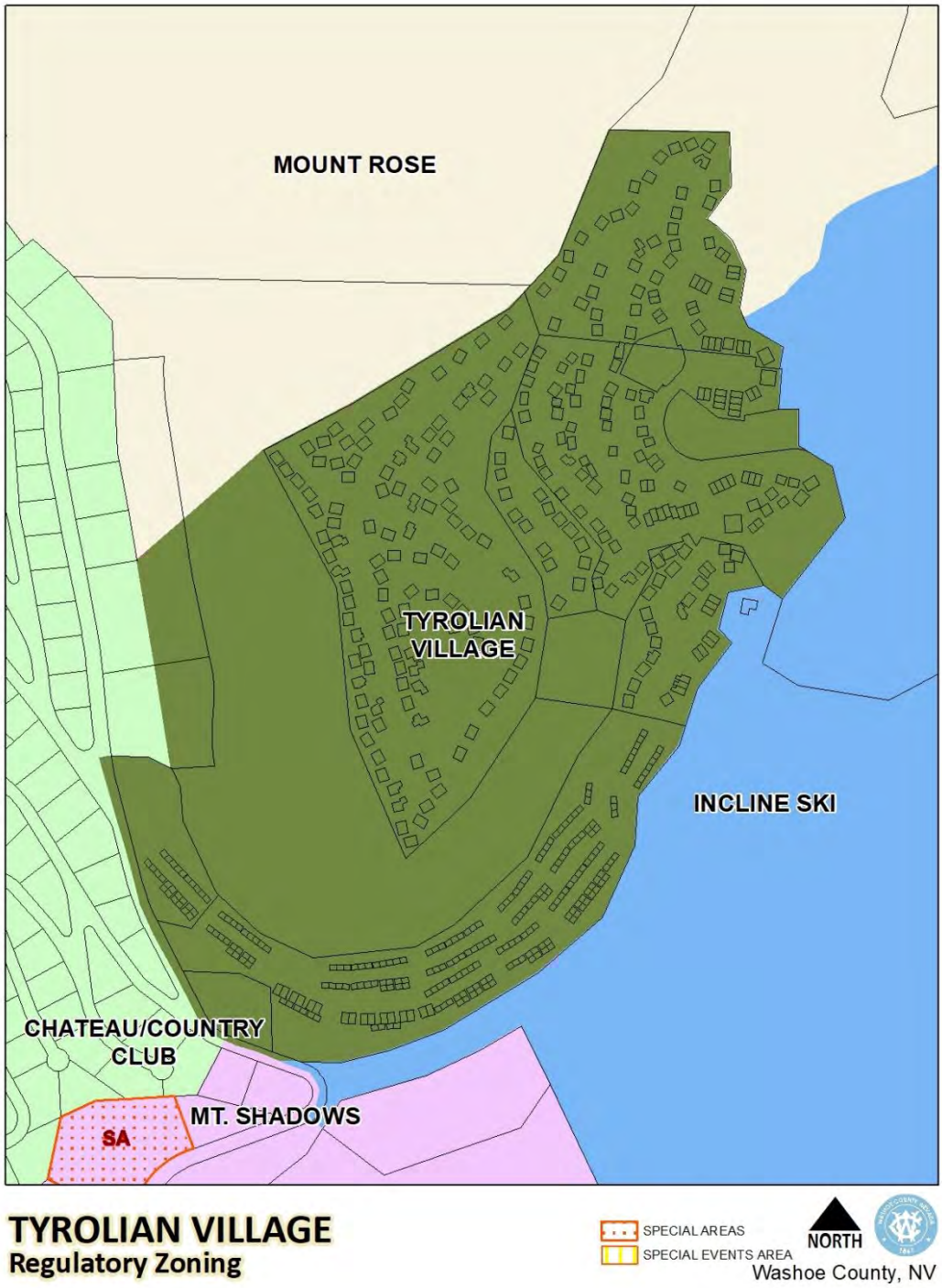


Figure 110.220.023 Tyrolian Village Regulatory Zone Location Map

SECTION 32. Section 110.220.385 of the Washoe County Code is hereby amended to read as follows:

Section 110.220.385 East Shore Regulatory Zone.

EAST SHORE REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	S	5 units on State Parks Lands
Single Family Dwelling	~~S~~**A**	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85
Summer Homes	S	1 unit per parcel
Public Service		
Pipelines and Power Transmission	S	
Local Public Safety Facilities	S	
Publicly Owned Assembly and Entertainment	S	
Cultural Facilities	S	
Transportation Routes	S	
Government Offices	S	
Transit Stations and Terminals	S	
Recreation		
Marinas	S	
Day Use Areas	A	
Riding and Hiking Trails	A	
Undeveloped Campgrounds	A	
Participant Sports	S	
Developed Campgrounds	A	8 sites per acre
Outdoor Recreation Concessions	A	
Rural Sports	S	
Group Facilities	S	25 persons per acre
Beach Recreation	A	
Boat Launching Facilities	S	
Resource Management		
Reforestation	A	
Sanitation Salvage Cut	A	
Special Cut	S	
Selection Cut	A	
Thinning	A	
Early Successional Stage Vegetation Management	A	
Structural and Nonstructural Fish/Wildlife Habitat Management	A	
Fire Detection and Suppression	A	
Fuels Treatment	A	
Insect and Disease Suppression	A	
Sensitive and Uncommon Plant Management	A	
Erosion Control	A	
SEZ Restoration	A	
Runoff Control	A	
SHOREZONE – TOLERANCE DISTRICTS 1, 3 and 5		
The following structures may be permitted in the shorezone as an allowed (A) or special (S) use		

only if they are accessory to an existing allowed use located on the same or adjoining littoral parcel.		
Allowable Land Uses	Land Use Permit	Density
Primary Use		
Beach Recreation	A	
Water-oriented Recreation Concessions	A	
Safety and Navigation Devices	A	
Tour Boat Operations	S	
Marinas	S	
Waterborne Transit	S	
Boat Launching Facilities	S	
Accessory Structure		
Buoys	A	
Piers	A	
Floating Docks and Piers	A	
Fences	S	
Boat Ramps	A	
Breakwaters or Jetties	S	
Shoreline Protective Structures	S	
Water Intake Lines	A	

SECTION 33. Section 110.220.390 of the Washoe County Code is hereby amended to read as follows:

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

(a) The maximum carrying capacity for activities at Thunderbird Lodge shall be consistent with the Project Description and Capacity Analysis dated May 17, 2001 and submitted to TRPA.

(b) Any change in use at Thunderbird Lodge shall require approval by the TRPA Governing Board.

(c) Access to the undeveloped portions of the shorezone should be restricted to a developed system of trails.

(d) Disturbing activities should be limited in the vicinity of osprey nest sites.

(e) Ecologically designed trails should be provided to improve shorezone access.

(f) Roadside parking should be replaced by offsite parking in association with transit service and trails connecting to the shorezone. Roadway parking controls should be used to eliminate parking problems.

(g) Development should be permitted only where there is sufficient tree cover to visually absorb new structures, road cuts, and other attendant improvements.

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

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

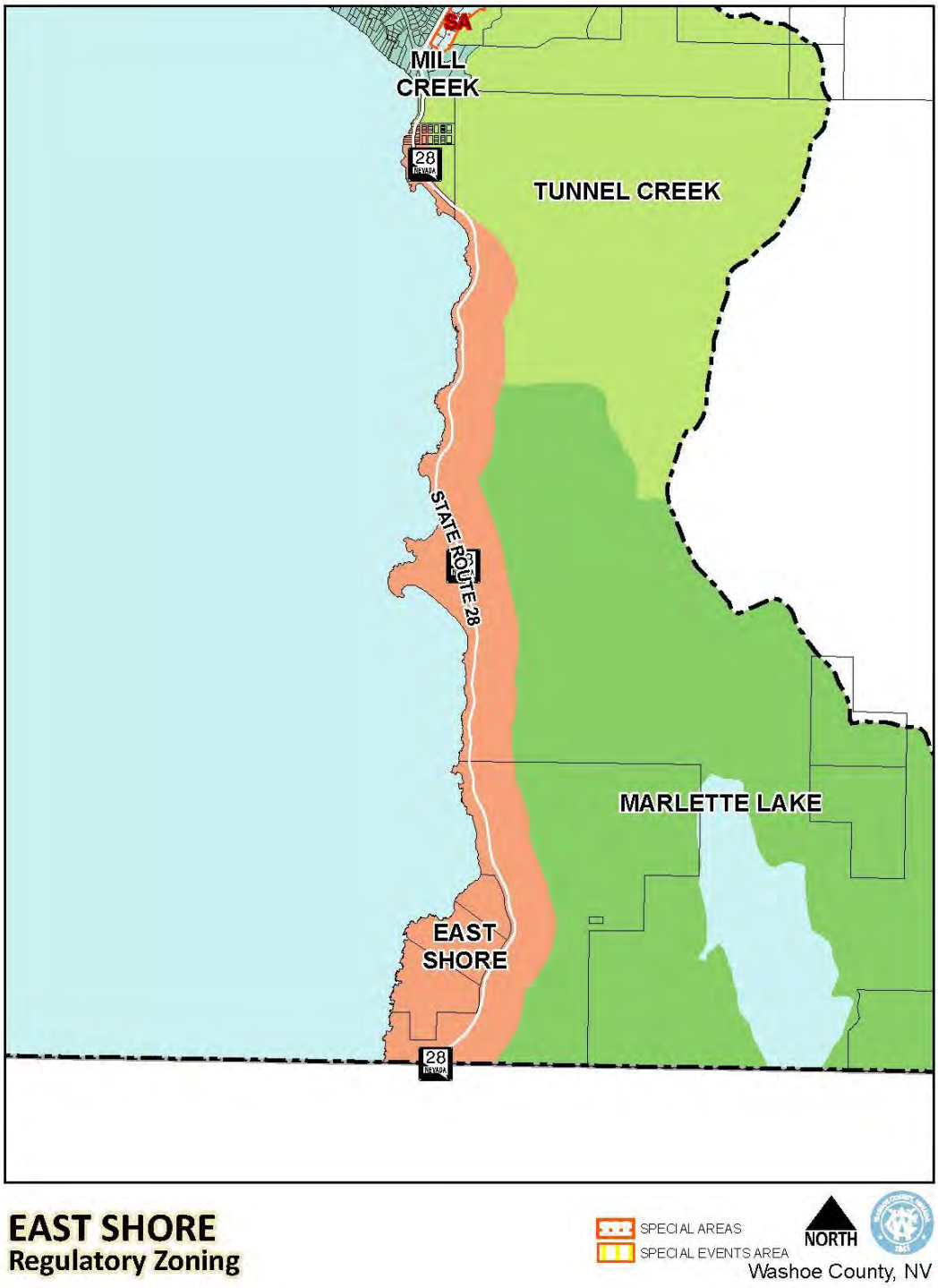


Figure 110.220.029 East Shore Regulatory Zone Location Map

DRAFT: May 8, 2025

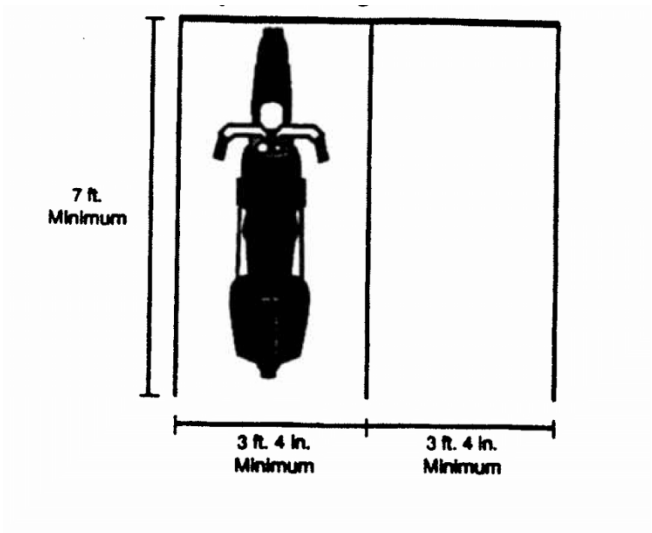
SECTION 34. Section 110.220.1, Chapter 4 Parking, Loading, and Circulation—Standards (D) of the Washoe County Code is hereby amended to read as follows:

D. Special Parking Provisions:.

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

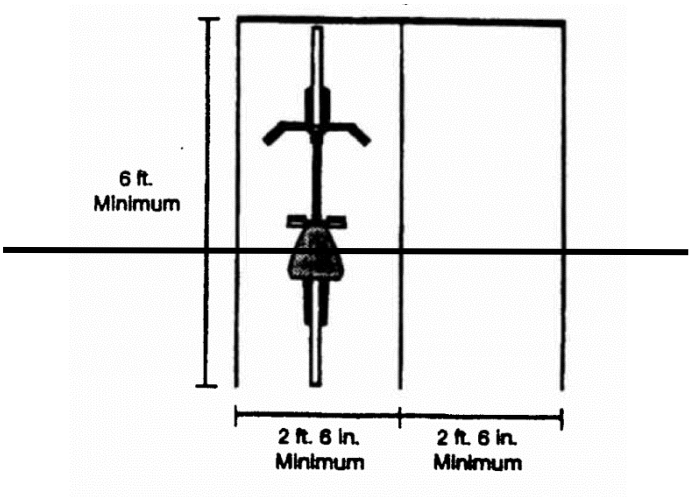
~~(a) Motorcycle spaces shall be a minimum of~~ seven (7) feet in length and three (3) feet four (4) inches in width as illustrated in Figure 4.1.

Figure 4.1
Motorcycle Parking Dimensions



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

~~***Figure 4.2***~~
~~***Bicycle Parking Dimensions***~~



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

(2~~3~~) Handicapped Parking: In any parking facility serving the public, parking for the handicapped shall be provided as set forth in this subsection.

(a) Handicapped parking spaces shall be provided in accordance with Table 4.3. One (1) of every eight (8) required handicapped spaces shall be van accessible space (a minimum of one (1) van accessible space per parking area).

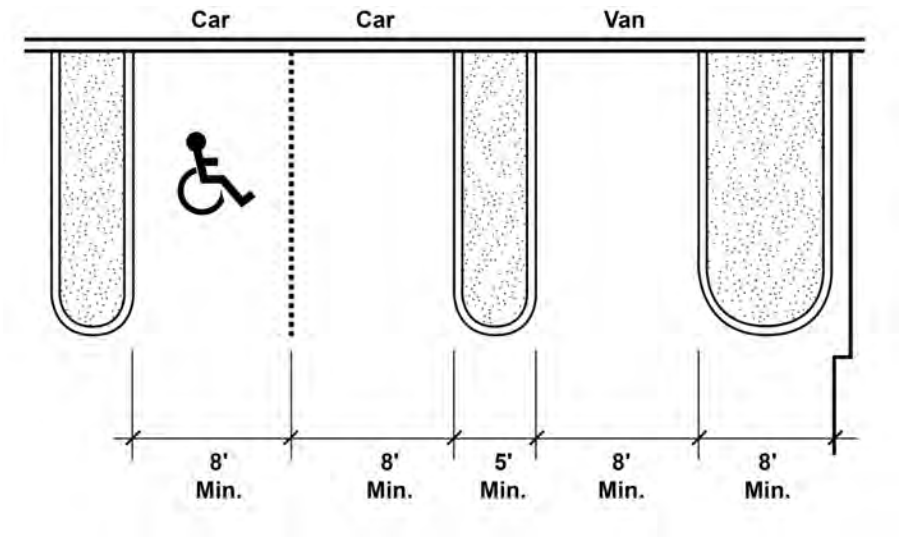
Table 4.3
Handicapped Accessible Spaces

Spaces in Lot	Required Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of Total
1,001 and over	20 plus 1 per 100 above 1,000

Source: Washoe County Deparment of comprehensive Planning

(b) Handicapped parking spaces shall be a minimum of eight (8) feet in width and a minimum of eighteen (18) feet in length, as illustrated in Figure 4.4.

Figure 4.4
Handicapped Parking Dimensions



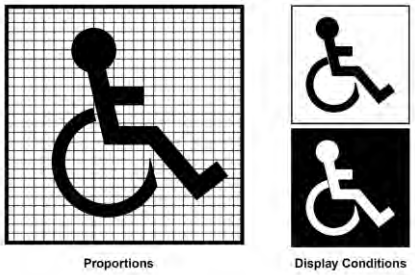
(c) Handicapped spaces shall be provided with an adjacent access aisle, as illustrated in Figure 4.4. Access aisles shall be a minimum of five (5) feet in width. Van access aisles shall be a minimum of eight (8) feet in width. Access aisles shall be located on the passenger side of each space unless it is located between and is shared by two (2) designated spaces.

(d) Handicapped parking spaces and access aisles shall be level.

(e) Handicapped spaces shall be located as near as possible to accessible building or site entrances and shall be located so as to provide convenient access to curb ramps.

(f) Each reserved handicapped parking space shall be designated with a stall sign displaying the International Symbol of Accessibility, as illustrated in Figure 4.5. Each stall sign shall be at least seventy (70) square inches in size. Spaces that are van accessible shall be designated as "Van Accessible".

Figure 4.5
International Symbol of Accessibility



(g) Each reserved handicapped parking space shall meet one (1) of the following stall markings requirements:

(i) Each handicapped parking space shall be painted solid blue with a white International Symbol of Accessibility; or

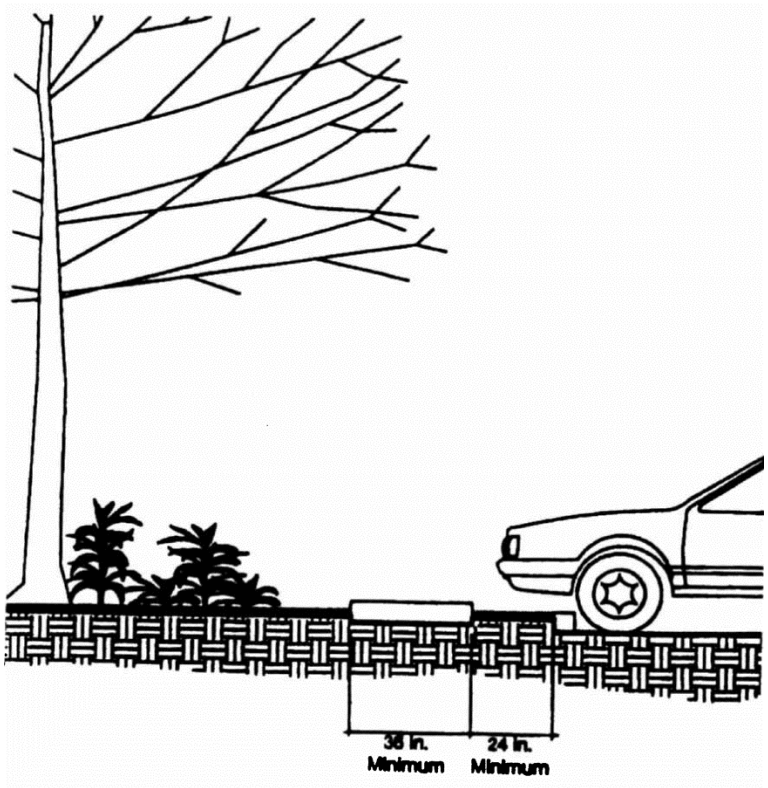
(ii) Each handicapped parking space shall be outlined in blue with a three (3) foot square International Symbol of Accessibility painted in a contrasting color.

(h) Each reserved handicapped parking space shall be marked with a sign warning drivers of the possibility of towing due to unauthorized use and providing information of recovering towed vehicles. Warning signs shall have minimum dimensions of seventeen (17) inches by twenty-two (22) inches and shall be labeled with lettering of at least one (1) inch in height.

(i) A minimum of ninety-eight (98) vertical inches of clearance shall be provided for van accessibility spaces and the entire route from parking are ingress/egress points to the parking space.

(j) As illustrated in Figure 4.6, a minimum vehicle overhang allowance of twenty-four (24) inches shall be provided between accessible routes and handicapped parking spaces. Said accessible routes shall, at all times, provide users with a minimum width of thirty-six (36) inches of throughway.

Figure 4.6
Accessible Routes



SECTION 35. General Terms.

DRAFT: May 8, 2025

1. All actions, proceedings, matters, and things heretofore taken, had and done by the County and its officers not inconsistent with the provisions of this Ordinance are ratified and approved.

2. The Chair of the Board and officers of the County are authorized and directed to take all action necessary or appropriate to effectuate the provisions of this Ordinance. The District Attorney is authorized to make non-substantive edits and corrections to this Ordinance.

3. All ordinances, resolutions, bylaws and orders, or parts thereof, in conflict with the provisions of this Ordinance are hereby repealed to the extent only of such inconsistency. This repealer shall not be construed to revive any ordinance, resolution, bylaw or order, or part thereof, heretofore repealed.

4. Each term and provision of this Ordinance shall be valid and shall be enforced to the extent permitted by law. If any term or provision of this Ordinance or the application thereof shall be deemed by a court of competent jurisdiction to be in violation of law or public policy, then it shall be deemed modified, ipso facto, to bring it within the limits of validity or enforceability, but if it cannot be so modified, then the offending provision or term shall be excised from this Ordinance. In any event, the remainder of this Ordinance, or the application of such term or provision to circumstances other than those to which it is invalid or unenforceable, shall not be affected.

DRAFT: May 8, 2025

Passage and Effective Date

Proposed on _____ (month) _____ (day), 2025.

Proposed by Commissioner _____.

Passed on _____ (month) _____ (day), 2025.

Vote:

Ayes:

Nays:

Absent:

_____
Alexis Hill, Chair
County Commission

ATTEST:

_____
Jan Galassini, County Clerk

This ordinance shall be in force and effect from and after the _____ day of the month of _____ of the year _____.

RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

ADOPTING AMENDMENTS TO THE WASHOE COUNTY MASTER PLAN, TAHOE AREA PLAN (WMPA25-0001), TO REMOVE REFERENCES TO THE TYROLIAN VILLAGE SPECIAL AREA; ADD THE TAHOE TRANSPORTATION DISTRICT TO THE DEVELOPMENT OF A PARKING MANAGEMENT PLAN; UPDATE SECTION RELATED TO TRANSIT; UPDATE SECTION RELATED TO PEDESTRIAN, BICYCLE, AND MULTI-MODAL FACILITIES; UPDATE PLANNED ROADWAY NETWORK PROJECT DETAILS; UPDATE REFERENCES TO UNIVERSITY OF NEVADA, RENO AT TAHOE; AND ADD DATES TO DATA TABLES AND RECOMMENDING ITS ADOPTION TO THE BOARD OF COUNTY COMMISSIONERS

Resolution Number 25-06

Whereas, Master Plan Amendment Case Number WMPA25-0001 came before the Washoe County Planning Commission for a duly noticed public hearing on June 3, 2025; and

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

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

Whereas, the Washoe County Planning Commission has made the following findings necessary to support adoption of the proposed Master Plan Amendment Case Number WMPA25-0001, as set forth in NRS Chapter 278 and Washoe County Code Chapter 110 (Development Code), Article 820:

<u>Washoe County Code Section 110.820.15 (d) Master Plan Amendment Findings</u>

1. <u>Consistency with Master Plan.</u> The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.

2. <u>Compatible Land Uses.</u> The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.

3. <u>Response to Change Conditions.</u> The proposed amendment responds to changed conditions or further studies that have occurred since the plan was

adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.

5. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

6. Effect on a Military Installation. The proposed amendment will not affect the location, purpose and mission of the military installation.

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

(1) Subject to approval by the Washoe County Board of County Commissioners and a finding of conformance with the Tahoe Regional Plan by regional planning authorities, the Washoe County Planning Commission does hereby adopt Master Plan Amendment Case Number WMPA25-0001, comprised of the text changes as included at Exhibit B-1 to this resolution, descriptive matter and other matter intended to constitute the amendments as submitted at the public hearing noted above; and

(2) To the extent allowed by law, this approval is subject to the conditions adopted by the Planning Commission at the public hearing noted above.

A certified copy of this resolution shall be submitted to the Board of County Commissioners and any appropriate reviewing agencies in accordance with NRS 278.230.

ADOPTED on June 3, 2025

WASHOE COUNTY PLANNING COMMISSION

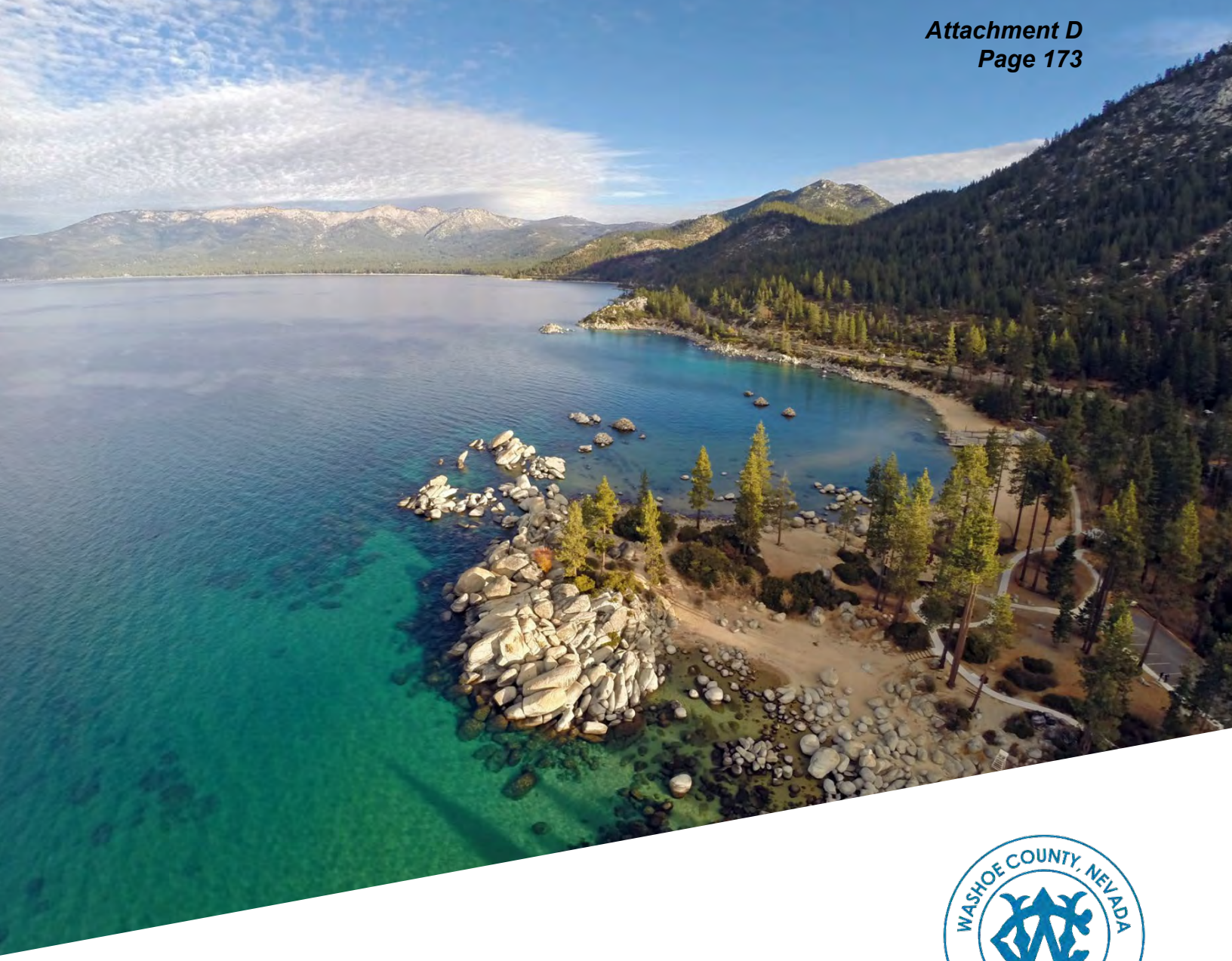
ATTEST:

Trevor Lloyd, Secretary	Rob Pierce, Chair

Attachment: Exhibit B-1 – Tahoe Area Plan amendments

Exhibit B-1

Appendices A and B of the Tahoe Area Plan will be amended as approved under WDCA25-0003 and shown in Exhibit A-1 to WDCA25-0003/WMPA25-0001/WRZA25-0001 2025 Tahoe Area Plan update. The rest of the Tahoe Area Plan is attached to this resolution.



WASHOE COUNTY

TAHOE AREA PLAN

Washoe County
Community Services Department
1001 E Ninth Street
Reno, NV 89512
775-328-6100

First Printing May 2021

WASHOE COUNTY COMMISSION

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

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

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

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

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

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.

2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.

3. Response to Changed Conditions. The proposed amendment identifies and responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.

5. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource. And;

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

NOW THEREFORE BE IT RESOLVED,

That the Washoe County Board of County Commissioners does hereby ADOPT the amendment to the Tahoe Master Plan (WMPA19-0007), as set forth in Exhibit A-1 attached hereto, to become effective if and when the County has received a final determination that the amendment conforms to the Tahoe Regional Plan.

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

WASHOE COUNTY COMMISSION:

_____
Bob Lucey, Chair

ATTEST:

_____
Janis Galassini, County Clerk

ACKNOWLEDGEMENTS

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

WASHOE COUNTY BOARD OF COUNTY COMMISSIONERS

Vaughn Hartung, Chair
Bob Lucey, Vice-Chair
Marsha Berkbigler
Kitty Jung
Jeanne Herman

WASHOE COUNTY PLANNING COMMISSION

Larry E. Chesney, Chair
Francine Donshick, Vice Chair
Philip J. Horan
Kate S. Nelson
Thomas B. Bruce
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James I. Barnes

WASHOE COUNTY STAFF

Dave Solaro, Interim County Manager
Nate Edwards, Deputy District Attorney
Mojra Hauenstein, Director of Planning and Building
Trevor Lloyd, Planning Manager
Eric Young, Senior Planner
Moni Fox, Systems Developer II
Daniel Cahalane, Planner
Jennifer Purgitt, Administrative Secretary

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CHAPTER 1 Introduction

PURPOSE

The purpose of the Washoe County Tahoe Area Plan is to act as a guide for the Board of County Commissioners, the Washoe County Planning Commission, the Tahoe Regional Planning Agency (TRPA), and the community on matters of growth and development within the Tahoe planning area. The plan outlines the existing pattern of development and provides a guide for growth. The plan guides growth by recognizing critical conservation areas, establishing existing and future land use and transportation patterns, and identifying current and future public service and facility needs. This plan was prepared to carry out Nevada Revised Statutes, Sections 278.150 to 278.230, inclusive, and other related sections. The plan was prepared to be consistent with the Lake Tahoe Regional Plan and TRPA's standards for area plans as set forth in Chapter 13: *Area Plans* of the TRPA Code of Ordinances.

LOCATION

The Tahoe planning area is located in the southwest portion of Washoe County, as shown in Map 1.1. The planning area is bounded on the north and east by the Forest planning area and the hydrographic boundary of the Tahoe Basin, on the south by Carson City, and on the west by the Nevada-California state line. It includes the two communities of Incline Village and Crystal Bay. The planning area is approximately 31 square miles in size, located on the east shore of Lake Tahoe.

RELATIONSHIP TO TRPA PLANS

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

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

VISION

The Lake Tahoe Regional Plan promotes a form of re-development described as *environmental redevelopment*. This concept envisions redevelopment as a primary tool for achieving environmental goals. By focusing development opportunities in designated Town Centers, the plan creates incentives to remove development potential from sensitive areas, while simultaneously contributing to the redevelopment of aging urban cores. The Town Center designation was applied to areas based on the likely positive environmental impacts from the implementation of both parcel-specific improvements (i.e., stormwater) and from area wide improvements (transit/bicycle-pedestrian network) as the result of applying new development standards within these areas. The purpose of this area plan is to implement the planning concepts contained in the Regional Plan in a manner that is consistent with the desired community character and vision as expressed by the community throughout the development of this plan.

COMMUNITY VISION STATEMENT

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

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

The primary vision of this plan is to maintain, preserve, and facilitate the planning area's

desired character as described below.

COMMUNITY CHARACTER

The desired community character as expressed by the community found throughout this plan is not significantly different from those originally planned for and supported when the previous community plans were developed in 1996. The desire to build a community that maintains a year-round residential base with an economic anchor in the tourism industry while respecting the natural environment in which it is located remains strong. Therefore, this area plan does not seek to re-imagine and re-direct the Incline Village / Crystal Bay community. It seeks to express the long-standing desired community character in contemporary terms and to use modern planning tools and concepts to enable its implementation.

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

The plan seeks to provide a balance between two competing forces that have always coexisted in the plan area. The first is the desire to maintain a base of permanent residents doing business, going to school, and recreating in a community designed to integrate with the world class alpine and lake environment. The second is the desire to establish new opportunities for tourism based on the steady growth in the demand for all forms of recreation, but particularly those based on outdoor activities in a beautiful natural setting. While over time the relationship between these two different directions has shifted in favor of one or the other, the consistent desire of the community at large is to achieve and maintain a balance between them.

At the time of plan adoption, the community is concerned that it is becoming increasingly difficult to maintain a permanent population base in the face of increasing demand for recreation. The success of the tourist industry in promoting Lake Tahoe as a destination brings many benefits to the area. However, the community wishes to ensure that both the infrastructure and the regulatory framework necessary to support this increased tourism is concurrent with the increasing demand. In order to support the goal of maintaining a balanced community, this area plan focuses on providing a community framework that supports both of these directions. Some of these components include:

- A distribution of allowed uses that supports redevelopment of vibrant mixed-use and tourist areas and residential opportunities primarily for permanent residents elsewhere.

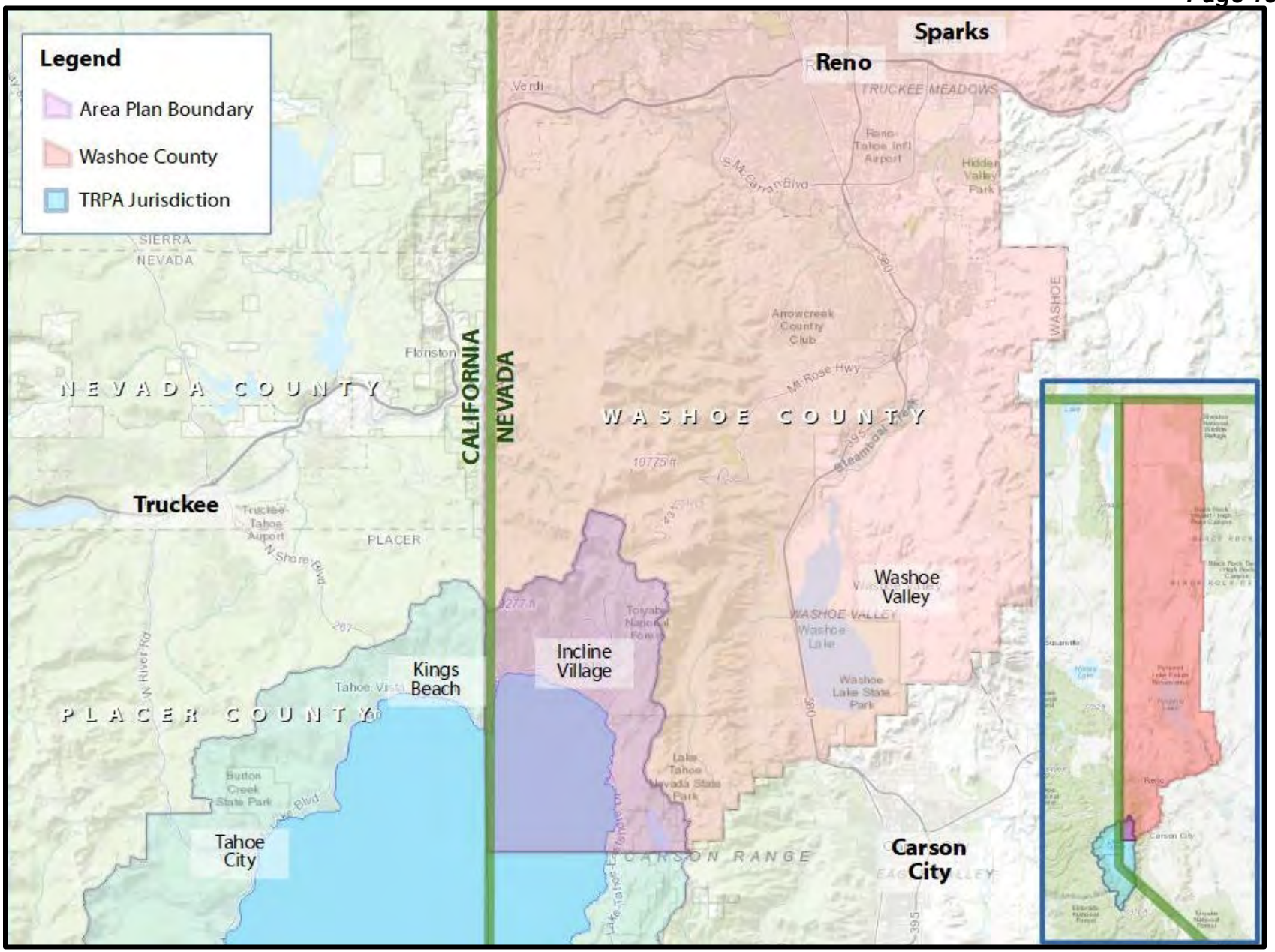
- A comprehensive transportation network that is rich in transit, pedestrian and non-motorized transportation opportunities.

- Diverse recreation facilities that support both tourists and residents, including extensive trail networks integrated with the transportation network and other recreation opportunities spanning four seasons.

- Design and development standards that ensure a safe and alluring built environment that respects the alpine and lake environment.

The plan area is ripe for the Regional Plan's environmental redevelopment concept. Traditional growth opportunities are extremely limited in the Tahoe planning area. Lack of available land combined with regulatory restrictions creates a development reality wherein most new development will be in the form of redevelopment of existing developed areas. This "reality on the ground" fits squarely with the desire of the community to maintain the historic development pattern in the area.

The community's needs are largely based in the removal of redevelopment barriers. Removal of these barriers will involve the modernization of the development code and the update and upkeep of infrastructure particularly as it relates to multi-modal transportation, connectivity, parking, landscaping, and building mass. Rather than to re-envision the plan area's development pattern, this plan focuses on the expansion, modernization, and maintenance of the community components mentioned above.



MAP 1.1. AREA PLAN BOUNDARY

CHAPTER 2
Land Use

As described in the introduction, the general distribution of land uses in the planning area was established early in the development of Incline Village and Crystal Bay. The consistent desire of the community, as expressed at public meetings and workshops and described in Chapter 1, is to maintain this land use pattern, and focus planning efforts on implementation and redevelopment. The land use plans adopted for the planning area incorporate this existing community layout and focus on implementation of the existing land use concept and redevelopment within the existing concept.

TRPA's approach to planning throughout the Region promotes and favors environmental redevelopment, or the redevelopment of aging development consistent with the current strict environmental standards. The Regional Plan puts a strong emphasis on environmental redevelopment as a method to meet environmental and economic goals. Environmental redevelopment offers the best path to sustainable development by directing the remaining development capacity in the Region into areas with existing development and infrastructure, promoting economic activity, replacing sub-standard development with more energy-efficient and environmentally friendly structures, and creating more compact walkable and bikeable Town Centers. The TRPA Regional Plan provides incentives that area plans may implement to facilitate environmental redevelopment in designated Town Centers paired with the protection and restoration of sensitive lands.

Washoe County supports TRPA's efforts to focus on environmental redevelopment and this area plan implements incentives provided for in the Regional Plan. These incentives include height, density, and land coverage standards that increase the capacity for compact redevelopment within designated Town Centers while maintaining the strict growth caps included in the Regional Plan. Taken together, these incentives facilitate the Regional Plan's transfer of development programs to reduce sprawl and protect and restore sensitive lands in private ownership.

The Washoe County portion of the Tahoe Region covered by this area plan has few other options for development. The residential areas are nearly built-out, and subdivisions resulting in increased development potential are not permitted within the Region. The primary commercial and mixed-use areas in Crystal Bay, Incline Village, and the Ponderosa Ranch area have ample redevelopment opportunities.

The community's desire is to focus on implementation. This reflects the perspective that the former Community Plans and Plan Area Statements replaced by this area plan describe the desired community character and the vision for the planning area. Significant changes are not necessary to achieve the social, economic and environmental goals of the county, the community, or TRPA. However, a focus on implementation does not indicate a desire to avoid changes that may improve the pattern of land use in the planning area.

Unlike the other area plans of Washoe County's Master Plan, the land use concept described in this chapter, and illustrated on the Tahoe Area Master Plan Map (Map 2.8) and Regulatory Zoning Map (Map 2.9), is not a plan designed to manage significant new growth. Instead, the plan seeks to facilitate implementation of a long-established community vision through maintenance of existing facilities and the environmental redevelopment of existing mixed use and commercial areas. The area plan utilizes both innovative and standard planning tools to regulate the design and distribution of land uses in the planning area, and to implement incentives for redevelopment. These tools include the use of Town Centers, regulatory, design standards, and "modifiers" to the Washoe County Development Code that focus on the needs of the planning area. The application of these tools in the planning area is briefly discussed below and in more detail in the sections that follow.

EXISTING CONDITIONS

The existing land use conditions in the plan area are represented in the following maps and tables. In the community plans that this area plan replaces, commercial floor area, tourist accommodation units and residential bonus units were distributed by subarea. This plan does not restrict the distribution of development rights by location. This plan allows for the distribution of development rights, consistent with the underlying zoning, across the plan area. All applicable TRPA incentives for Town Center development are implemented by this plan.

Land Ownership

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

Table 2.1: Land Ownership (May, 2021)

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

Total	9,418	34,647	100%

Vacant Lots

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

Table 2.2: Vacant Parcel Ownership (May, 2021)

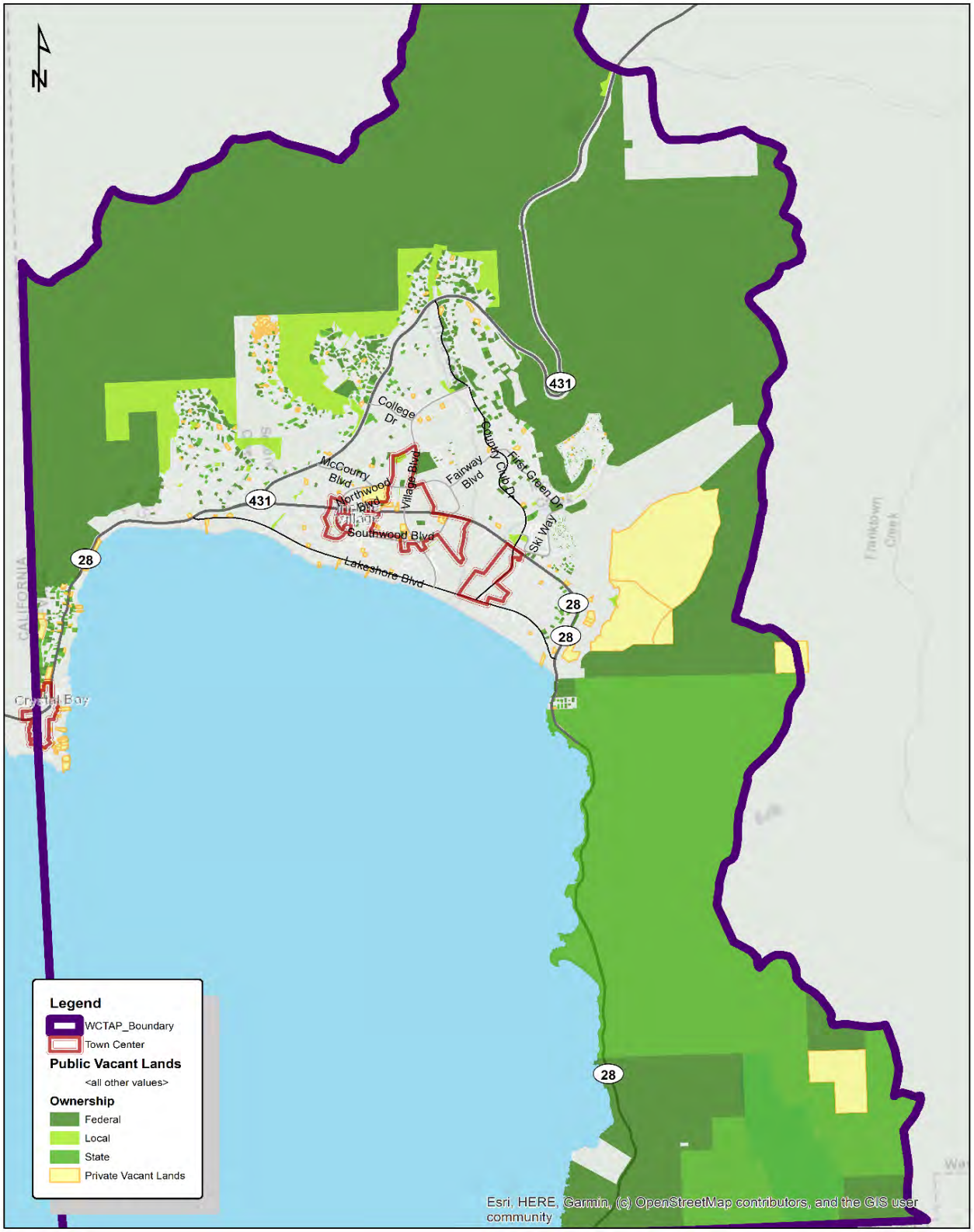
Ownership Type	Parcels	Acreage	
		Total	%
Public	**1,164**	**29,855**	**97%**
Federal	721	19,722	64%
State	349	10,105	33%
Local	94	28	<1%
Private	**254**	**786**	**3%**
Under Development	3	5	<1%
Single Family	169	122	<1%
Commercial	25	38	<1%
Unbuildable/ Unknown / Other	56	621	2%
Total	**1,418**	**30,640**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

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

Table 2.3: Vacant Parcels in Residential Regulatory Zones (May, 2021)

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

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



MAP 2.1. VACANT PARCELS BY OWNERSHIP

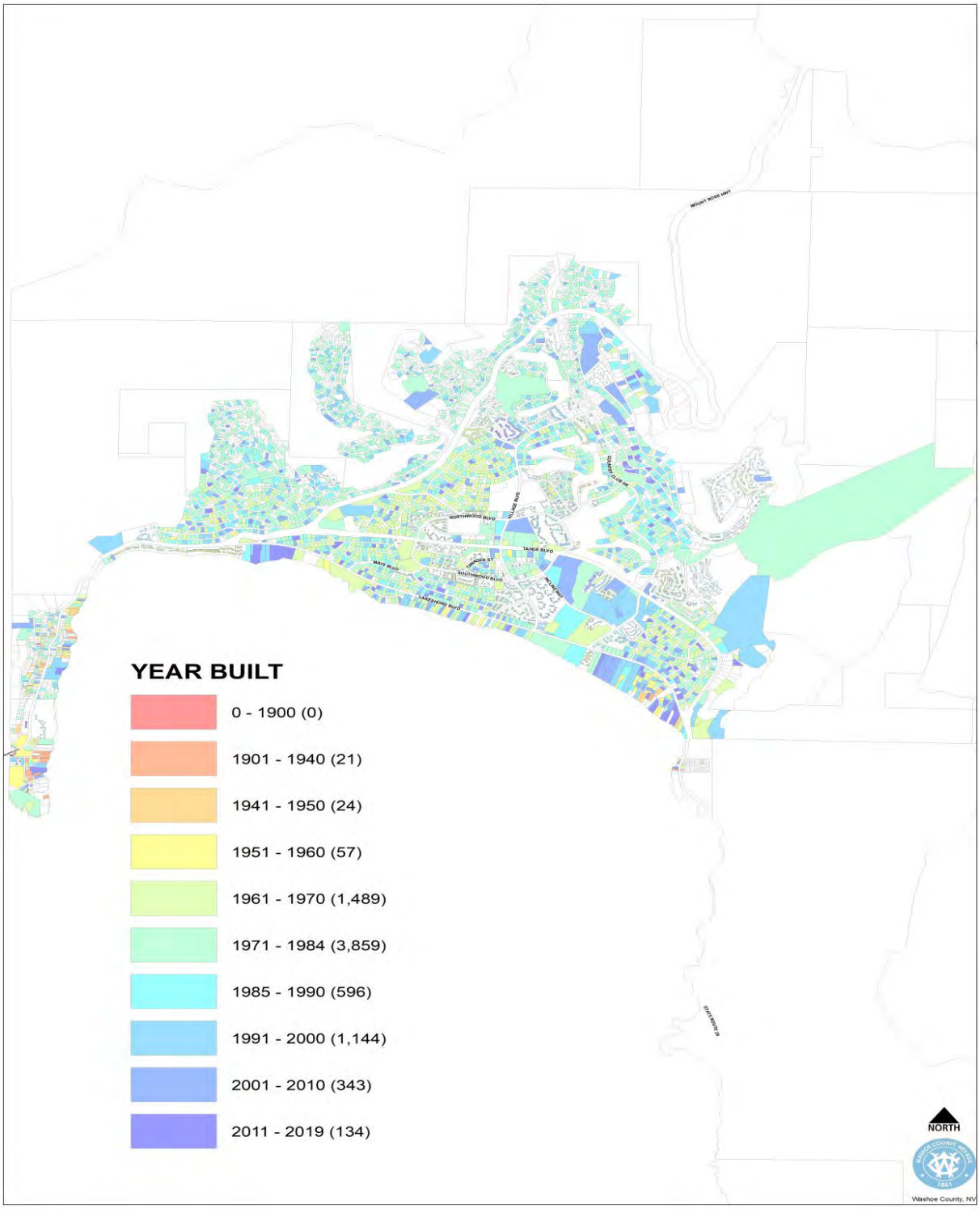
Regulatory Zones	Parcels	Average Size (sq. ft.)	Average IPES
Incline Village 4	12	15,031	646
Incline Village 5	5	18,043	703
Incline Village Residential	5	133,165	649
Lakeview	10	22,957	876
Mill Creek	5	82,455	841
Mt. Shadows	2	5,706	618
Tyrolian Village	11	1,916	670
Overall	**141**	**25,993**	**730**

Age of Structures

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

Table 2.4: Structural Age (May, 2021)

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



MAP 2.2. AGE OF PRINCIPAL STRUCTURES BY DECADE

Public Land

There is a large amount of publicly owned land within the planning area. These lands can be found in isolated parcels throughout the residential zones, as well as in large tracts under U.S. Forest Service or Nevada Division of State Lands management, and Incline Village General Improvement District (IVGID, quasi-public) ownership. Public ownership of this land should be retained and protected for beneficial uses such as groundwater recharge, open space, wildlife habitat, and recreational and community uses. Much of the National Forest land in the planning area is used for recreational purposes such as hiking and cross-country skiing by tourists and residents and should remain open on a non-fee basis to such uses.

The U.S. Forest Service and the State of Nevada, through their various acquisition programs, have acquired many large parcels of land and residential lots within the planning area. Public agencies that own land in the planning area adopt management plans that address how the varied portfolios of property are managed and maintained. Washoe County encourages these management plans to address issues related to safety and cleanliness such as defensible space, weed control and debris removal.

GENERAL LAND USE

The land use pattern in the planning area is implemented through the identification of twenty-seven individual sub-districts that act as independent regulatory zones. These individual regulatory zones are based on the TRPAs former Plan Area Statements and Community Plans, and as such each is provided with a unique name rather than a code or number. Four of these regulatory zones (North Stateline, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch) are subject to a design standards handbook (Washoe County Code, Chapter 110, Development Code, Article 110.220.1 Tahoe Area Design standards) that seeks to facilitate the mix of uses desirable in these areas. In addition, permissible uses, the plans describe other special planning considerations for those areas, including the identification of special areas that act as overlay districts to further refine permissible uses or implement a specific design requirement. Landowners in the area should be aware that some of the originally platted subdivisions in the planning area have names similar to the names of the zoning districts. Some of these plats have various restrictions recorded with the original map. Washoe County does not enforce or otherwise act to implement these restrictions.

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

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

- **Additional Growth** – Additional growth is regulated through TRPA's growth management system. This system requires that development rights be obtained in order to develop residential, commercial, tourist accommodation, and recreational uses.

- **Regulatory Zones** – Regulatory zones (i.e. "zoning" or "zoning districts") establishes a set of land use standards for each specific area. These standards, which are contained in Article 220 of the Development Code (Appendix A), regulate such things as building height, residential density, permissible uses, structural design, landscaping, signage, parking, and noise.

    - **Design Standards and Guidelines** – Within the four mixed-use and tourist zones (Crystal Bay, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch), additional standards and guidelines apply in order to encourage high-quality design and multi-modal integration. The Design Guidelines are contained in Article 220.1 of the Development Code (Appendix B).

    - **Special Areas** – Within some regulatory zones, certain areas may have site-specific characteristics that differ from the rest of the zone. In these cases, Special Areas may be established. Special Areas may have different permissible uses, densities, and noise standards from the rest of the regulatory zone.

- **Town Centers** – Town Centers are areas designated in the Lake Tahoe Regional Plan for redevelopment into compact, mixed-use, transit-oriented nodes. Town Center boundaries serve as an "overlay zone." Underlying regulatory zones still apply, but the Town Center overlay also allows for additional height, density, and land coverage.

REGIONAL LAND USE CATEGORIES

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

Table 2.5: Regional Plan Land Use Categories

Land Use Category	Description	Regulatory Zones
Wilderness	Areas designated by the US Congress as part of the National Wilderness Preservation System.	• Marlette Lake • Martis Peak • Mount Rose • Tunnel Creek
Backcountry	Roadless areas designated by the US Forest Service as part of the Resource Management Plans	
Conservation	Non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management.	

Land Use Category	Description	Regulatory Zones
Recreation	Non-urban areas with good potential for outdoor recreation, park use, or concentrated recreation.	• East Shore • Incline Meadows • Incline Ski
Residential	Urban areas having the potential to provide housing for residents of the region.	• Chateau • Crystal Bay • Crystal Bay Condominiums • Fairway • Incline Village 1 through 5 • Incline Village Residential • Lakeview • Mill Creek • Mt. Shadows • Stateline Point • Tyrolian Village • Wood Creek
Mixed-Use	Urban areas that have been designated to provide a mix of commercial, public service, light industrial, office, and residential uses.	• Incline Village Commercial • Ponderosa Ranch
Tourist	Urban areas that have the potential to provide intensive tourist accommodations and services or intensive recreation, including areas suitable for gaming.	• Crystal Bay Tourist • Incline Village Tourist

ADDITIONAL GROWTH

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

- Commercial Floor Area (CFA), which is required for each square foot of new structural commercial development.

- Tourist Accommodation Unit (TAU), which is required for each hotel, motel, bed and breakfast, or timeshare unit.

- Residential Units of Use (RUU), which is required for each residential unit. An RUU may be created by combining a Potential RUU with a residential allocation. A Residential Bonus Unit (RBU) may be used in lieu of an RUU.

- People at One Time (PAOT), which is required for certain summer, winter, and overnight recreational uses.

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

Table 2.6: Additional Development Rights Available

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

Source: TRPA 2019

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

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

REGULATORY ZONES

There are twenty-seven individual regulatory zone plans in the planning area. These plans identify the allowable uses and special development standards applicable to the regulatory zone. The vision for each of these areas was originally established by the plan area statements adopted in 1987 and the community plans adopted in 1996 and continues to reflect in large measure the community's current vison for each area, as discussed in the Character Statement in Chapter One, *Introduction.* The following sections discuss the regulatory zones by master plan land use category and provide the general vison or planning statement for the regulatory zones.

Mixed-Use and Tourist Regulatory Zones

There are four regulatory zones in the plan area that are either mixed use or tourist in character: Crystal Bay, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch. These areas are designated for mixed use development with more intense commercial uses and potentially other use classifications such as public service and light industrial. With the exception of Ponderosa Ranch and a large portion of the Incline Village Tourist regulatory zone, these areas largely correspond with the designated Town Centers. The mixed-use and tourist regulatory zones are subject to the Tahoe Area Design Standards provided in Appendix B of this document and established in the Washoe County Development Code (Article 110.220.1.) that articulates additional standards for buffering, landscaping, parking, and other design features intended to facilitate the mixed-use concept called for in each regulatory zone.

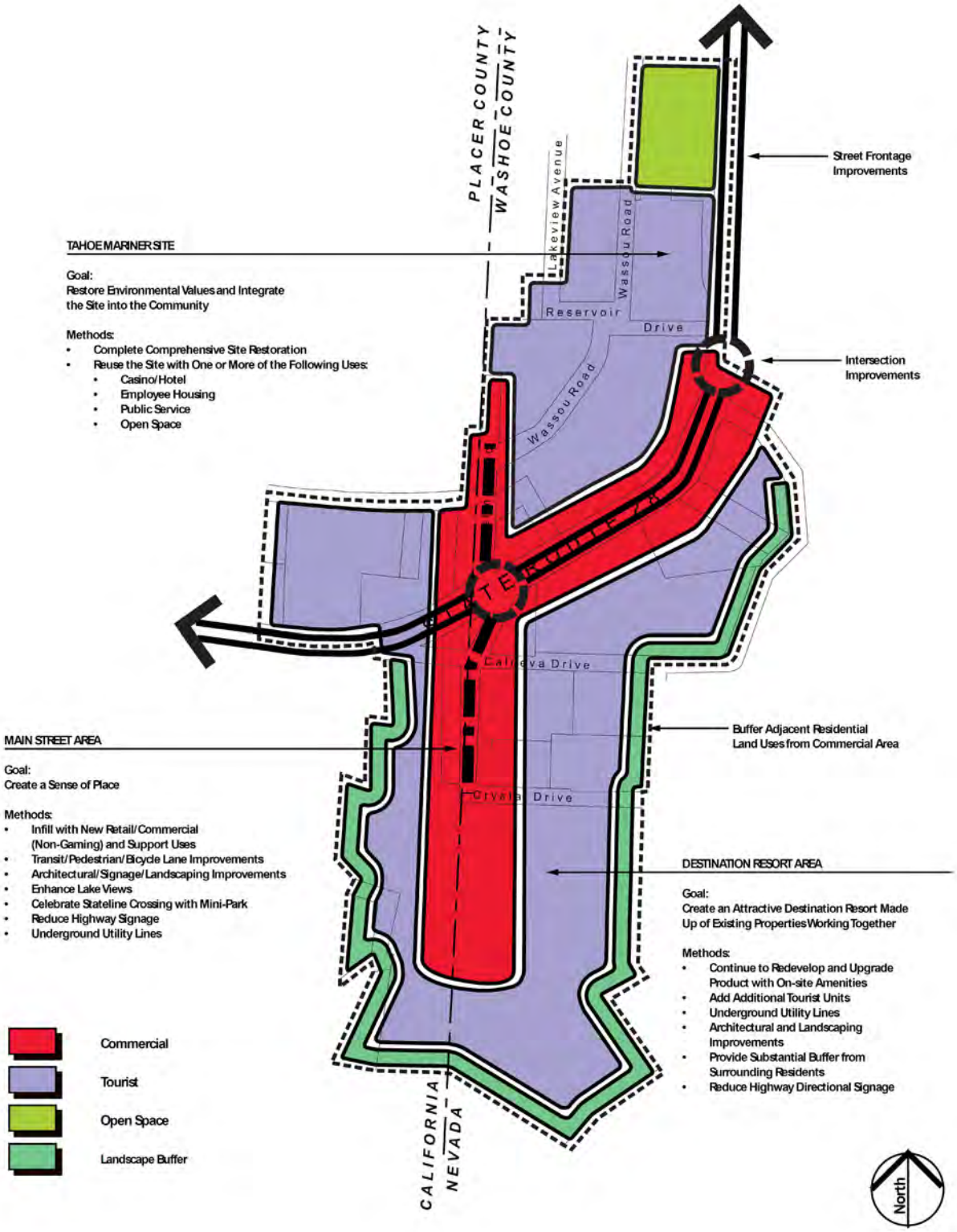
Permissible uses for each regulatory zone are established in Article 220 of the Washoe County Development Code (Appendix A). The list of permissible uses in each of these regulatory zones is broad and inclusive and contains uses from several land use classifications. As described in the existing conditions section above, the availability of commercial floor area, tourist accommodation units, residential bonus units and higher densities is focused on these regulatory zones. And finally, three of the plans (the Ponderosa Plan excepted) are largely coincidental with the Town Center overlays discussed above. This designation focuses important redevelopment incentives in these areas. Despite only three of the four mixed-use and tourist zones having the Town Center overlay designation, redevelopment is the foundation of the planning concept in each area.

These are important similarities. However, historical development patterns, differences in available permissible uses, and differences in available development rights combine to create large differences in the community character of these areas. These differences are reflected in the brief discussions of each mixed-use or tourist regulatory zones below.

Crystal Bay Tourist Regulatory Zone

Originally known as the North Stateline Community Plan, with borders extending into Placer County, California, the TRPA Governing Board allowed the plan to be bifurcated along the California-Nevada Stateline in December of 2011. The Crystal Bay Tourist regulatory zone is centered on the area where State Route 28 passes through the casino core. The overall vison for the area remains primarily focused on tourist activities. The area contains five casinos with accessory accommodation and commercial services. The multiple award-winning North Stateline Beautification Project was completed on the Nevada side of the plan area in 1999. The streetscape included extensive improvements to State Route 28, the addition of sidewalks, street lighting, landscaping and street furniture. A joint Nevada Department of Transportation (NDOT) and Caltrans storm drainage project, and the undergrounding of utilities across State Route 28 at North Stateline was completed with generous contributions and help of the Biltmore property owners in 2012.

Redevelopment in this regulatory zone plan may result in increasing the diversity of uses, but in general it is expected that existing uses will be rehabilitated. The vision for this area is one of continued implementation of a tourist-oriented core with design standards that emphasize historic preservation and that specify how the plan transitions and provides buffers to the surrounding residential areas. The unique niche the area fills as a historic center for tourism that connects Nevada and California is important to the community and the Region.



MAP 2.3. CRYSTAL BAY TOURIST CONCEPT PLAN

The design standards adopted for this area ensure the historic character of the area is not lost during redevelopment. Continued maintenance with periodic upgrades of the existing infrastructure, particularly the local transportation network and existing beautification projects, is critical to the ultimate success of this area. The Crystal Bay Tourist regulatory zone plan also contains a Town Center overlay district. The redevelopment incentives offered by this designation present an important opportunity to the property owners within the plan's boundaries to continue long-term environmental redevelopment.

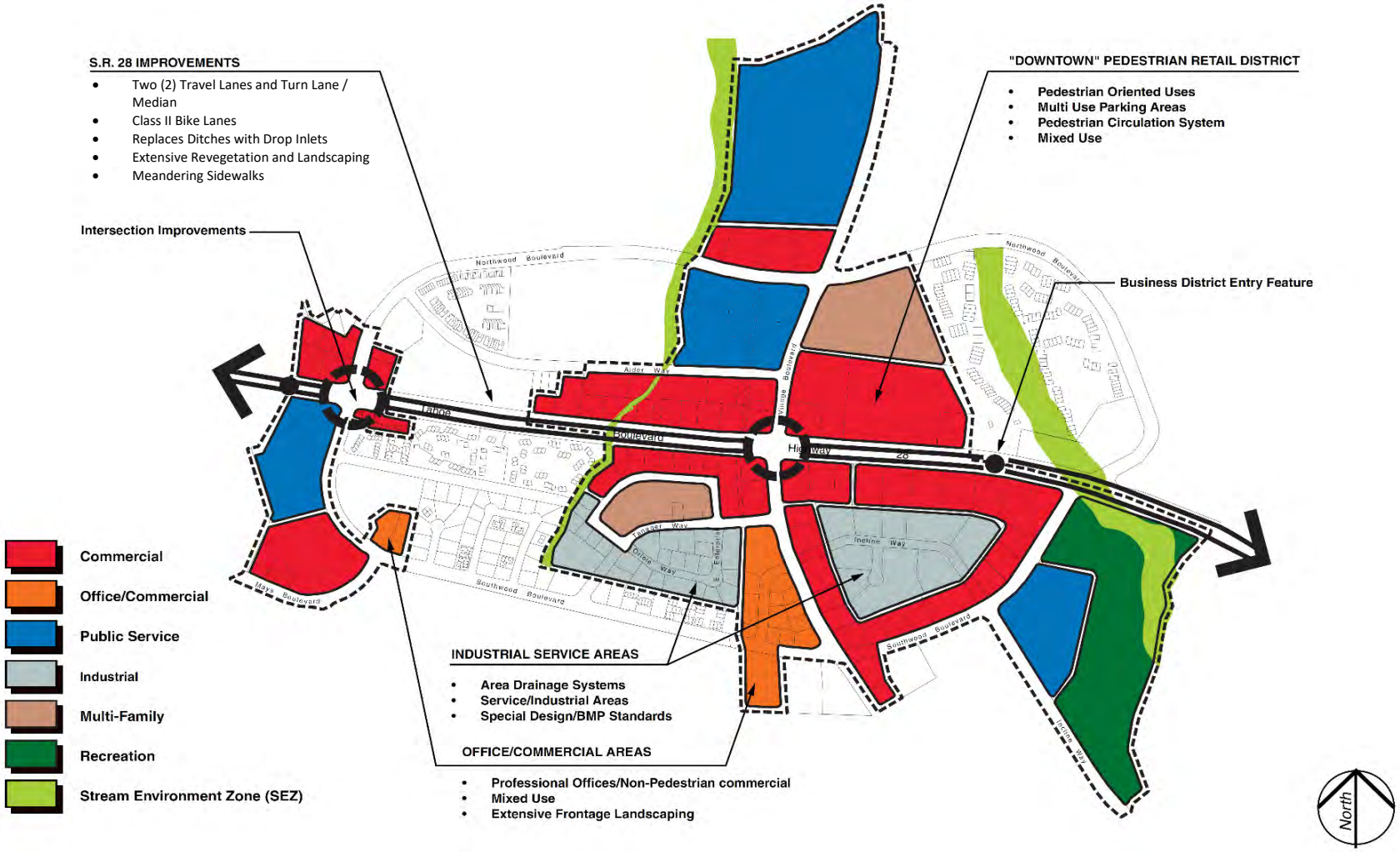
The Incline Village Commercial Regulatory Zone

The Incline Village Commercial regulatory zone is the mixed-use core of Incline Village and is generally centered on the western portion of the oval formed by Northwood and Southwood Boulevard. This regulatory zone is the most diverse of the four plans and contains an extensive mix of commercial uses as well as high-density residential uses. The vison for this area is one of continued implementation of a highly diverse mixed-use community core through environmental redevelopment. The residents of Incline Village have expressed a desire to create a traditional village core that is people-friendly, interesting and aesthetically pleasing. This area is seen by most residents and visitors to Incline Village as the community core. As such, the ability to get to and from this area is critical to its success. A significant bicycle and pedestrian network are planned and partially constructed in this area. While many projects have been completed, the community desires to see more connections within the existing network. As the area redevelops, new bike and pedestrian facilities between businesses and public spaces are needed to provide improved pedestrian access between uses and to provide safety for bicycles and pedestrians along State Route 28.

Site and architectural design are important considerations in this area. Continued increases in tourism and the limited growth allowed under the Regional Plan will bring an increase in activity and demand for transportation and parking facilities. As the bicycle and pedestrian network expands, demand for parking of all transportation modes will increase. Potential future updates to Article 110.220.1 *Tahoe Area Design Standards,* of the Washoe County Development Code, should fully consider how bicycle, pedestrian, and parking facilities can be fully blended and incorporated into site design standards.

The availability of vacant land, commercial floor area and tourist accommodation units limit new development opportunities. However, the area's commercial and residential built environment is aging, and there are prime opportunities for environmental redevelopment. This regulatory zone plan area is also a Town Center overlay district; therefore, environmental redevelopment incentives will be valuable tools in achieving long-term environmental redevelopment of this area. Continued maintenance of the existing infrastructure is also necessary to achieve the area's goals.

The list of permissible uses available in this area is extensive. However, Washoe County may consider additional uses if additional uses may enhance the community's existing character and support environmental redevelopment goals. Any additional uses would be subject to an area plan amendment process and associated environmental review.



MAP 2.4. INCLINE VILLAGE COMMERCIAL CONCEPT PLAN

Incline Village Tourist Regulatory Zone

This area is contiguous with the Incline Village Commercial regulatory zone and represents the eastern portion of the Northwood/Southwood oval. Like the other regulatory zones plans, the Incline Village Tourist zone allows for a diverse mix of uses. However, the character of this area is composed of and dominated by a small number of significant land uses. University of Nevada, Reno at Tahoe (UNR at Tahoe), the Hyatt hotel casino, and Incline Village General Improvement District (IVGID) beaches and recreation area make up most of the area. The area is also the location of annual community events that have become components of the overall community character. The uses are complementary of the uses found in Incline Village Commercial regulatory zone, with a greater focus on recreation and the college. The remaining portion of the area is an established mix of commercial and residential. The mixed-use functionality of this area requires an extensive network of pedestrian and bicycle facilities to connect the area both internally and to surrounding areas.

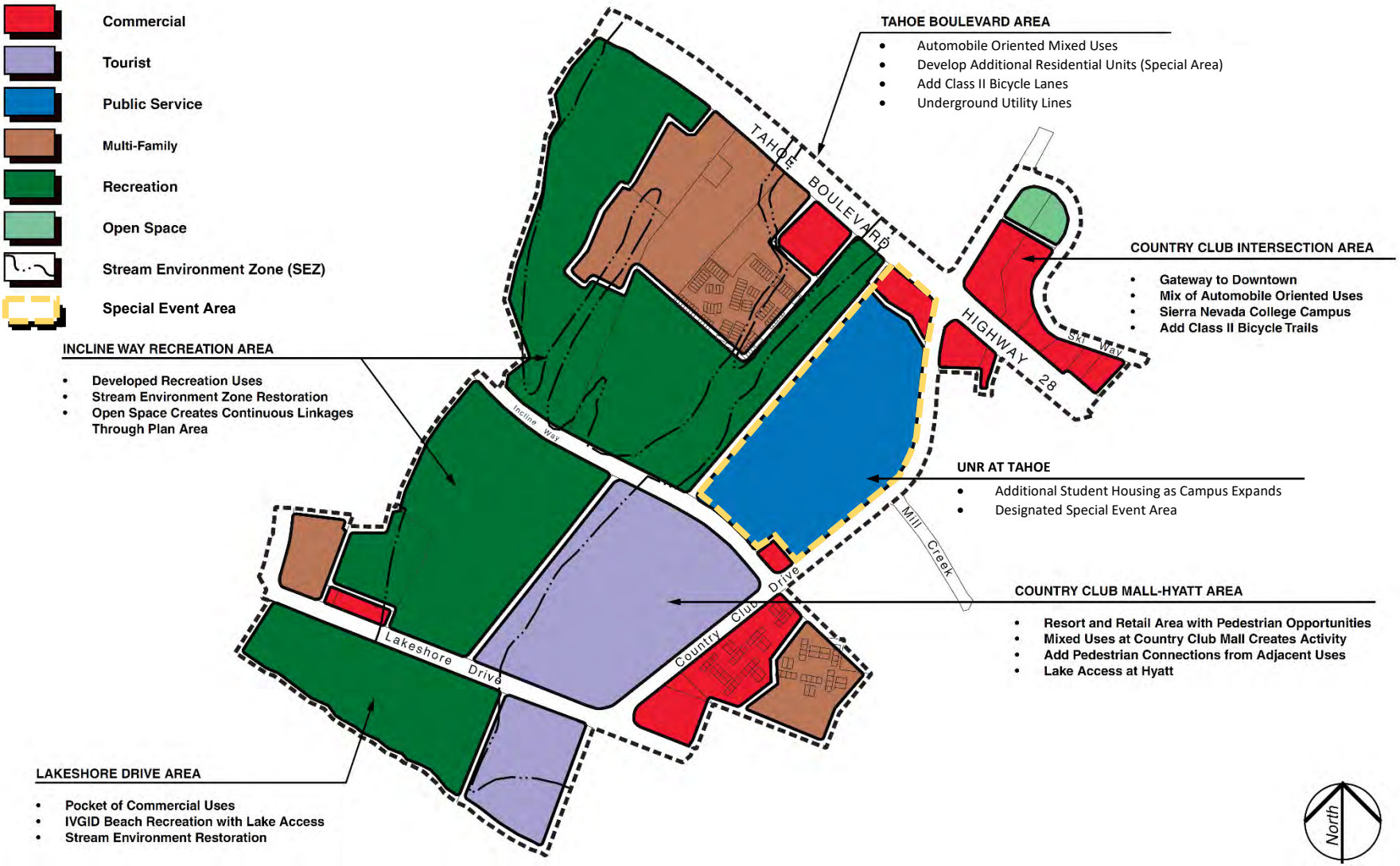
The overall vision for the area is one of continued implementation and environmental redevelopment to maintain an active community core focused on recreation, tourism and UNR at Tahoe. This second community core is marked by an atmosphere of openness and connectedness. Redevelopment of the major uses will likely focus on ensuring the existing uses are responsive to contemporary economic, social and environmental conditions.

Neither UNR at Tahoe nor IVGID facilities are targets for redevelopment; however, continued evolution of these areas is important. UNR at Tahoe is subject to a TRPA-issued permit for its facilities master plan. IVGID recreation facilities form an important part of the overall community character for Incline Village and are guided by the IVGID facilities master plan[1] for these facilities. As demand for recreation increases, it will be important to consider how these facilities should be modernized. The Hyatt Regency Lake Tahoe Resort may consider rehabilitation and modernization of the existing use, but a change in use is not expected.

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

The community is interested in how mixed uses can be integrated both within buildings and on individual parcels. This area contains some of the few examples in Incline Village of residential and commercial uses integrated into a single building. Except for some sensitive environmental areas comprised mostly of IVGID recreation facilities, this area is also subject to the Town Center overlay designation. As landowners investigate how the available incentives may facilitate integrated mixed-use redevelopment of their property, Washoe County should ensure that development standards do not create barriers to beneficial environmental redevelopment.

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



MAP 2.5. INCLINE VILLAGE TOURIST CONCEPT PLAN

Ponderosa Ranch Regulatory Zone

The Ponderosa Ranch regulatory zone is located on the east side of Incline Village in the vicinity of the former Ponderosa Ranch theme park, bordering Tahoe Boulevard. Like the other mixed-use plans, this area provides for a diverse mix of uses, including industrial uses. The local waste transfer station, the IVGID public service yard, and other intensive commercial and industrial uses are located here.

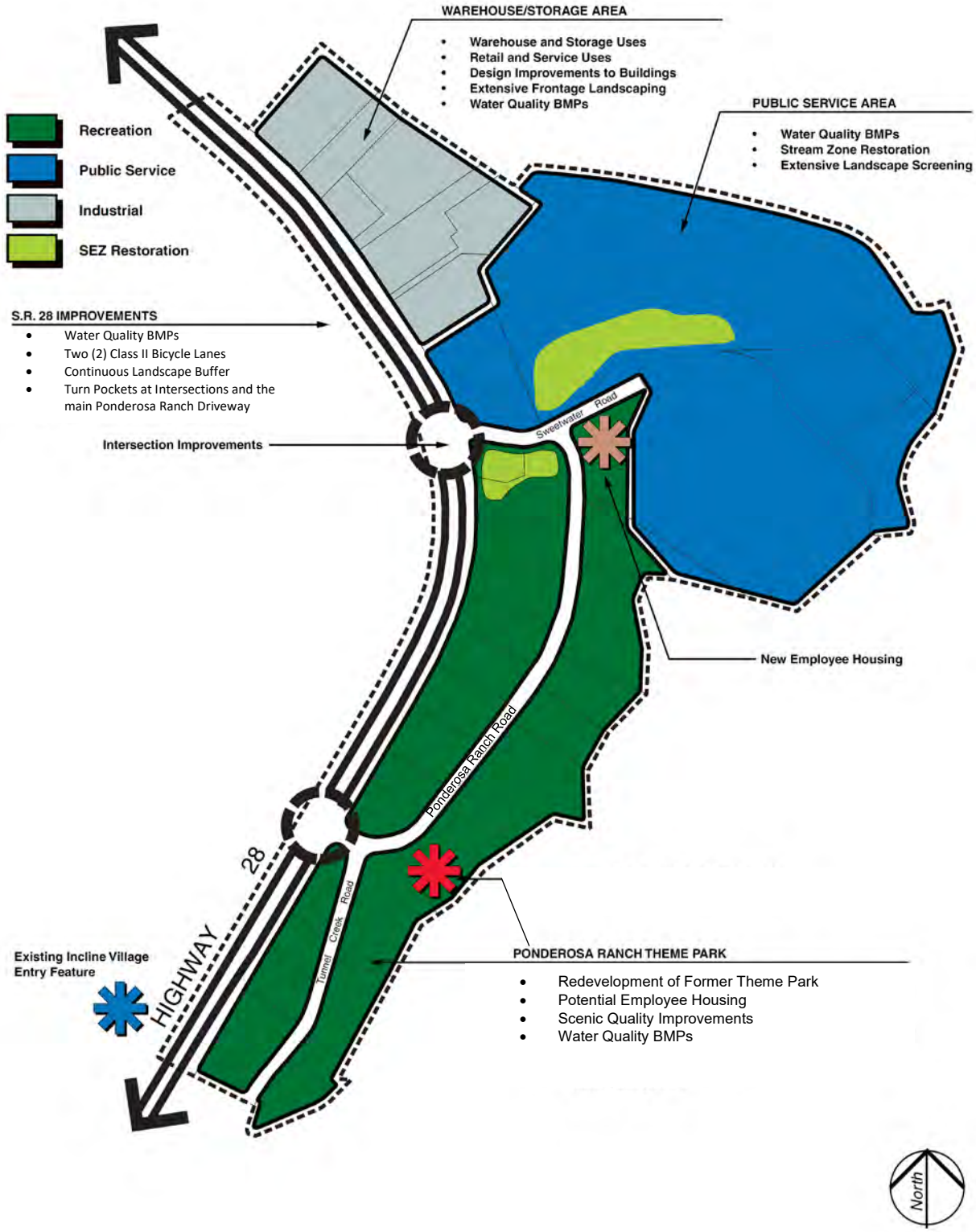
A significant portion of the remainder of the area (Special Area) was the location of the Ponderosa Ranch theme park. The dismantling and subsequent partial redevelopment of the site has resulted in portions of this area being in an undeveloped or underdeveloped state. Other portions have since been redeveloped with a focus on public access including multi-use and hiking trails, as well as rehabilitation of the historic Flume Trail. While Washoe County no longer envisions a theme park at this location, the mix of other commercial opportunities is extensive. Residential uses in the Ponderosa Ranch zone are currently more limited. The list of permissible uses in the Development Code for this area reflects Washoe County's desire to focus highly intense uses, such as service commercial, public services, and light industrial uses and continues to provide meaningful redevelopment opportunities.

Ponderosa is the only mixed-use regulatory zone in the plan area that is not subject to the provisions of the Town Center overlay district. While opportunities for redevelopment certainly exist in this area, a Town Center designation is not considered necessary or appropriate for this area at this time. The vision for this area includes creating a beautiful entry way into Incline Village and eventually creating an industrial oriented business park on the north end of the area.

A planning process focused specifically on this area should be conducted to identify additional opportunities to strengthen the integration of this area into the community and to take advantage of its special location as the connection between Incline Village and Lake Tahoe Nevada State Park. The future role of residential uses should be considered as well. The planning process should include the uses, services, and infrastructure necessary to support the envisioned activity.

Urban Design

Architectural and site design is critical to implementation and maintenance of the desired community character. Much of the planning area is subject to design standards developed specifically for these areas and incorporated into the Washoe County Development Code as Article 110.220.1 Tahoe Area Design Standards. These standards are carried forward in this area plan. However, a future review and eventual update of the design standards may better facilitate the goal of redevelopment in the planning area. The county should consider how updated site and architectural design standards may create additional incentives or remove existing barriers to redevelopment.



MAP 2.6. PONDEROSA RANCH CONCEPT PLAN

Residential Regulatory Zones

There are sixteen residential designated regulatory zones in the plan area. These regulatory zones are focused primarily on single family dwellings. Other available use types include multi-family and a broad scope of public service and resource management uses. A small number of commercial uses are also available in some of these regulatory zones. However, these areas are predominately residential character. The primary vison for these areas is to maintain safe and functional residentially focused regulatory zones, with development that contributes to the desired community character and attainment of the TRPA environmental thresholds. The maintenance of existing infrastructure is critical to this vision. The expansion of bicycle and pedestrian connections to the mixed-use areas is also a component of the vision for these regulatory zones. None of the residential regulatory zones are subject to the Town Center overlay provisions.

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

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

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

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

Conservation Regulatory Zones

There are four conservation designated regulatory zones in the plan area. These regulatory zones focus primarily on resource management use types. Public service and recreation uses are also widely available in these regulatory zones. Recreation uses are largely undeveloped, such as hiking and snowshoeing. While summer homes are an allowed use, other residential dwellings are extremely limited. Because the conservation regulatory zones are located such that they provide much of the forested and mountainous backdrop to the plan area, they serve as important components of the plan area's overall identity and character, and contribute to the scenic values of the plan area. As such, the vision for these areas is to remain focused on resource management, including environmental restoration and forest resiliency, and continue to allow appropriate recreation uses. The majority of the land in these regulatory zones is publicly owned and managed for dispersed public access.

Marlette Lake

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

Martis Peak and Mount Rose Regulatory Zones

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

Tunnel Creek Regulatory Zone

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

Recreation Regulatory Zones

There are three recreation designated regulatory zones in the plan area. These regulatory zones are similar to the conservation regulatory zones, but there is a greater emphasis on recreation use types. East shore beaches, the multi-use path along State Route 28, Sand Harbor State Park, Diamond Peak Ski area, and the Incline Meadows recreation area are all located in these regulatory zones. Resource management, public service, and very limited residential use types are also available. The vision for these areas is to remain focused on outdoor recreation consistent with conservation goals. The Incline Ski Master Plan (Diamond Peak) located in the Incline Ski regulatory zone should continue to implement its planned recreation facilities. These areas should continue to maintain, improve and expand upon bicycle and pedestrian facilities for access to and within these regulatory zones.

East Shore Regulatory Zone

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

Incline Meadows Regulatory Zone

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

Incline Ski Regulatory Zone

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

Special Areas

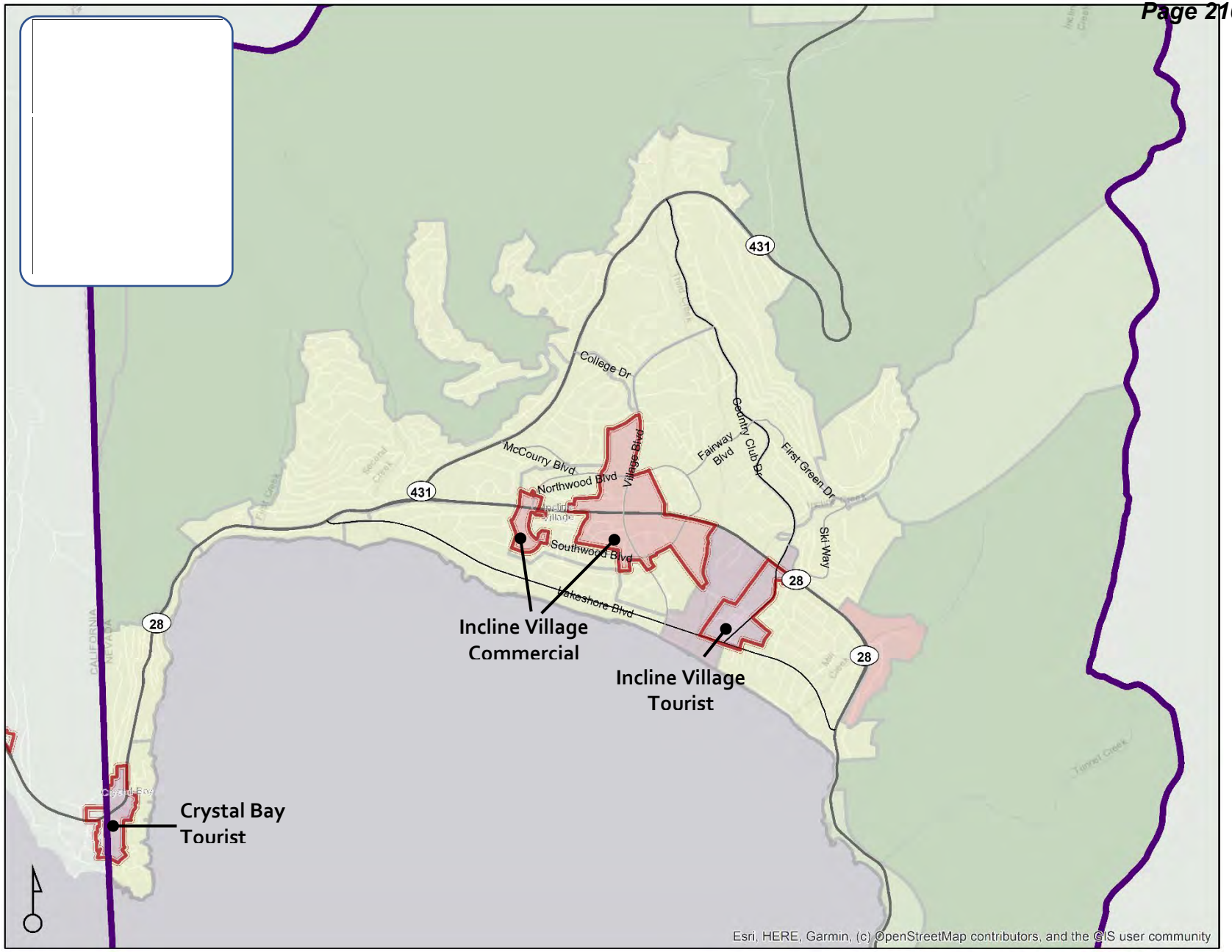
Special Areas may be designated in order to allow permissible uses and densities that differ from the underlying regulatory zone. The Tahoe Area Plan establishes the Special Areas in the following regulatory zones:

- Incline Village Commercial – Three special areas are established for the Incline Village Commercial zone. This allows different uses to be focused in different areas within this Town Center.
- Incline Village Tourist – A special area is established for the IVGID-owned recreational facilities.

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

TOWN CENTERS

Town center overlay districts identify the boundaries of preferred areas for environmental redevelopment. As discussed above, environmental redevelopment is the foundation of TRPA and Washoe County's approach to growth and development in the planning area. This strategy largely relies on focusing transportation services, transit, and bicycle and pedestrian facilities in centralized areas where a variety of retail, employment, tourism, and housing needs can be met.



MAP 2.7. TOWN CENTER LOCATIONS

The Regional Plan designated three areas in the planning area as Town Centers (as identified on the Tahoe Area Master Plan Map and Map 2.8). To focus environmental redevelopment in the Town Centers, the Regional Plan, and this area plan provide incentives for infill and compact redevelopment. The available incentives include increased transfer ratios for transfers of development rights into Town Centers, higher densities, additional allowances for land coverage on non-sensitive lands coupled with the transfer of land coverage from elsewhere, and greater allowed height.

Coverage Reduction and Stormwater Management

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

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

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

Threshold Gain

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

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, along with those contained in the Washoe County Master Plan and Regional Plan, serve as a blueprint for providing the plan area with the public services and facilities necessary to support the community's residential, business, and economic growth needs and expectations as described in this Area plan.

Goal LU1: Ensure compatibility of adjacent land uses and require buffering for those which are not compatible.

Policy LU1-1 Buffering

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

See Design Standards – Chapter 6, *Landscaping*

Policy LU1-2 Design Standards

The compatibility of adjacent land uses is a priority in the planning area and shall be regulated through the use of design standards. Design standards will ensure compatibility between adjacent parcels as well as compatibility of mixed uses within the same parcel.

Policy LU1-3 Finding of Compatibility

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

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

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

Policy LU2-1 Focus Development towards Town Centers

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

Policy LU2-2 Retail and Restaurant Uses

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

Policy LU2-3 Office and Commercial Service Uses

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

Policy LU2-4 Public Service and General Commerce Uses

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

Policy LU2-5 Cultural Facilities

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

Policy LU2-6 Incline Village Tourist Regulatory Zone

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

Policy LU2-7 Crystal Bay Tourist Regulatory Zone

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

Policy LU2-8 Ponderosa Ranch Regulatory Zone

Washoe County should undertake an analysis of the existing allowable uses in the Ponderosa regulatory zone to determine if they should be amended to better reflect current economic, social, and environmental conditions.

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

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

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

Goal LU3: Promote environmentally beneficial redevelopment in Town Centers.

IMPLEMENTATION ACTIONS

Action LU-1 Additional Town Center Incentives

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

Action LU-2 Merged Development Rights Pool

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

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

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

Action LU-4 Update Land Use Concept Plans

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

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

Policy LU4-1 Commercial Floor Area Allocations

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

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

Policy LU4-2 Eligibility for Allocations

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

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

Policy LU5-1 Harmonization

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

Policy LU5-2 UNR at Tahoe

UNR at Tahoe should provide student housing as part of any campus expansion plans.

Policy LU5-3 Preferred Areas for Affordable and Employee Housing

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

Policy LU5-4 Incentives for Affordable and Workforce Housing

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

IMPLEMENTATION ACTIONS

Action LU-5 Public Outreach

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

Action LU-6 Workforce Housing Incentives

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

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

Policy LU6-1 Traditional Downtown

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

See Design Standards and Guidelines

Policy LU6-2 New Tahoe Image

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

See Design Standards and Guidelines

Policy LU6-3 Screening

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

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

Policy LU6-4 Utilities

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

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

Policy LU6-5 Crystal Bay Tourist Regulatory Zone

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

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

Policy LU6-6 Ponderosa Ranch Regulatory Zone

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

See Actions LU-12 and LU-13.

Policy LU6-7 Colorful Landscaping

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

IMPLEMENTATION ACTIONS

Action LU-7 Design Standards and Guidelines Revisions

Conduct a review of the design standards and guidelines for the planning area to determine if amendments could be made to remove barriers, facilitate redevelopment efforts, or more efficiently implement the community's longstanding sense of place and identity. Updated design standards should fully consider how bicycle, pedestrian, and parking facilities can be fully blended and incorporated into site design standards.

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

Policy LU7-1 Barriers to Redevelopment

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

Policy LU7-2 Special Events

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

Policy LU7-3 Year-Round Activities at Diamond Peak

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

IMPLEMENTATION ACTIONS

Action LU-8 Designate Special Event Areas

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

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

Policy LU8-1 Regional Plan Consistency

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

Policy LU8-2 Consideration of Amendments

Amendments to this area plan should be considered when they:

- respond to new economic, social and environmental conditions;
- protect the community's health, safety or welfare;
- preserve sensitive environmental areas or implement a necessary environmental improvement project;
- facilitate a recreation or transportation project that furthers the Region's environmental goals; or
- facilitates appropriate environmental redevelopment within a Town Center.

Policy LU8-3 Community Character

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

Policy LU8-4 Changes in Permissible Use

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

Policy LU8-5 Amendments Affecting Town Centers

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

Policy LU8-6 Amendments Affecting Residential Regulatory Zones

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

IMPLEMENTATION ACTIONS

Action LU-9 Planning and Development Approach

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

Action LU-10 Amendment Procedures

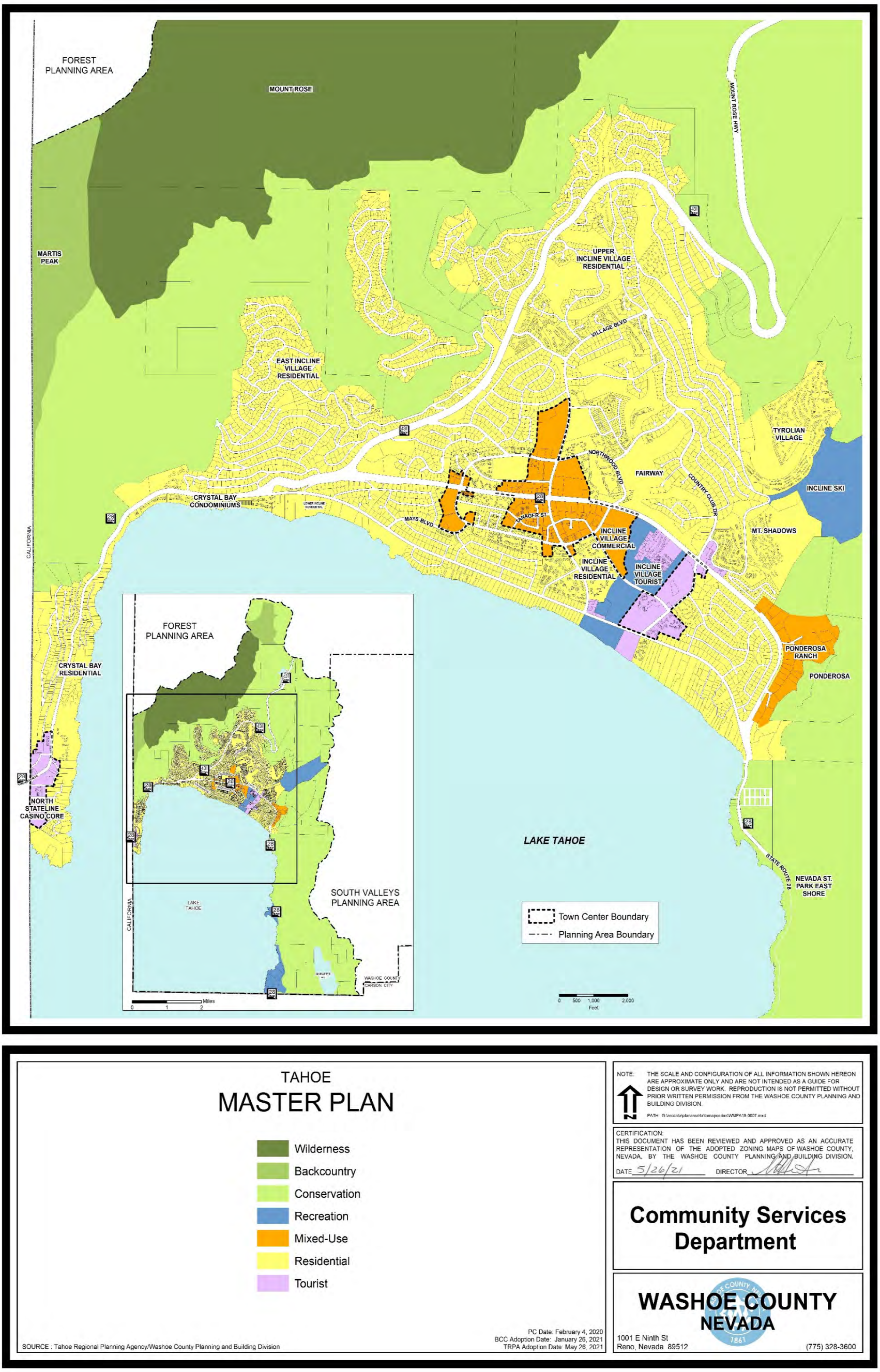
Process amendments to the area plan, land use categories, regulatory zones, Article 220 of the Washoe County Development Code (Tahoe Modifiers), and Article 220.1 of the Washoe County Development Code (Tahoe Area Plan Design Standards and Guidelines) pursuant to Subsection 13.6.6, *Conformity Review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

Action LU-11 Regional Plan Amendments

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

Goal LU9: Proactively plan for future community development needs.

IMPLEMENTATION ACTIONS
Action LU-12 Ponderosa Ranch Planning Process Conduct a planning process focused specifically on the Ponderosa Ranch regulatory zone. This process should identify additional opportunities to strengthen the integration of this area into the community and to take advantage of its special location as the connection between Incline Village and Lake Tahoe Nevada State Park. The future role of residential uses should be considered as well. The planning process should include the uses, services, and infrastructure necessary to support the envisioned activity. *Action LU-13 Permissible Uses at Ponderosa Ranch* Undertake an analysis of the existing allowable uses in the Ponderosa Ranch regulatory zone to determine if they should be amended to better reflect current economic, social, and environmental conditions. This could occur either as part of, or separately from, the Ponderosa Ranch Planning Process described above.



TAHOE
MASTER PLAN

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

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

PC Date: February 4, 2020
BCC Adoption Date: January 26, 2021
TRPA Adoption Date: May 26, 2021

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

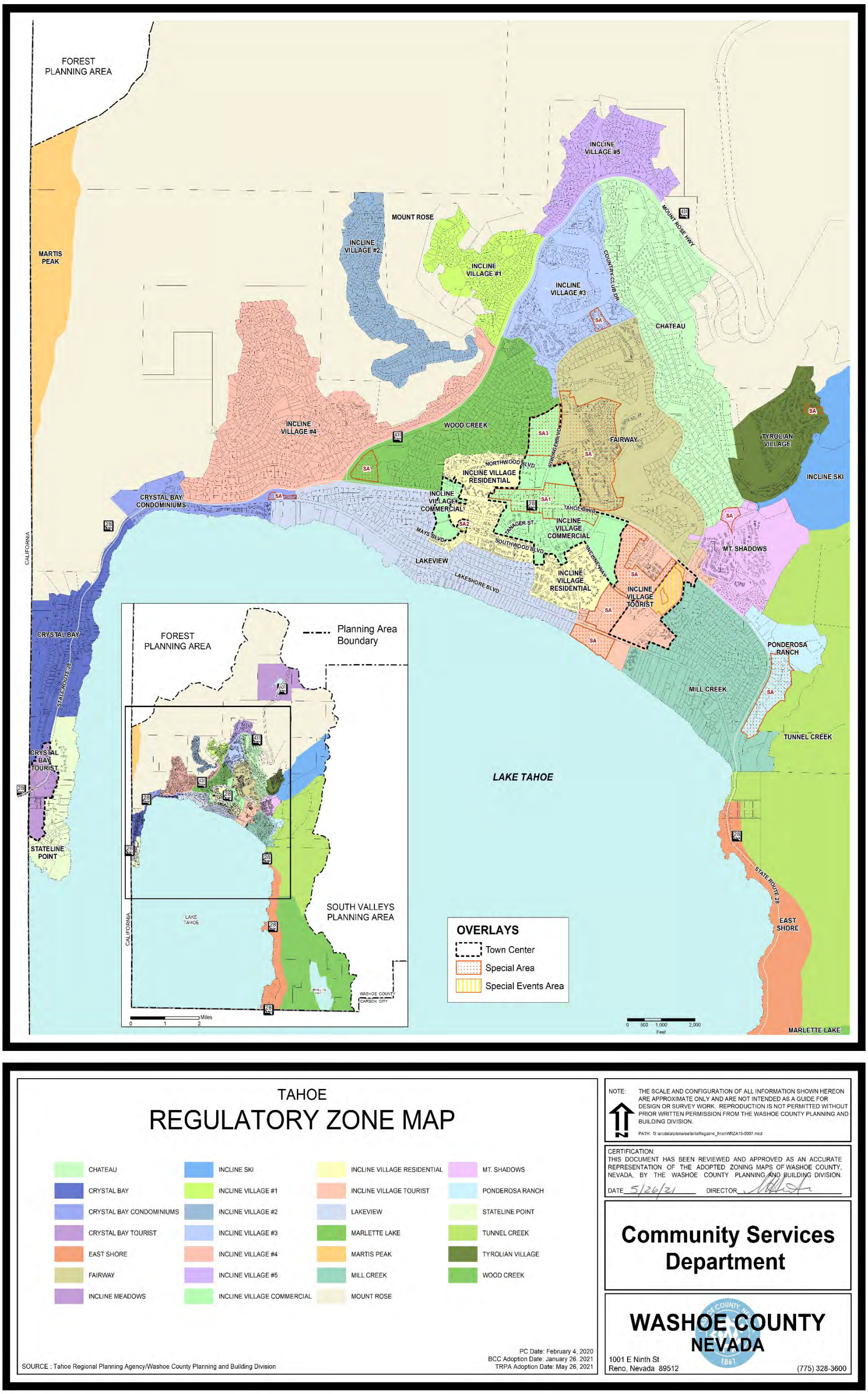
DATE 5/26/21 DIRECTOR

Community Services Department

WASHOE COUNTY
NEVADA

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

MAP 2.8. MASTER PLAN MAP



TAHOE
REGULATORY ZONE MAP

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

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

PC Date: February 4, 2020
BCC Adoption Date: January 26, 2021
TRPA Adoption Date: May 26, 2021

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MAP 2.9. REGULATORY ZONE MAP

CHAPTER 3 Transportation

This Transportation Element is a supplement to the Transportation Element of the TRPA Regional Plan (Regional Plan), the Regional Transportation Plan (RTP), the Mount Rose Scenic Byway Corridor Management Plan, and the Transportation Element of the Washoe County Master Plan. Consistent with these plans, this element identifies the specific policies applicable to the area plan and describes the improvements necessary to implement these policies. Transportation planning and management directly affects air quality, noise, water quality, and other environmental thresholds adopted by TRPA.

EXISTING CONDITIONS

Local Street and Highway Infrastructure

Two state highways, State Route (SR) 28 (Tahoe Boulevard) and SR 431 (Mt. Rose Highway) serve as the foundation of the roadway network, with a series of collector and local streets serving to connect the commercial, mixed use, and residential areas. Existing roads and other transportation infrastructure are identified on the Local Transportation System Map (Figure 1). A full description of level of service and roadway functional classifications is contained in the Land Use and Transportation Element of the Washoe County Master Plan.

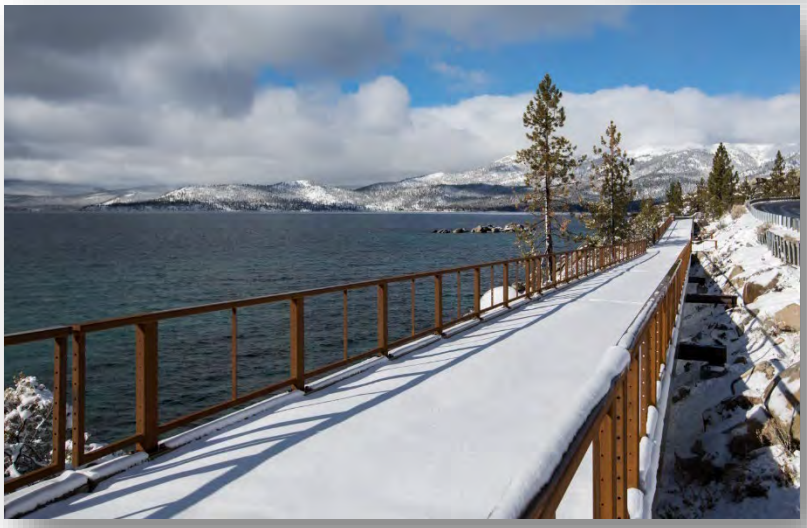
Pedestrian, Bicycle and Multi-Modal Facilities

Facilities that support pedestrian, bicycle, and multi-modal forms of transport are increasingly important in the planning area. While the traditional demand for these facilities as components of the recreation system continues to grow, an increasing component of the overall demand is for access to commercial and residential areas. The growing popularity of these modes of transportation as a substitute for automobile transport creates the need for additional infrastructure, such as parking and storage facilities near recreation and commercial services, pubic beaches, and trailheads, and transit vehicles capable of transporting bicycles. Existing and proposed pedestrian, bicycle, and multi-modal facilities are displayed on the Local Transportation System Map (Map 3.4) and include the following (Table3.1):

Success Story:

State Route 28 East Shore Trail

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



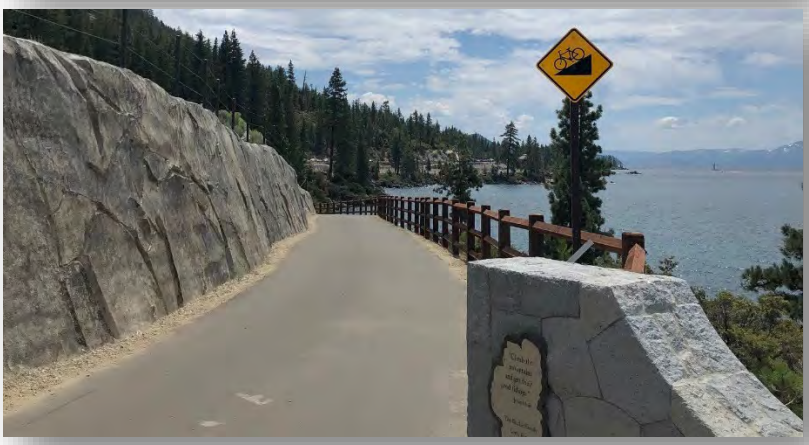


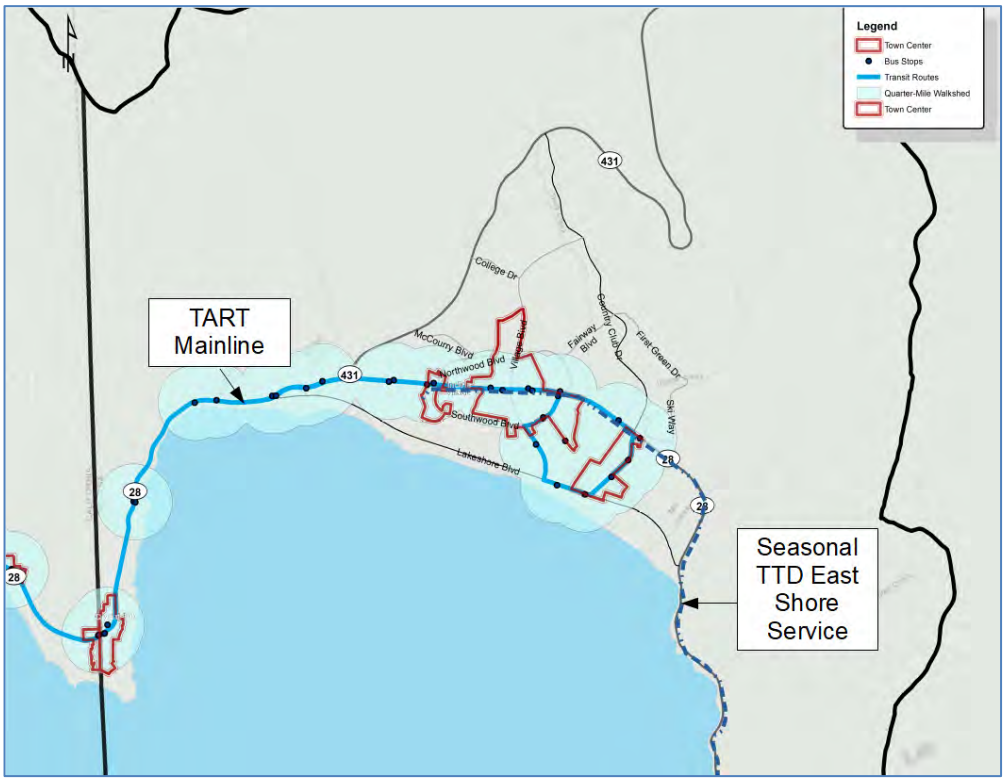
Table 3.1: Existing Active Transportation Facilities

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

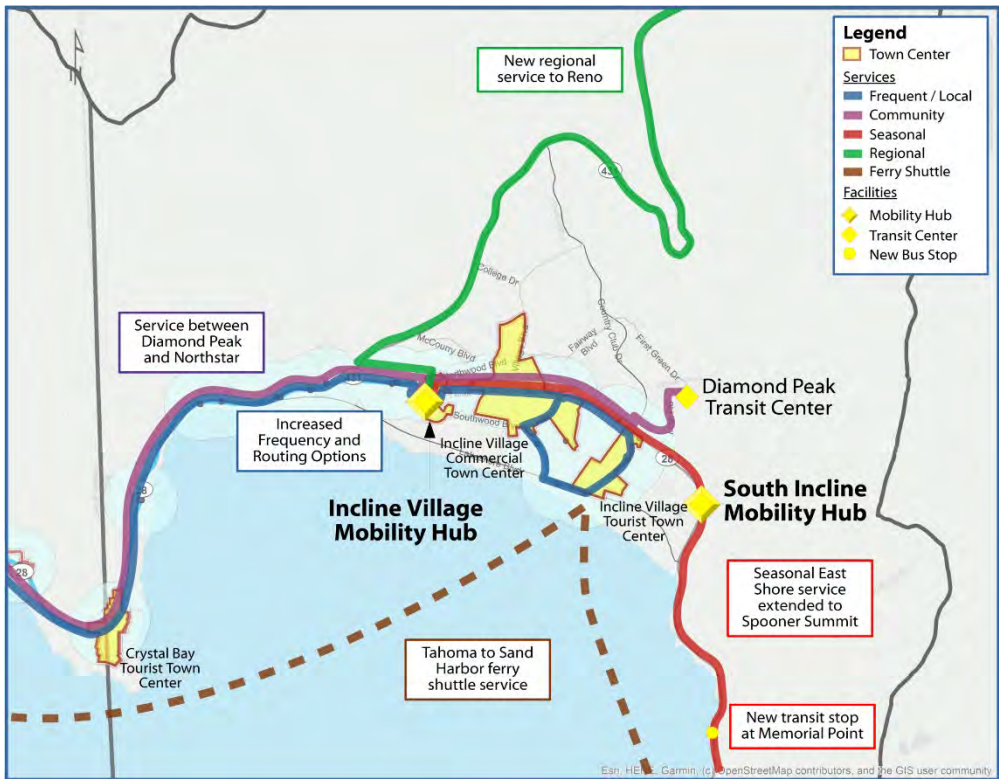
Transit Services

Existing transit service in the planning area is provided by the Tahoe Truckee Area Regional Transit (TART). TTD provides the East Shore Express, with connections between Incline Village and Sand Harbor from June to September. TART operates the TART Mainline, which connects Incline Village with

Kings Beach, Tahoe City, and Tahoma, California. They also operate TART connect, which provides curb-to-curb on-demand service within certain service areas. Various shuttle services are also available including the North Lake Tahoe Express with connections between the Reno/Tahoe International Airport and Incline Village, private mountain biking and hiking shuttle services, and a free ski shuttle connecting Incline Village to Diamond Peak Ski Resort. Expanding transit services for access to, from, and within the Region is a critical component of regional and local transportation plans. Washoe County has limited authority and ability to directly implement transit services. However, the County is committed to implementation of existing transit plans, as well as working to expand the availability and types of transit servicing the plan area. The County recognizes the TTD, TART and the Truckee-North Tahoe Transportation Management Association as important partners in the implementation of a sustainable transportation system in the planning area and throughout the Basin.



MAP 3.1 EXISTING TRANSIT SERVICES



Map 3.2. **ENVISIONED TRANSIT SERVICES**

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

Table 3.3: Existing Transit Stops

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

Parking

Parking is of significant community interest throughout the plan area. Parking availability affects access to all land use types. During summer weekends, public parking areas are at capacity, leading to potentially dangerous roadside parking. To continue supporting the needs of the local residents, the community's many special events, and the underlying tourism-based economy, the County must work to develop a compressive approach to parking in the planning area. The approach should balance the immediate need to provide adequate parking with the desire to encourage alternative transportation modes that do not carry the same parking demand. The Local Transportation Map and the Recreation Opportunities Map (Figure 6.1, Recreation Element) identify existing public parking areas.

TRANSPORTATION STRATEGY

The transportation choices made by people when traveling to, from, and within the Tahoe Region affect both the environment and wellbeing of the communities within the Region. The range of available transportation choices plays a role in overall environmental and societal health. Providing and promoting diverse transportation options, with a focus on transportation modes that reduce air pollution, traffic, and noise is a fundamental necessity for managing the impacts of tourism and development in the Region. Understanding this, the Bi-State Compact and Regional Transportation Plan (RTP) promote a reduced reliance on private automobiles, while acknowledging the transportation challenges of a mountain tourism destination, by providing regional level goals and policies. The RTP relies on the cooperation and coordination of multiple partner agencies, including state and local transportation departments. Washoe County is a partner agency in the implementation of the RTP. Washoe County supports the transportation plan in three critical ways:

1. By ensuring that the County's plans and programs in the basin conform to the RTP;
2. By cooperating and coordinating with TRPA, the Tahoe Transportation District (TDD) and the State of Nevada Department of Transportation to implement the plan through the construction and operation of transportation facilities and services; and
3. By recognizing the increasing impact that growth throughout Washoe County is having on the basin and encouraging the Regional Transportation Commission to coordinate with the Truckee / North Tahoe Transportation Management Association in the development of alternative modes of transportation into and out of the basin from Washoe County.

Washoe County will continue to partner with other transportation agencies in the basin to provide a transportation system in Washoe County that is consistent with the RTP and contributes to the attainment of environmental thresholds. Both the transportation and recreation elements of this area plan recognize and emphasize the importance of pedestrian, bicycle, transit and parking facilities. High-quality pedestrian and bicycling path networks combined with diverse and convenient transit services can provide an exceptional experience for residents and visitors.

Roadway Network

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

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

Pedestrian, Bicycle, and Multi-Modal Facilities

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

Transit Services

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

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

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

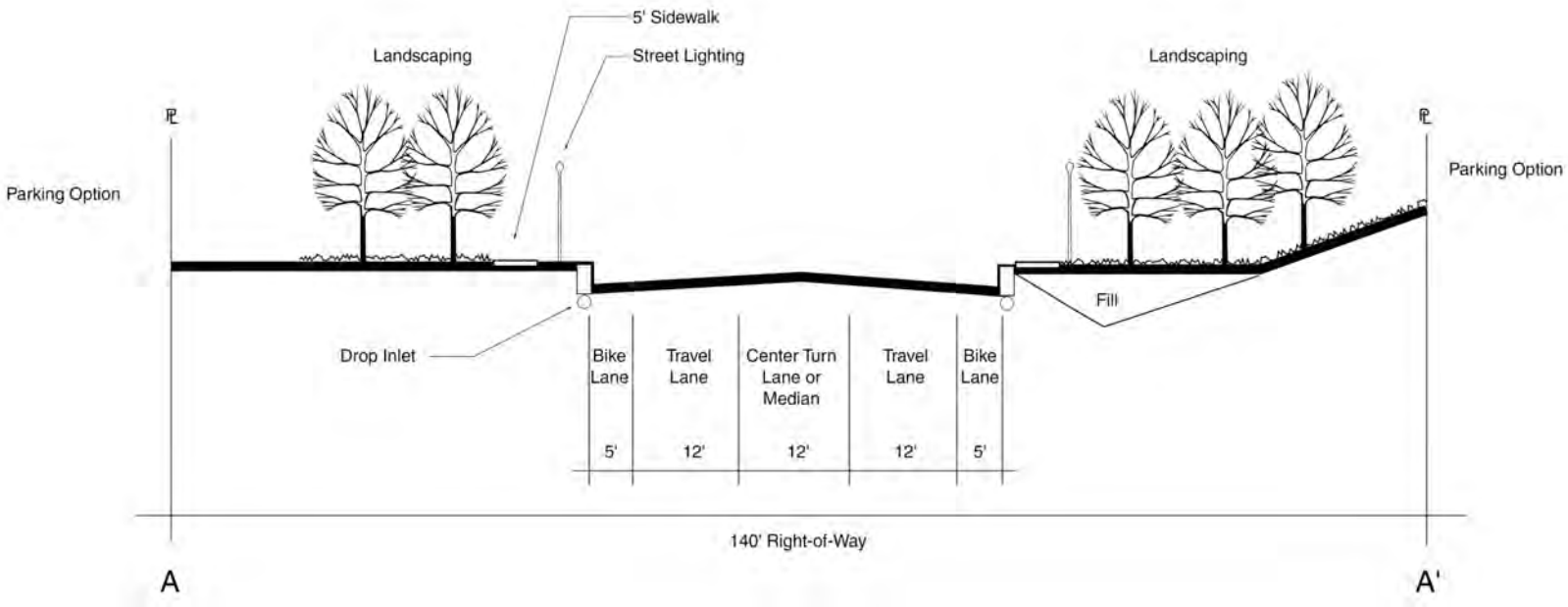


FIGURE 3.1 CROSS SECTION – STATE ROUTE 28

Parking

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

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

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

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, along with those contained in the Washoe County Master Plan and Regional Plan, serve as a blueprint for providing the plan area with the public services and facilities necessary to support the community's residential, business, and economic growth needs and expectations as described in this area plan.

Goal T1: Reduce private automobile use by promoting wise land use patterns and providing adequate services and infrastructure to facilitate alternative transportation.

Policy T1-1 Expansion of Roadway Capacity

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

Policy T1-2 Alternative Transportation

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

Policy T1-3 Connect Town Centers

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

Policy T1-4 Travel Demand Management

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

IMPLEMENTATION ACTIONS

Action T-1 Employer-Based Vehicle Trip Reduction

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

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

Policy T2-1 Implement the Regional Transportation Plan

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

Policy T2-2 Public Path System

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

Policy T2-3 On-Site Pathways

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

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

Policy T2-4 Connections to Parking Areas and Between Uses

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

Policy T2-5 Bicycle Racks and Lockers

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

Policy T2-6 Protect and Improve Trail Access

Protect and improve access to existing trails whenever possible.

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

Policy T3-1 Access Management

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

Policy T3-2 New Curb Cuts on State Route 28

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

IMPLEMENTATION ACTIONS
Action T-2 Access Management Standards Develop and apply access management regulations consistently throughout the plan area.

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

Policy T4-1 Level of Service

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

Policy T4-2 Maintenance

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

Policy T4-3 Mobility Hubs and Transit Center

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

IMPLEMENTATION ACTIONS

Action T-3 Plowing of Multi-Use Trails

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

Goal T5: Improve and increase transit service and use.

Policy T5-1 Increased Transit

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

Policy T5-2 Transit Shelters

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

Policy T5-3 Bus Pullouts

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

Policy T5-4 Transportation Management Association

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

Policy T5-5 New and Expanded Transit Services

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

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

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

Policy T6-1 Parking Standards

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

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

Policy T6-2 Consolidated Parking and Driveways

Adjacent parking lots should consolidate and share driveway entrances.

Policy T6-3 Parking Lot Design

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

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

Policy T6-4 Maximum Parking

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

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

Policy T6-5 Parking Management

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

Policy T6-6 Partnerships

Washoe County should partner with other public agencies and public-private partnerships to explore opportunities to plan, fund and develop mobility hubs, trailhead parking, and other parking facilities for all types of vehicles to help facilitate environmental enhancements and redevelopment opportunities, and to provide safe and efficient access to services and recreation opportunities.

Policy T6-7 Trailhead Parking and Transit

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

IMPLEMENTATION ACTIONS

Action T-5 Parking Management Plan

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

PROPOSED IMPROVEMENTS

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

Planned Roadway Network Projects

Project T-1: State Route 28 Complete Streets Improvements

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

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

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

Project T-3: Intersection Improvements

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

Project T-4: Wassou Road Delineation

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

Project T-5: Off-Highway Parking along Mount Rose Highway (SR-431)
In compliance with the *Mount Rose Scenic Byway Corridor Plan*, establish off-highway parking at Incline Meadows and the Incline Flume trailhead.

Project T-6: Mount Rose Highway (SR-431) Center Turn Lanes
In compliance with the *Mount Rose Scenic Byway Corridor Plan*, create a center turn lane along Mount Rose Highway at Country Club Drive. Investigate the possibility of additional turn lanes between Country Club Drive and Tahoe Boulevard / State Route 28.

Project T-7: State Route 28 Turnouts
Construct nine turnouts along SR 28 between Lakeshore Drive and the Carson City boundary in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.

Project T-8: East Shore Off-Highway Parking
Establish off-highway parking near Thunderbird Lodge and Chimney Beach in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.

Project T-9: East Shore Formalized Highway Parking
Formalize highway parking in four locations between Ponderosa Ranch and Hidden Beach in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.

Project T-10: East Shore Viewpoints
Construct four new viewpoints along State Route 28 between Sand Harbor and Thunderbird Lodge and a fifth viewpoint between Hidden Beach and Sand Harbor in compliance with the *State Route 28 National Scenic Byway Corridor Plan*.

Project T-11: East Shore Aesthetic Improvements
In compliance with the *State Route 28 National Scenic Byway Corridor Plan*, complete aesthetic improvements on State Route 28 along the east shore. Improvements should include simplified signage, use of wood and stone accents, improvement to rock cut scars, aesthetic railings, and cultural messaging.

Project T-12: Community Gateways
Enhance community gateway features at the entrances to Incline Village along State Route 28 at Lakeshore Drive and east of Crystal Bay in compliance with the *State Route 28 National Scenic Byway Corridor Plan.*

Project T-13: Intersection Safety Improvements
Improvements to priority intersections as identified in the *Active Transportation Plan*, including, but not limited to the following:

A. Mount Rose Highway (SR-431) at 2nd Creek Drive

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

Planned Active Transportation Projects

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

Class I Multi-Use Pathways

Project T-14: Crystal Bay to Incline Village Multi-Use Path
North side of State Route 28 from the Crystal Bay Tourist regulatory zone to Northwood Boulevard (western intersection).

Project T-15: Alder Avenue Multi-Use Path
Alder Avenue between Northwood and Village Boulevards.

Project T-16: Northwood Boulevard Multi-Use Path
Northwood Boulevard from the current Multi-Use Path terminus to the eastern intersection with State Route 28 / Tahoe Boulevard. Reconstruction of portions of the existing path along Northwood Boulevard may also be necessary.

Project T-17: Fairway Boulevard Multi-Use Path
Fairway Boulevard between Country Club Drive and Village Boulevard

Project T-18: Country Club Drive Multi-Use Path
Country Club Drive from Village Boulevard to State Route 28 / Tahoe Boulevard

Project T-19: Incline Way Multi-Use Path
Incline Way from Southwood Boulevard to the Recreation Center.

Project T-20: McCourry Boulevard Multi-Use Path
McCourry Boulevard from State Route 431 to Northwood Boulevard.

Project T-21: College Drive Multi-Use Path[1]
College Drive between State Route 431 and Village Boulevard.

Project T-22: Golfers Pass Road Multi-Use Path
Golfers Pass Road between State Route 431 and Village Boulevard.

Project T-23: Diamond Peak Multi-Use Path
North side of Ski Way between Country Club Drive and Diamond Peak.

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

Project T-24: **Mount Rose Highway Multi-Use Path**
East side of State Route 431 from the Incline Flume Trailhead to the northern planning area boundary.

Project T-25: **Sand Harbor to Spooner Summit Multi-Use Path**
Extension of the Tahoe East Shore Multi-Use Path from Sand Harbor to the Carson City boundary, continuing on to Spooner Summit.

Project T-26: **Driver Way Multi-Use Path**
Driver Way between Village Boulevard and Country Club Drive.

Project T-27: **Village Boulevard Multi-Use Path**
Extension of Village Boulevard Multi-Use Path from College Drive to Country Club Drive.

Project T-28: **Tanager Street Multi-Use Path**
Tanager Street between Oriole Way and Southwood Boulevard.

Project T-29: **Village Green Multi-Use Path**
Connecting Village Green with Incline Way.

Class II Bike Lanes

Project T-30: **Village Boulevard Bike Lanes**
Village Boulevard between Northwood Boulevard and Country Club Drive.

Project T-31: **Country Club Drive Bike Lanes**
Country Club Drive between Lakeshore Boulevard and State Route 431.

Project T-32: **Incline Way Bike Lanes**
Incline Way from Southwood Boulevard to Country Club Drive.

Project T-33: **Ski Way Bike Lanes**
Ski Way from Country Club Drive to Diamond Peak.

Project T-34: **Mount Rose Highway Bike Lanes**[2]
State Route 431 between State Route 28 / Tahoe Boulevard and the northern planning area boundary.

Planned Transit Facilities

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

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

Project T-35: South Incline Mobility Hub
Improve the existing TTD parking facility in the Ponderosa Ranch district into a recreation-focused mobility hub. This hub will serve the East Shore multi-use trail, the Flume Trail, and the seasonal shuttle to Sand Harbor, with future extension to a new mobility hub at Spooner Summit.

Project T-36: Incline Village Mobility Hub
Establish a new mobility hub in a centralized location such as the old Incline Elementary School. The hub will serve local, seasonal, and regional transit services.

Project T-37: Diamond Peak Transit Center
Establish a new transit center at the Diamond Peak Ski Resort in support of a newly proposed community route ("Route E") connecting to the Incline Village mobility hub, Crystal Bay, and the Northstar Ski Resort.

Project T-38: Ferry Shuttle Dock Improvements
Improve the ferry shuttle dock to support increased service frequency and ridership.

Project T-39: Transit Shelters
Install transit shelters at all transit stops along proposed transit routes.

Project T-40: Transit Stop at Memorial Point
In compliance with the *State Route 28 National Scenic Byway Corridor Management Plan*, establish a new transit stop for the Sand Harbor shuttle at Memorial Point.

Planned Transit Services

Project T-41: North Shore Transit Route Expansion
In compliance with the *Lake Tahoe Basin Transit Master Plan,* expand existing transit services and establish new transit services.

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

Project T-42: Reno – North Tahoe Transit Service

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

Project T-43: North Shore Ferry Service

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

Project T-44: Transit Service Hours and Frequency

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

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

Project T-45: Shuttle Service

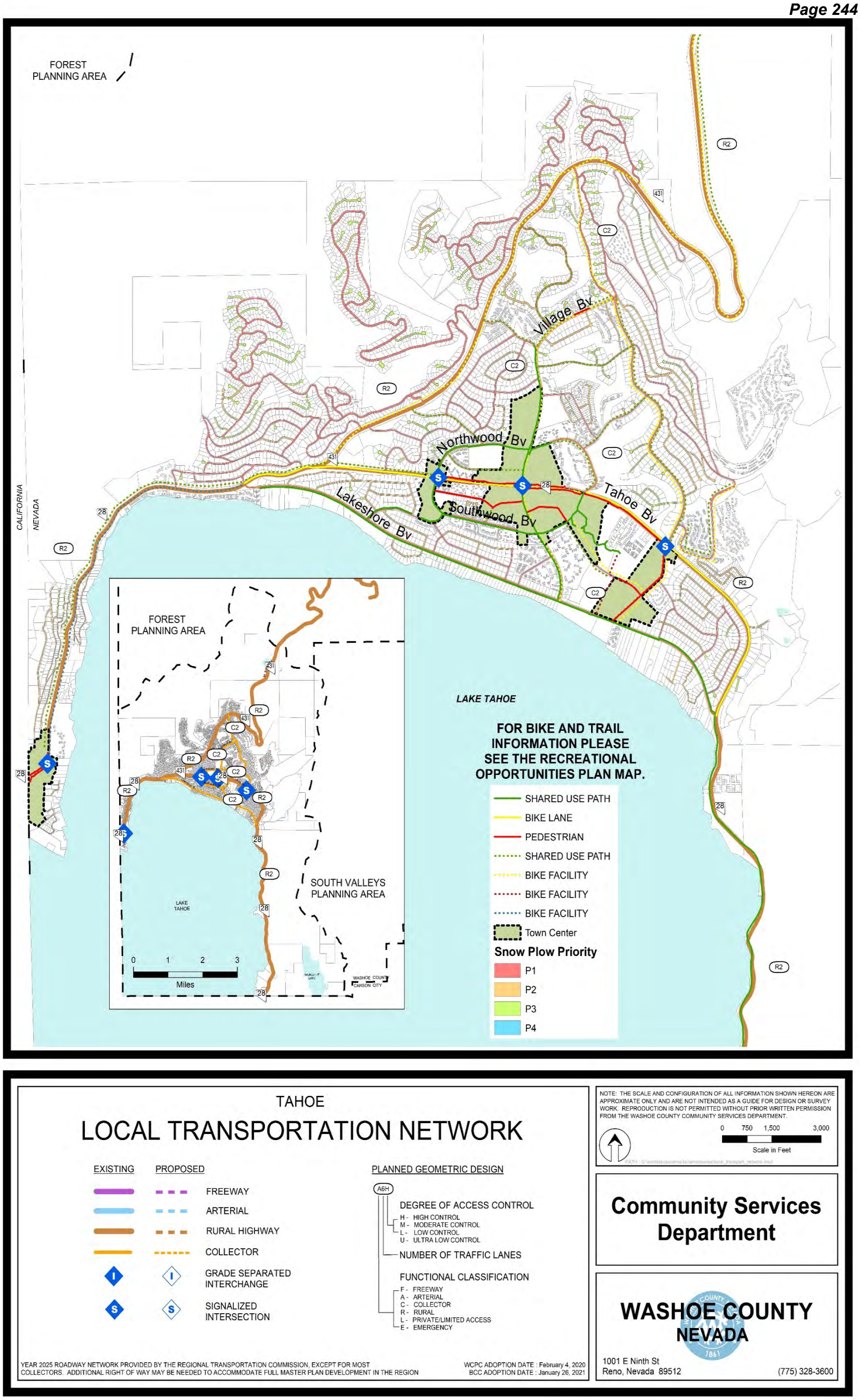
Establish a shuttle targeting visitors and Crystal Bay area employees, connecting the Incline Village, Crystal Bay, and Kings Beach commercial nodes.

Project T-46: Seasonal and Special Event Shuttle

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

Project T-47: Dial-A-Ride

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



Map 3.3. **LOCAL TRANSPORTATION MAP**

CHAPTER 4 Conservation

The Washoe County Tahoe Area Plan Conservation Element supplements the Conservation Element of the TRPA Regional Plan (Regional Plan) and the Conservation Element of the Washoe County Master Plan. Consistent with the Regional Plan and Washoe County Master Plan, this Conservation Element provides the policy context for the Tahoe Area Plan to achieve its vision for natural resource protection, and identifies the area plan's environmental conservation and management strategies aimed at achieving and maintaining the TRPA Environmental Thresholds.

This element complements Regional Plan policies. The Conservation Element of the Regional Plan includes ten subelements related to scenic and natural resources in the Tahoe Region. These include vegetation, wildlife, fisheries, soils, shorezone, scenic, open space, stream environment zone, and cultural resources. The Regional Plan is implemented through the TRPA Code of Ordinances, which includes chapters addressing water quality (Chapter 60), vegetation and forest health (Chapter 61), wildlife resources (Chapter 62), fish resources (Chapter 63), air quality and transportation (Chapter 65), scenic resources (Chapter 66), historic and cultural resources (Chapter 67), and noise (Chapter 68).

TRPA established environmental thresholds for environmental topics including air quality, water quality, soil conservation, scenic resources, recreation, wildlife, vegetation, fisheries, and noise. Threshold evaluations are conducted every four years to evaluate the status and trends of environmental conditions relative to the threshold standards. The results of these evaluations have led TRPA to adopt the Environmental Improvement Program (EIP). The EIP is a partnership of federal, state, and local agencies, private interests, and the Washoe Tribe, created to protect and improve the extraordinary natural and recreational resources of the Tahoe Region and attain and maintain the environmental thresholds. EIP partners implement projects that fall within one or more of the six EIP areas: (1) watersheds, habitat, and water quality; (2) forest management; (3) air quality and transportation; (4) recreation and scenic resources; (5) applied science; and (6) program support. Washoe County is an active participant in the EIP and is committed to continuing to support, attain, and maintain the environment thresholds through implementation of the EIP and policies identified in this area plan. Current information on planned and completed EIP projects in Washoe County, and the status of environmental thresholds is available at www.laketahoeinfo.org.

EXISTING CONDITIONS

Water Quality

A total of 36 EIP water quality and watershed projects have been implemented or planned in the plan area that reduce erosion and restore the area's watersheds to improve water quality and contribute to restoring Lake Tahoe clarity (Map 4.1).

Stream restoration projects that have been completed in the plan area include:

- Third Creek/Incline Creek Restoration-Phase II Culvert Replacement
- Third Creek Restoration Phase I
- Third Creek/Incline Creek Restoration-Phase IV
- Third Creek/Incline Creek Restoration-Phase III Lakeshore Boulevard Culvert Replacement

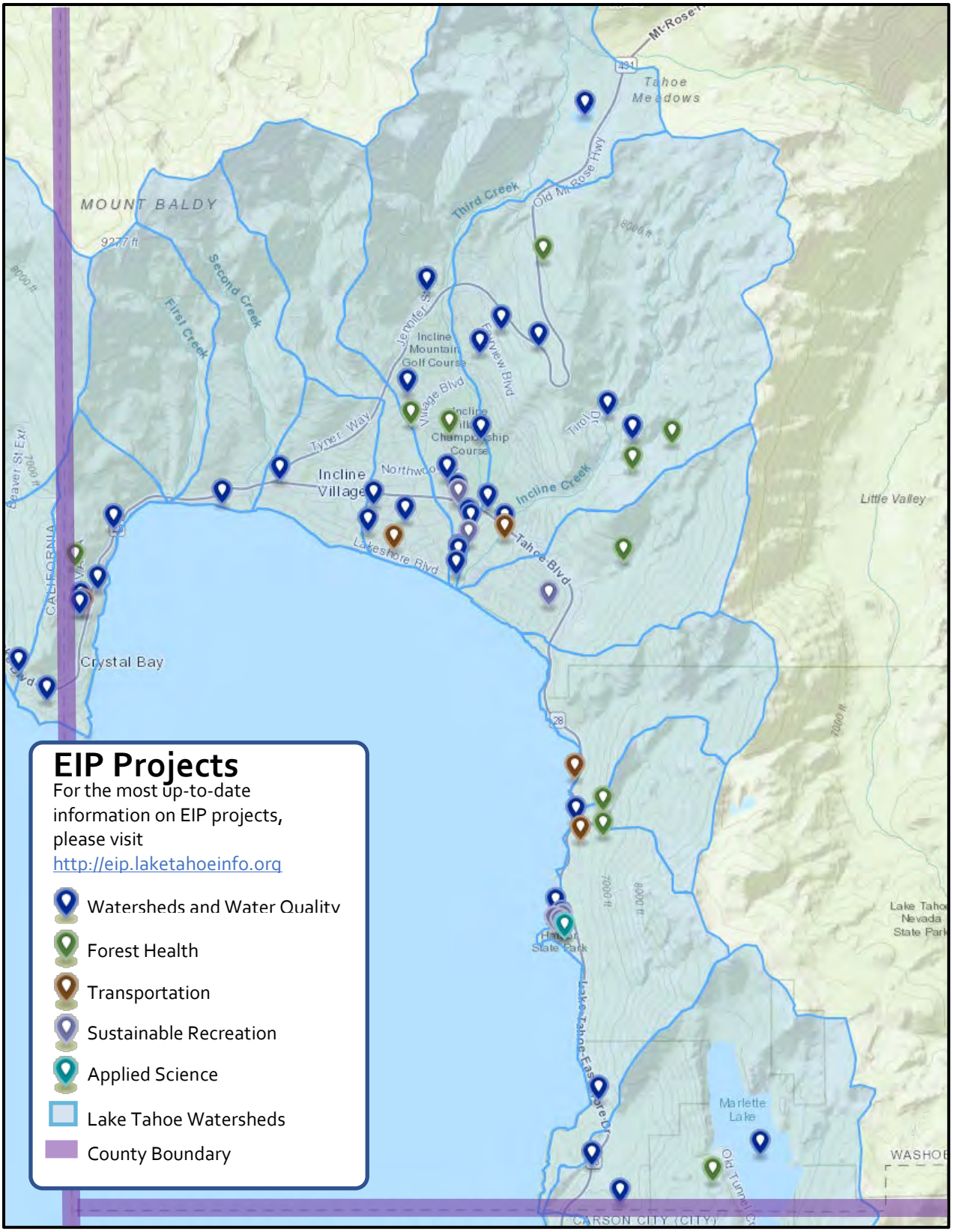
Washoe County's participation in the Total Maximum Daily Load (TMDL) and stormwater load reduction programs is ongoing. The county has developed and implemented improvements in the planning area to reduce pollutant loading from stormwater runoff (see Map 1). The Lake Tahoe TMDL sets targets and a timeline for pollutant load reductions for fine sediment particles, phosphorus, and nitrogen (Table 1). The TMDL also requires that each local jurisdiction prepare a load reduction plan demonstrating how the jurisdiction will achieve its share of the load reduction target. Washoe County, the Nevada Division of Environmental Protection and TRPA each maintains a comprehensive website with information on the TMDL and stormwater reduction programs.

Table 4.1: Lake Tahoe TMDL Load Reduction Targets from the 2004 Baseline Condition (percent reduction)

Pollutant	2016 Target	2021 Target	2026 Target	Transparency Standard (2076)
Fine Sediment	10%	21%	34%	71%
Total Phosphorous	7%	14%	21%	50%
Total Nitrogen	8%	14%	19%	46%

Source: NDEP 2011

While Washoe County did not meet the 2016 target, it did achieve targets in 2017 and is on-track to achieve the 2021 target. There are two major challenges in meeting the county's targets; the first challenge is that current area-wide projects are reaching the limits of efficiency and overall benefit. While these projects are recognized as providing significant benefit to lake clarity, Washoe County's targets cannot be met utilizing this approach in isolation. The second challenge is that individual parcel best management practices (BMP) compliance is at 72 percent, the highest of any jurisdiction with the Tahoe Region (see Table 1). While the existing high rate of BMP compliance contributes to achieving water quality goals, it leaves little opportunity for future water quality improvements through individual parcel BMPs. Consequently, there is a need to explore new approaches to achieve county load reduction targets including, but not limited to, street sweeping.



MAP 4.1. ENVIRONMENTAL IMPROVEMENT PROGRAM PROJECTS

Table 4.2: Status of BMP Compliance in the Plan Area

Parcel Type	BMP Certificate	No BMP Certificate	Total	Percent in Compliance
Commercial	185	45	230	80%
Condominiums	3,725	649	4,374	85%
Multi-Family Residential	38	84	122	31%
Public Services	3	2	5	60%
Recreation	3	3	6	50%
Single-Family Residential	2,183	1,011	3,194	68%
Tourist Accommodation	4	7	11	36%
Vacant	120	634	754	16%
Total	6,261	2,435	8,696	72%

Source: TRPA 2019

Soil Conservation

The Washoe County portion of the Tahoe Basin is predominantly steep-sloped forest. The portions of the county within the Tahoe Region include Lake Tahoe Nevada State Park, Crystal Bay, and Incline Village, and the uplands of the Mount Rose and Tunnel Creek areas.

Land Coverage

Impervious coverage alters surface hydrology and modifies groundwater recharge. There are three types of coverage defined by TRPA: hard, soft, and potential coverage. Hard coverage is completely impervious to infiltration of water into the soil (e.g. roofs, asphalt pavement, concrete sidewalks). Soft coverage may allow limited infiltration into the soil (e.g., dirt walking trails, compacted dirt parking areas). Potential coverage is allowable coverage unrealized or developed for a particular property.

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

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

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

Under this system, the maximum base allowable land coverage is 1, 5, 20, 25, or 30 percent of a given area, depending on the area's environmental sensitivity as defined by the Bailey classification system. Within Town Centers, additional coverage may be transferred in for a total of 70 percent coverage on high-capability lands. Refer to Chapter 30 of the TRPA Code of Ordinance for additional detail.

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

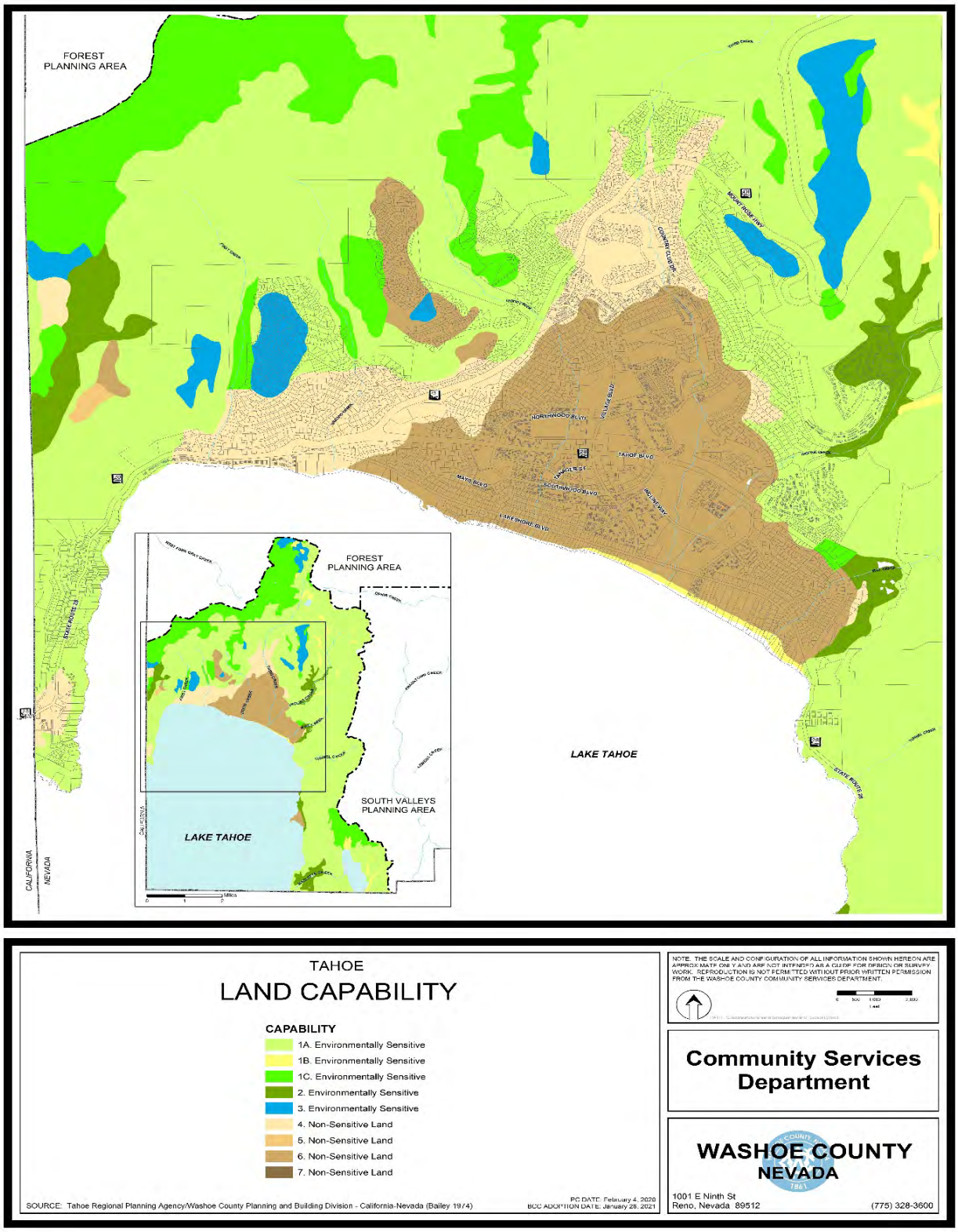
Most of the development within the Washoe County Tahoe Area Plan occurred before the adoption of the Bailey Land Capability system. As a result, many parcels are overdeveloped with excess coverage. Excessive impervious surface within a watershed contributes to sediment and nutrient inputs to Lake Tahoe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

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

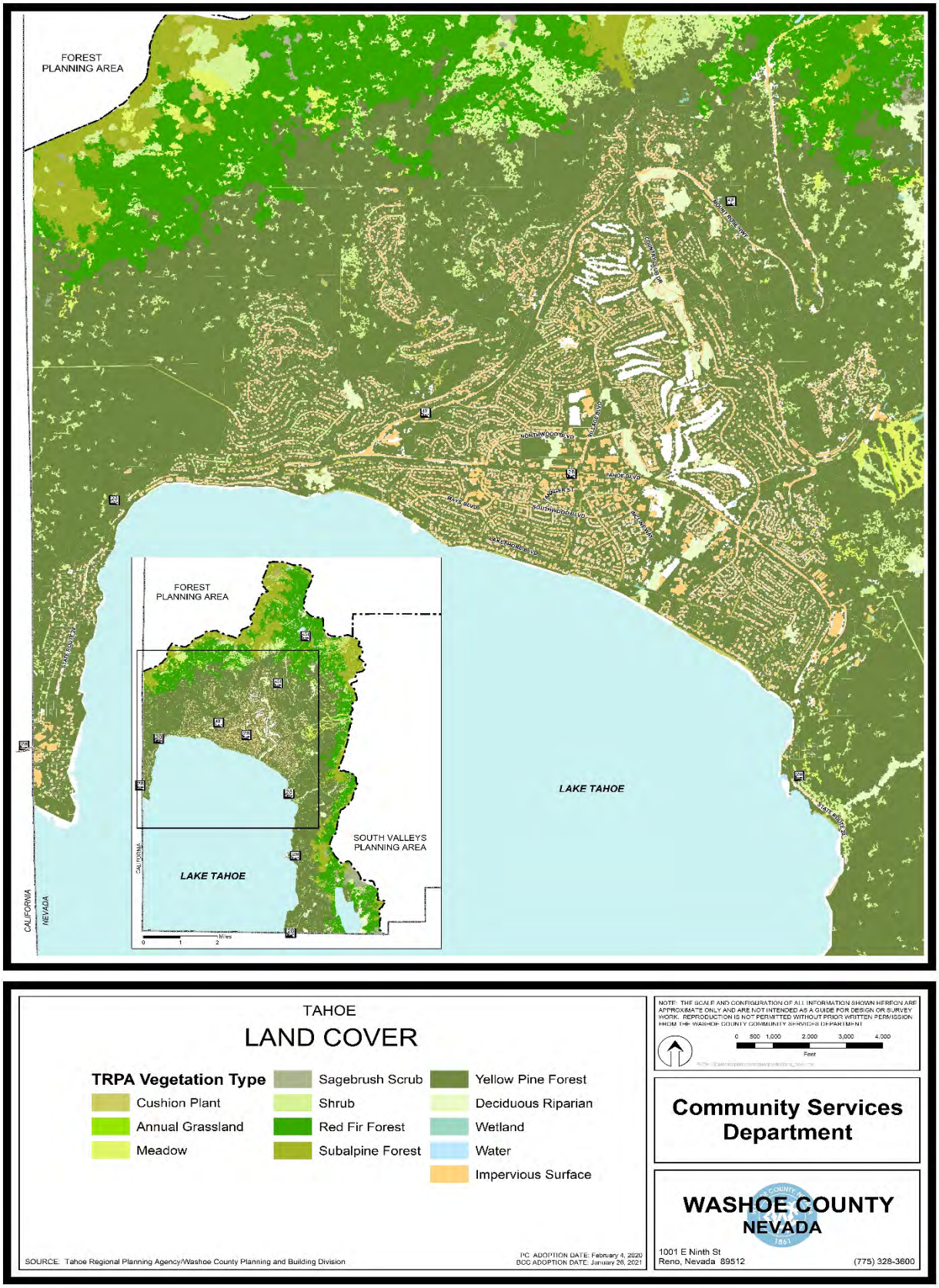
As more redevelopment takes place within the region, the goal is to remove coverage located in environmentally sensitive lands and transfer of development to high capability lands located within Town Centers (as defined by the TRPA Code of Ordinances). The TRPA Code of Ordinances includes incentives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

Stream Environment Zones

Stream Environment Zones (SEZs) are defined by hydrology, soil, and water-associated vegetation. SEZs only constitute a small portion of the total land area in the plan area but perform many ecosystem services, such as nutrient cycling and sediment retention, flood attenuation, infiltration and groundwater recharge, open space, scenic and recreational enjoyment, wildlife habitat, and wildfire abatement (Roby et al., 2015:11). Locations of SEZs (Land Capability District 1b) are limited in the plan area, such as along beaches near Incline Lake northwest of State Route 431, and near Marlette Lake (see Map 2).



MAP 4.2. LAND CAPABILITY MAP FOR THE PLAN AREA



MAP 4.3. LAND COVERAGE IN THE PLAN AREA

Table 4.3 Land Capability and Coverage

Land Capability District	Total Area (acres)	Base Allowable Coverage	Allowable Coverage (acres)	Existing Coverage (acres)	Available Coverage (acres)
1a	12496.71	1%	124.97	336.30	-211.33
1b	332.40	1%	3.32	7.38	-4.06
1c	2993.48	1%	29.93	27.45	2.48
2	643.40	1%	6.43	50.22	-43.79
3	572.41	5%	28.62	35.38	-6.76
4	874.21	20%	174.84	224.63	-49.78
5	15.94	25%	3.99	0.39	3.60
6	1820.64	30%	546.19	543.04	3.15
7	NA	30%	n/a	n/a	n/a
Total	19749.19		918.30	1224.78	-306.48

Source: TRPA 2019

Disclaimer: This information is provided for reference only. The information provided in this table has been compiled by Tahoe Regional Planning Agency (TRPA) from a variety of sources and is subject to change. TRPA makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This table is not intended for use as a survey product or to generate legal documentation. Project-level verifications of land capability, existing and potential coverage, and/or units of use shall be required for any projects.

Scenic Resources

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

Table 4.4 Scenic Corridor Types

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

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

Roadway travel units 13.5 (North Stateline Casino Core), 14 (Crystal Bay), and 12.5 (Ponderosa Area) are in non-attainment of TRPA scenic threshold standards. Non-attainment in these areas is largely due to man-made development and signage creating roadway distractions and lack of visual variety. This is largely due to residential development with contrasting colors, large window areas, and inadequate vegetative screening.

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

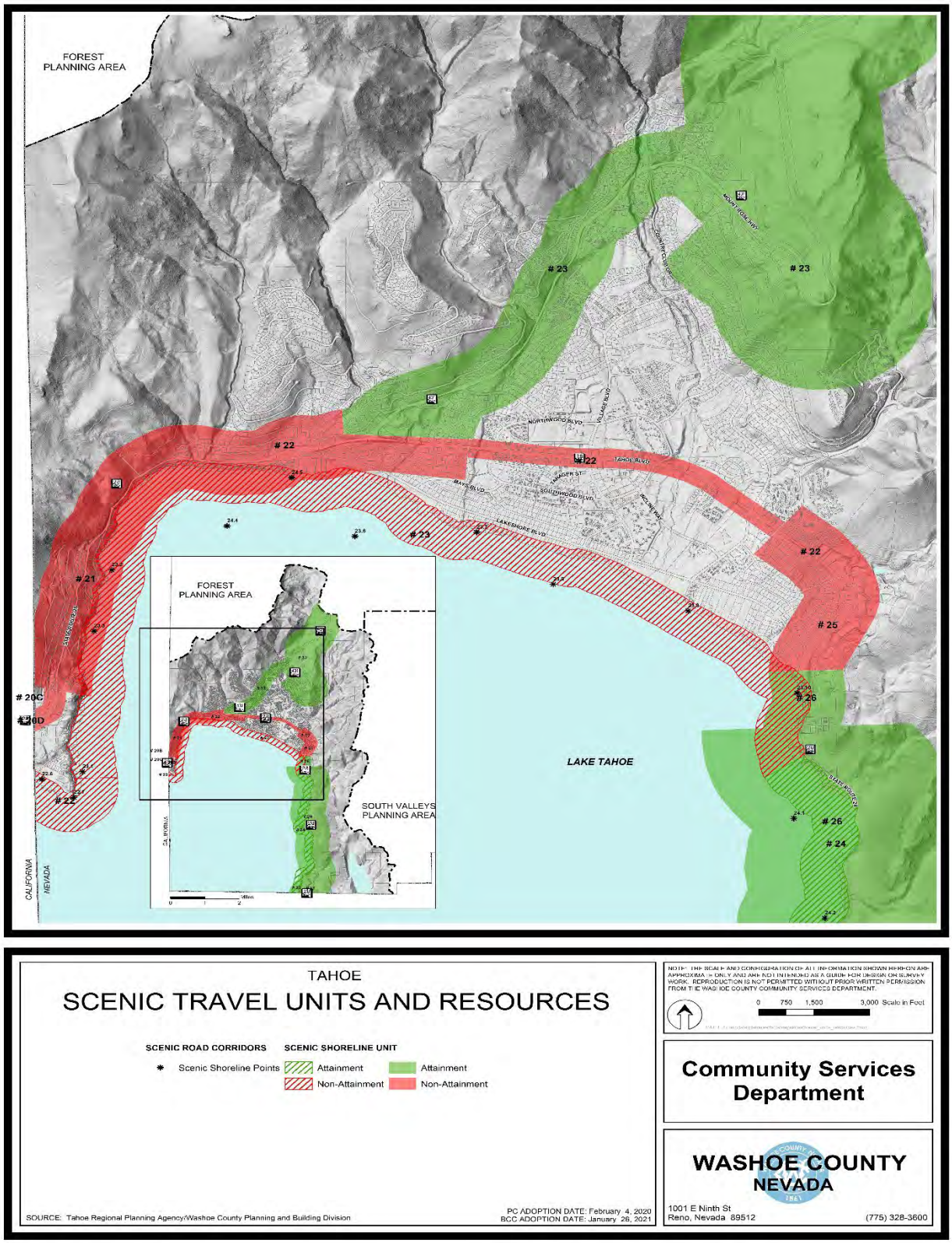
Table 4.5: Status of the TRPA-Designated Scenic Roadway Travel Units within the Plan Area

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

Source: TRPA 2016

Notes

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



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

Table 4.6: Status of the TRPA-Designated Scenic Shoreline Travel Units within the Plan Area

Travel Unit Name	Unit Number	1982 Score	2015 Score(1)	Status(1)
Brockway	22	10	9	Non-attainment
Crystal Bay	23	11	7.5	Non-attainment
Sand Harbor	24	12	12	Attainment
Skunk Harbor	25	13	13	Attainment

Source: TRPA 2016

Notes

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

Vegetation and Wildlife

Terrestrial and aquatic biological resources in the planning area include several common vegetation and animal species, sensitive habitats, and special-status plant and animal species. The elevation gradient across the plan area (e.g., from Lake Tahoe toward Mount Rose) results in three general vegetation zones: montane, upper montane, and subalpine (Map 4). Several vegetation types are present within each vegetation zone, including Jeffrey pine (*Pinus jeffreyi*), white fir (*Abies concolor*), and montane chaparral at lower elevations. At higher elevations, red fir (*Abies magnifica*), western white pine (*Pinus monticola*), and, on north-facing slopes, small areas of mountain hemlock (*Tsuga mertensiana*) occur. Patches of whitebark pine (*Pinus albicaulis*) are often present at the highest elevations. Aquatic habitats in the plan area range from small glacial tarns and snowmelt ponds to large lakes, such as Lake Tahoe and Marlette Lake. Streams range from small ephemeral drainages and intermittent streams to larger perennial streams, such as Incline Creek, Third Creek, and Tunnel Creek. Riparian and wetland vegetation associated with these aquatic features provides important aquatic habitat functions and are considered sensitive habitats. TRPA special interest wildlife species known or likely to occur in the plan area include osprey (*Pandion haliaetus*; nests near Sand Harbor and Memorial Point), bald eagle (*Haliaeetus leucocephalus*; nests near Marlette Lake), peregrine falcon (*Falco peregrinus*), northern goshawk (*Accipiter gentilis*), golden eagle (*Aquila chrysaetos*), waterfowl, and mule deer (*Odocoileus hemionus*). Tahoe yellow cress (*Rorippa subumbellata*), a TRPA sensitive plant species, has been documented on Hidden Beach and Sand Harbor beaches along Lake Tahoe in the planning area.

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

focused on inter-agency cooperation and public education[1]. The county coordinates with waste management agencies, the health district, general improvement districts, homeowners associations, citizen advisory boards, the Washoe County school district, and state and federal wildlife agencies provide the public accurate information about managing urban wildlife in both residential and commercial settings. Washoe County also pursues the adoption of appropriate regulations to protect both the public and wildlife, such as requiring bear proof garbage containers and prohibitions on feeding wildlife[2].

Fisheries and Aquatic Resources

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

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

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

Air Quality

Region-wide air quality trends are tracked by TRPA as part of the threshold monitoring program. The primary sources of air pollution in the planning area are vehicle emissions, vehicle entrainment of road dust, wildfire, and residential wood smoke. TRPA threshold standards address carbon monoxide (CO), ozone, regional and sub-regional visibility, particulate matter, nitrate deposition, and odor. Numerical standards have been established for each of these parameters, and management standards have been developed that are intended to assist in attaining the threshold standards. The applicable management standards include reducing particulate matter (PM_{10} and $PM_{2.5}$), maintaining levels of nitrogen oxides (NO_X), and reducing vehicle miles of travel (VMT). Attainment status and trends of each air quality indicator reporting categories from the 2015 Threshold Evaluation are summarized in Table 4.7.

[1] Washoe County Health District, 2015
[2] Washoe County Health District, 2011 and IVGID, 2016

Table 4.7: TRPA Air Quality Indicator Attainment Status and Trends

Threshold Indicator Reporting Category	Threshold Standards	2015 Attainment Status	Trend
Carbon Monoxide	Highest 1-hour Concentration of Carbon Monoxide	Considerably better than target	Moderate improvement
	Highest 8-hour Average Concentration of Carbon Monoxide	Considerably better than target	Moderate improvement
	Average Daily Winter Traffic Volume, Presidents Weekend	Considerably better than target	Moderate improvement
Ozone	Highest 1-hour Average Concentration of Ozone	At or somewhat better than target	Moderate improvement(2)
	Highest 8-hour Average Concentration of Ozone	Somewhat worse than target	Moderate improvement(2)
	3 Year Average of the 4th Highest 8-hour Concentration of Ozone	At or somewhat better than target	Moderate improvement(2)
	Oxides of Nitrogen Emissions	Considerably better than target	Moderate improvement
Visibility	Regional Visibility		
	Regional Visibility 50th Percentile ("Average Visibility Days")	At or somewhat better than target	Little or no change
	Regional Visibility 90th Percentile ("Worst Visibility Days")	At or somewhat better than target	Little or no change
	Subregional Visibility		
	Subregional Visibility 50th Percentile ("Average Visibility Days")	Insufficient data to determine status	Insufficient data to determine trend
	Subregional Visibility 90th Percentile ("Worst Visibility Days")	Insufficient data to determine status	Insufficient data to determine trend

Threshold Indicator Reporting Category	Threshold Standards	2015 Attainment Status	Trend
Particulate Matter	Highest 24-hour PM_{10} Concentration	Somewhat worse than target	Little or no change
	Annual Average PM_{10} Concentration	Considerably better than target	Moderate improvement
	24-hour $PM_{2.5}$ Concentration	At or somewhat better than target	Little or no change
	Annual Average $PM_{2.5}$ Concentration	Considerably better than target	Little or no change
Nitrate Deposition	Reduce generation and transport of nitrate to achieve water quality standards	Implemented[1]	Unknown
	Vehicle Miles Traveled (VMT)	At or somewhat better than target	Moderate improvement
Odor	Reduce diesel engine fumes	Implemented[1]	Unknown

Source: TRPA 2016

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

Notes

(1) "Implemented" refers to implementation of a management standard rather than monitoring the achievement of a numerical standard.

(2) Though the 2015 threshold evaluation indicates moderate improvement, review of ozone data from the Air Quality Management District's Incline Village air quality monitoring station indicates that trends for 1-hour concentration and 8-hour average concentration are worsening since 2015.

As shown in Table 4.8, the U.S. Environmental Protection Agency (EPA) has established national ambient air quality standards (NAAQS) for the following criteria air pollutants: ozone, carbon monoxide (CO), oxides of nitrogen (NO_X), sulfur dioxide (SO_2), and respirable and fine particulate matter (PM_{10} and $PM_{2.5}$). The planning area is currently in attainment for all NAAQS.

Table 4.8: NAAQS Attainment Status

Pollutant	Averaging Time	National Ambient Air Quality Standards (Primary)[1][2]	Attainment Status[3]
Ozone	8-hour	0.070 ppm[4] (147 µg/m3)	Attainment
Carbon Monoxide (CO)	1-hour	35 ppm (40 mg/m3)	Maintenance
	8-hour	9 ppm (10 mg/m3)	Maintenance
Nitrogen Dioxide (NO2)	Annual arithmetic mean	53 ppb (100 µg/m3)	Attainment
	1-hour	100 ppb (188 µg/m3)	Attainment
Respirable Particulate Matter (PM10)	24-hour	150 µg/m3	Maintenance
Fine Particulate Matter (PM2.5)	Annual arithmetic mean	12 µg/m3	Attainment
	24-hour	35 µg/m3	Attainment

Source: EPA 2016, 2019

Notes

µg/m3 = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million

(1) National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. The PM10 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. The PM2.5 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency for further clarification and current federal policies.

(2) National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

(3) The following designations are established in 40 CFR 81.329

Attainment: any area that meets the national primary or secondary ambient air quality standard for the pollutant.

Nonattainment: any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.

Maintenance: any area previously designated nonattainment pursuant to the federal Clean Air Act Amendments (CAAA) of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAAA, as amended.

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

Historic and Cultural Resources

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

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

Natural Hazards

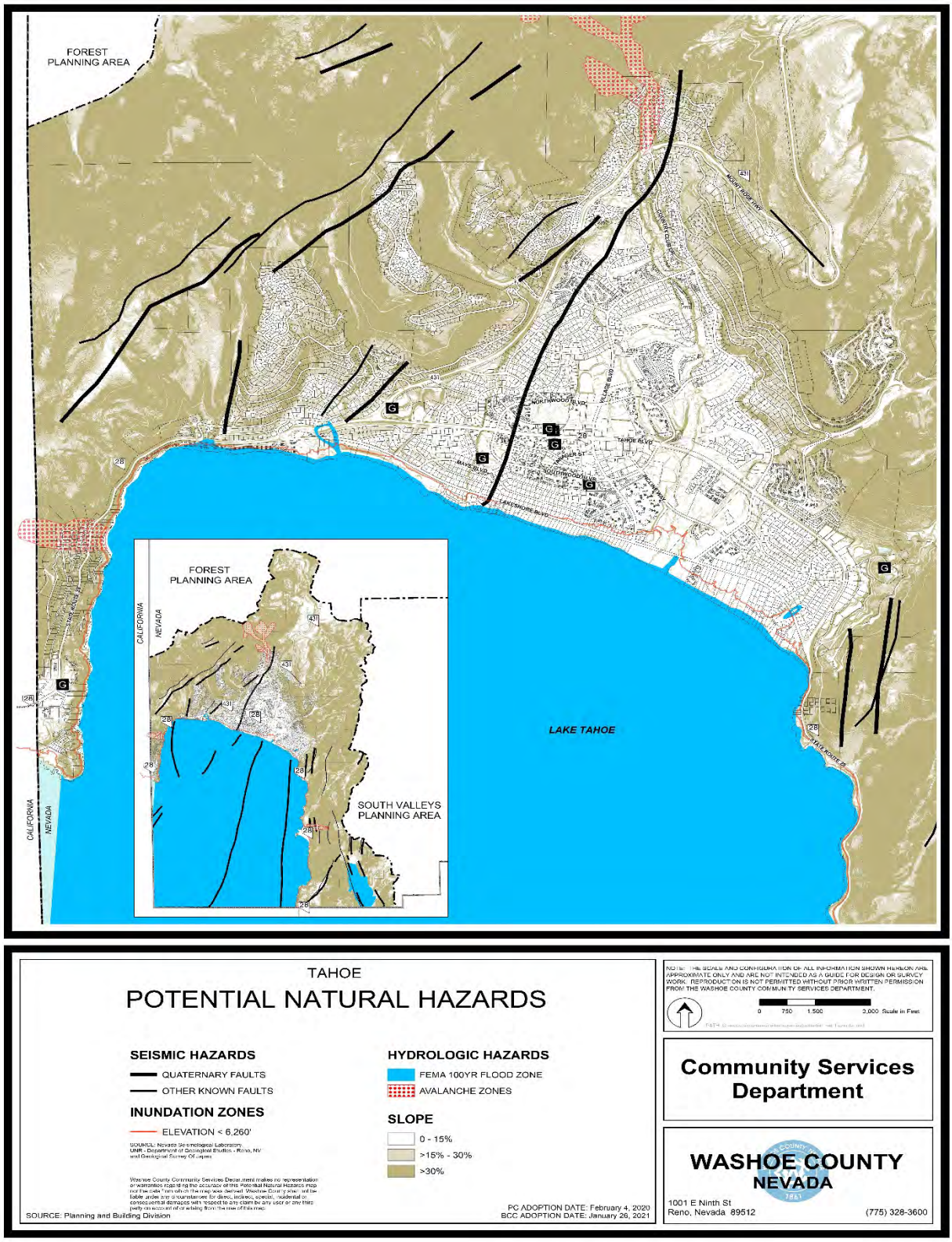
A variety of natural hazards have the potential to occur throughout the region. The potential for flood, landslide, earthquake, avalanche, wildfire, and tsunami presents serious threats that must be protected against and or mitigated. Washoe County, through the adoption and implementation of building codes and development standards, maintains a robust proactive stance regarding the potential for natural hazards. In addition, Washoe County believes the best defense against natural hazards is information and the county actively seeks to provide residents and visitors with information about the potential for these hazards to occur. Washoe County should consider providing information on the potential for natural hazards in the plan area and the codes, standards and polices that the county implements to mitigate their potential impact.

Noise

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

Table 4.9: Recognized Historic and Cultural Resources

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



MAP 4.5: POTENTIAL NATURAL HAZARDS

Table 4.10: Cumulative Noise Event Standards

Characteristic	CNEL Standard	Regulatory Zones
Industrial Areas	65 dBA	• Ponderosa Ranch (outside of SA #1)
Hotel/Motel Areas	60 dBA	• Crystal Bay Tourist • Incline Village Commercial • Ponderosa Ranch (SA #1)
Commercial Areas		
High-Density Residential Areas	55 dBA	• Crystal Bay Condominiums • Incline Village 2, 3, and 4 • Incline Village Residential • Fairway • Lakeview • Mt. Shadows • Wood Creek
Low-Density Residential Areas	50 dBA	• Chateau • Crystal Bay • Incline Village 1 and 5 • Mill Creek • Stateline Point • Tyrolian Village
Urban Outdoor Recreation Areas	55 dBA	• Incline Village Tourist • Incline Ski • Martis Peak
Rural Outdoor Recreation Areas	50 dBA	• Incline Meadows • East Shore • Marlette Lake
Wilderness and Roadless Areas	45 dBA	• Tunnel Creek • Mount Rose
Critical Wildlife Areas		

CONSERVATION STRATEGY

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

Table 4.11: Conservation Strategies

Resource	Conservation Strategy
Water Quality	• Continue to participate in the Environmental Improvement Program (EIP) and the Lake Clarity Credit program. • Require coverage reduction on sites with more than 70 percent existing coverage. (Development Code Sec. 110.220.40(3)) • Prioritize BMP installation on private properties.
Scenic Resources	• Encourage environmentally beneficial redevelopment • Create an aesthetically pleasing entry to Incline Village near Ponderosa Ranch. • Place overhead utilities underground. • Improve shoreline screening of the Crystal Bay Condominiums.
Fisheries and Aquatic Resources	• Continue to participate in the EIP. • Support other agencies' restoration efforts. • Support basinwide programs, such as the aquatic invasive species prevention program.
Vegetation and Wildlife	• Promote defensible space policies. • Support other agencies' restoration and fuels reduction efforts. • Continue interagency cooperation and public education efforts to reduce conflicts with urban wildlife.
Cultural Resources	• Encourage the preservation of historic structures and consider adaptive reuse opportunities.
Noise	• Continue to enforce noise standards that align with TRPA's thresholds. (Development Code Sec. 110.220.420)
Natural Hazards	• Disclose potential risks to landowners. • Mitigate natural hazard risks through building codes and development standards.

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, along with those contained in the Washoe County Master Plan and Regional Plan, serve as a blueprint for providing the plan area with the public services and facilities necessary to support the community's residential, business, and economic growth needs and expectations as described in this area plan.

Goal C1: Attain and maintain environmental thresholds.

IMPLEMENTATION ACTIONS
Action C-1 Environmental Improvement Program Actively participate in the Lake Tahoe Environmental Improvement Program (EIP) and coordinate with other agencies to identify and secure funding for environmental improvement projects.

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

Policy C2-1 Best Management Practices

Explore implementing additional incentive programs to encourage all property owners to install and maintain best management practices (BMPs) on their property. Coordinate with TRPA to support the private property BMP certification program. Prioritize accelerating private property BMPs in locations and for land uses that have the greatest potential for pollutant loading to Lake Tahoe.

Policy C2-2 Coverage Reduction

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

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

Policy C2-3 Lake Clarity Credit Program

Continue to participate in the TMDL Program and Lake Clarity Crediting Program (LCCP), maintain stormwater load reduction plans (SLRPs), and implement the identified stormwater load reduction measures. This area plan incorporates by reference, all monitoring, operations, maintenance, and reporting required by the county's interlocal agreement with the Nevada Tahoe Conservation District to implement the Lake Tahoe TMDL and the adopted SLRP.

Policy C2-4 Road Operations

Continue to invest in road operations in the Lake Tahoe Region, with specific focus on abrasive application and sweeping strategies to reduce urban roadway stormwater pollutant loads entering Lake Tahoe.

Policy C2-5 Restoration of Disturbed Lands

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

Policy C2-6 Shorezone and Stream Environment Zones

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

IMPLEMENTATION ACTIONS

Action C-2 BMP Certification

Coordinate with TRPA to prioritize BMP certification of private properties.

Action C-3 Stormwater Districts

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

Action C-4 Chateau Land Capability Study

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

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

Policy C3-1 Historic Site Preservation

Encourage the preservation of the character of identified historic places.

Policy C3-2 Adaptive Reuse of Historic Structures

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

Policy C3-3 Cooperation

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

Policy C3-4 Interpretive Displays

Pursue funding opportunities for the identification, preservation, and interpretation of natural, cultural and historic resources. Displays may be installed at parks and trailheads to provide the public with pertinent information regarding these resources. Interpretive displays will be designed in consultation with other interpretive or educational organizations in accordance with current best practices for such displays.

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

Policy C4-1 Incentivize Environmental Improvements

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

Policy C4-2 Capital Improvement Programming

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

Policy C4-3 Partnerships and Facilitation

Continue to identify and promote multi-benefit capital improvement projects and public/private partnership opportunities. Coordinate with the U.S. Forest Service, Nevada State Parks, Incline Village General Improvement District, and other agencies to support and facilitate projects and programs led by others that benefit environmental thresholds.

IMPLEMENTATION ACTIONS

Action C-5 Urban Forestry Strategy

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

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

Policy C5-1 Design Standards

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

See Design Standards and Guidelines

Policy C5-2 Scenic Quality Improvement

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

Policy C5-3 Restrict Landscape Modification

Explore the establishment of codes to further restrict the unnecessary removal or alteration of trees, boulders, and natural landscape materials, except as may be required for health, safety, or welfare.

Policy C5-4 Scenic Quality of Entrypoints

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

Policy C5-5 Highway 28 East Shore Corridor

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

Policy C5-6 Noise

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

IMPLEMENTATION ACTIONS

Action C-6 Overhead and Above-Ground Utilities

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

Action C-7 Crystal Bay Condominiums Screening

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

Action C-8 Community Information Signage

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

Action C-9 Sign Regulation Enforcement

Evaluate options for enhancing enforcement of sign regulations

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

Policy C6-1 Greenhouse Gas Reduction

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

See Development Code Section 110.220.415, *Greenhouse Gas Reduction*

Policy C6-2 Idle-Free Zones

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

Policy C6-3 Public Buildings

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

See Development Code Section 110.220.415, *Greenhouse Gas Reduction*

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

Policy C7-1 Disclosure

Washoe County should inform applicants for development projects in the planning area if the proposed project is potentially at risk of experiencing wildfire, flood, avalanche, landslide, tsunami/seiche, or seismic hazards. The potential for risk should be based on commonly accepted standards based on location, seismic zone, soil type, relative elevation, slope, or other accepted metrics.

See Development Code Section 110.220.125, *Natural Hazards*

Policy C7-2 Risk Mitigation

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

See Development Code Section 110.220.125, *Natural Hazards*

PROPOSED IMPROVEMENTS

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

Watersheds, Water Quality, and Habitat Projects

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

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

Project C-3: **Lower Wood Creek Water Quality Improvement Project, Phase 2**
Install additional stormwater infrastructure, treatment BMPs, and shoulder stabilization. *EIP #01.01.0121*

Project C-4: **Marlette Creek SR28 Crossing Realignment and Water Quality Improvement Project**
Restore a portion of Marlette Creek to improve stream function, water quality, and fish habitat and provide erosion control and stormwater treatment at directly connected outfalls from SR 28. Specifcially: (1) Capture and treat State Route 28 stormwater runoff prior to entering Marlette Creek by installing treatment at each stormwater outfall.(2) Stabilize the bed of the South Fork of Marlette Creek using natural materials. (3) Provide fish passage at the SR 28 culvert. (4) Stabilize SR 28 shoulders, road embankments, and dirt parking areas that are directly connected (5) alleviate ponding on SR 28. *EIP# 01.01.02.0033*

Project C-5: **Incline Lake Property Planning and Implementation**
Implement removal of the Incline Lake Dam and restore the area of the lake. Develop a broader management plan for the Incline Lake property. *EIP# 01.02.03.0013*

Project C-6: **Third Creek / Incline Creek Restoration, Phase 6**
Address the fish barrier on Incline Creek at the golf course. The drop leaving the culvert was over 3 feet and restricted upper watershed migration and eroded the banks. The culvert is also past its useful life and in disrepair. This fish barrier improvement will allow spring and fall aquatic migration. Migration from the mouth of Lake Tahoe through the previously completed restoration sites increased access to upper watershed habitat by several miles. *EIP# 01.02.03.0010*

Project C-7: **Rosewood Creek Continuation Project**
Restore an area between two previously completed restorations on Rosewood Creek by constructing in-channel grade controls using biostabilization and add stormwater treatment where it is needed. *EIP#01.02.03.0021*

Project C-8: **Marlette Creek Restoration**
Restore and stabilize the most impacted areas of Marlette Creek which are in the vicinity of the SR28 crossing. The south fork of Marlette Creek is steep and incised with extensive bank erosion with fish passage barriers. *EIP# 01.02.03.0022*

Forest Management Projects

Project C-9: Nevada Regional Fuels Reduction Project
Reduce hazardous fuels on lands within the Wildland Urban Interface Defense Zone of Incline Village. Treat an estimated 286 acres using hand thinning, and another 150 with understory prescribed fire. *EIP# 02.01.01.0134*

Project C-10: Bonpland Hazardous Fuels Reduction
Create an 85-acre fuel break on the north side of Bonpland Creek, the first major drainage south of Tunnel Creek. The proposed treatment will augment fuel reduction completed in Tunnel Creek to the north of Sand Harbor. *EIP# 02.01.01.0158*

Project C-11: Marlette Summit Hazardous Fuels Reduction
Reduce fuels in a 100-acre area within Lake Tahoe Nevada State Park located outside of the Marlette basin watershed boundary, south and west of Marlette Lake. Treatment area will modify fire behavior for wildland fire progressing from the south and west to the east, upslope towards the Marlette basin. *EIP# 02.01.01.0159*

Air Quality and Transportation Projects

Project C-12: Parking Lot Information and Guidance System
Test display of real-time parking availability information via roadside dynamic message signs, internet applications, and mobile devices for pre-trip planning and wayfinding. Establish a pilot program for paid parking on the East Shore to generate revenues for financing of the Nevada Stateline to Stateline Bikeway. *EIP# 03.01.01.0016*

Project C-13: East Shore Transit Facility Upgrades
Enhance the East Shore Transit project by including a number of capital enhancements. Enhancements include improved bus stop locations, bike & storage facilities, park and ride lots, a transit/visitor center, new buses, and an operations facility. *EIP# 03.01.02.0058*

Project C-14: Inter-Regional Transit Service

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

Recreation and Scenic Resource Projects

Project C-15: Incline Park Facility Renovations

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

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

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

Program Support Projects

Project C-17: Beowawie Road Slope Repair

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

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CHAPTER 5 Recreation

This Recreation Element is a supplement to the Recreation Element of the TRPA Regional Plan (Regional Plan), the Washoe County Parks Master Plan, and the Washoe County Open Space and Natural Resources Management Plan. It contains the area plan's strategy for managing, improving, and expanding recreational opportunities in the planning area and identifies methods to improve planning for and implementation of recreational facilities. Recreational policies contained in the Regional Plan are implemented through the TRPA Code of Ordinances, where recreational development standards and requirements are identified. All TRPA policies and ordinances apply to management of recreation within the planning area and are supplemented by policies in this area plan.

Both TRPA and Washoe County recognize that recreational opportunities are a fundamental component of the character of the Tahoe Region. Outdoor recreation is beneficial to the quality of life for residents and visitors and is a major driver of the local economy. While the community and economic benefits of expanding recreational opportunities are substantial, the County and TRPA recognize that the potential negative environmental consequences of expanded recreation facilities or use must be mitigated or prevented through careful planning and regulation. Washoe County supports providing sufficient recreational capacity for high-quality and diverse recreational activities; and supports the community's right to participate in guiding how the expansion of recreational opportunities will be consistent with the desired community character.

TRPA adopted environmental thresholds for recreation as two separate policy statements. One policy statement calls for the preservation and enhancement of high-quality recreational experiences. It also calls for additional access to the shorezone and other areas for dispersed recreational uses. The second policy statement directs TRPA, Washoe County, and other agencies to "...establish and ensure a fair share of the total basin capacity for outdoor recreation is available to the general public" (TRPA 1982). As of the 2015 threshold evaluation, TRPA determined that both recreation threshold policies had been implemented basinwide. The strategies in this Recreation Element are intended to support continued attainment of the TRPA recreation thresholds.

EXISTING RECREATION OPPORTUNITIES

The majority of recreation infrastructure in the planning area is located within Incline Village; consequently, the Incline Village General Improvement District (IVGID) is responsible for its development and maintenance. Other agencies that contribute to the development and management of recreational facilities within the plan area include the U.S. Forest Service (USFS), Nevada Division of State Lands (NDSL), Nevada State Parks (State Parks), Tahoe Transportation District (TTD), Nevada Department of Transportation (NDOT), Friends of Incline Trails, Tahoe Area Mountain Biking Association, Tahoe Rim Trail Association, Tahoe Fund and Washoe County.

Recreation opportunities that are directly associated with the natural world are widely available throughout the plan area. Outdoor activities, such as snow and water sports, beach activities, golfing, hiking, walking, and bicycling are all common in the planning area. The upper elevations of the planning area, located mostly on US Forest Service land, are accessible to the public on a non-fee basis for activities such as hiking and cross-country skiing. The demand for outdoor recreational opportunities in the Tahoe Region also drives significant innovation in the outdoor recreation industry.

In addition to this wide variety of traditional outdoor recreation, several large and small community events are hosted in Incline Village throughout the year. These events form a longstanding component of the community character by providing access to the arts, holiday celebrations, educational opportunities and other valuable communal activities. Some of these events are associated with specific locations, while others are more dispersed through the community. While these events generally represent a good example of the desired balance between a tourist and a residential community, these have also created challenges for the community over the years regarding traffic, pollution, safety, and nuisances. The County has worked to overcome these challenges by pursuing updates to its permitting processes. The County remains committed to the importance of these activities in the community and will continue identifying strategies to ensure they are permitted and operated according to best practices for traffic, pollution, safety, and nuisances, and general community compatibility.

The Tahoe Recreational Opportunities Map identifies existing and planned recreation facilities within the planning area.

Parks, Beaches, and Recreation Facilities

A variety of recreation facilities exist within the plan area. The Lake Tahoe-Nevada State Park, including Sand Harbor, encompasses 13,700 acres of the Tahoe planning area. IVGID operates three beach facilities for the private use of property owners—Incline Beach, Ski Beach that includes a boat-launching ramp, and the Burnt Cedar Beach that includes a swimming pool. IVGID also operates two public golf courses, a tennis complex, three athletic fields, the Diamond Peak Ski Area, a disc golf course, a bike park, and a skateboard park.

The Incline Village Recreation Center, located on Incline Way, was constructed in late 1992. Features of the community center include an indoor pool, gymnasium, aerobic/dance studio, fitness facility and childcare service.

Washoe County constructed two gateway/interpretive parks in the NDOT right-of-way along the State Route 28 end of Incline Village along Tahoe Boulevard. Both parks are part of IVGID's recreational facilities. The Washoe County Parks and Recreation Program also plans to construct several new neighborhood parks that will potentially be located in the Crystal Bay area, the Dorcey Drive area, and/or on Loma Court.

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

Table 5.1: Recreational Facilities

Facility	Operator
Local Parks/Facilities	
East Entrance Park	IVGID
Preston Park	IVGID
Burnt Cedar Park	IVGID
Incline Beach Park	IVGID
Ski Beach Park	IVGID
West Entrance Park	IVGID

Facility	Operator
Aspen Grove Community Center	IVGID
Incline Village Visitor Center	IVGID
Incline Skate Park	IVGID
North Tahoe Lions Club Disc Golf Course	IVGID
Diamond Peak Ski Resort	IVGID
The Robert & Robin Holman Family Bike Park	IVGID
Incline Village Tennis Center	IVGID
Sierra Park at Boulder Bay	IVGID, private
State Parks	
Lake Tahoe Nevada State Park (Including Sand Harbor)	State Parks
Beaches	
Chimney Beach	USFS
Sand Harbor Beach	State Parks
Hidden Beach	State Parks
Ski Beach	IVGID
Incline Beach	IVGID
Burnt Cedar Beach	IVGID
Golf Courses	
Incline Championship Golf Course	IVGID
Incline Mountain Golf Course	IVGID

Existing and proposed recreational facilities are shown in Map 5.2.

Trail System

Abundant walking, hiking, and biking trails characterize the planning area. These recreational opportunities include miles of paved trails, such as bike lanes along Tahoe Blvd and Lakeshore Blvd through Incline Village, and the Tahoe East Shore Trail—a shared use path along SR-28. A portion of the Tahoe East Shore Trail was recently completed, connecting the Ponderosa Ranch area with Sand Harbor. Once the entire trail is complete, it will offer non-vehicular access to the east shore of Lake Tahoe, including 11 miles of undeveloped shoreline, the longest stretch of undeveloped shoreline on the lake. It will also serve to improve the safety of those traveling through this corridor and incentivize non-vehicular travel, thereby helping to reduce associated erosion impacts that diminish the lake's clarity. The planning area also includes numerous unpaved trails, such as the increasingly popular Flume Trail and the world-renowned Tahoe Rim Trail, that are popular for hiking, backpacking, mountain biking, and trail running.

Dispersed Recreation

Numerous opportunities for dispersed outdoor recreation exist on public lands in the planning area including within the Lake Tahoe Nevada State Park and the Mount Rose Wilderness Area. Popular activities include hiking, mountain biking, backcountry skiing, camping, fishing, snowmobiling, cross country skiing, snowshoeing, dog walking, and wildlife viewing. Public lands supporting dispersed recreation are managed by the United States Forest Service (USFS), Nevada Division of State Lands (NDSL), Washoe County, and State Parks. Dispersed uses on USFS lands are governed by the Lake Tahoe Basin Management Unit Forest Plan. Dispersed recreation on State Parks lands are governed by applicable State Parks plans and policies. With new developments in technology, regional solutions such as a travel application could also be developed.

RECREATION STRATEGY

Overall Strategy

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

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

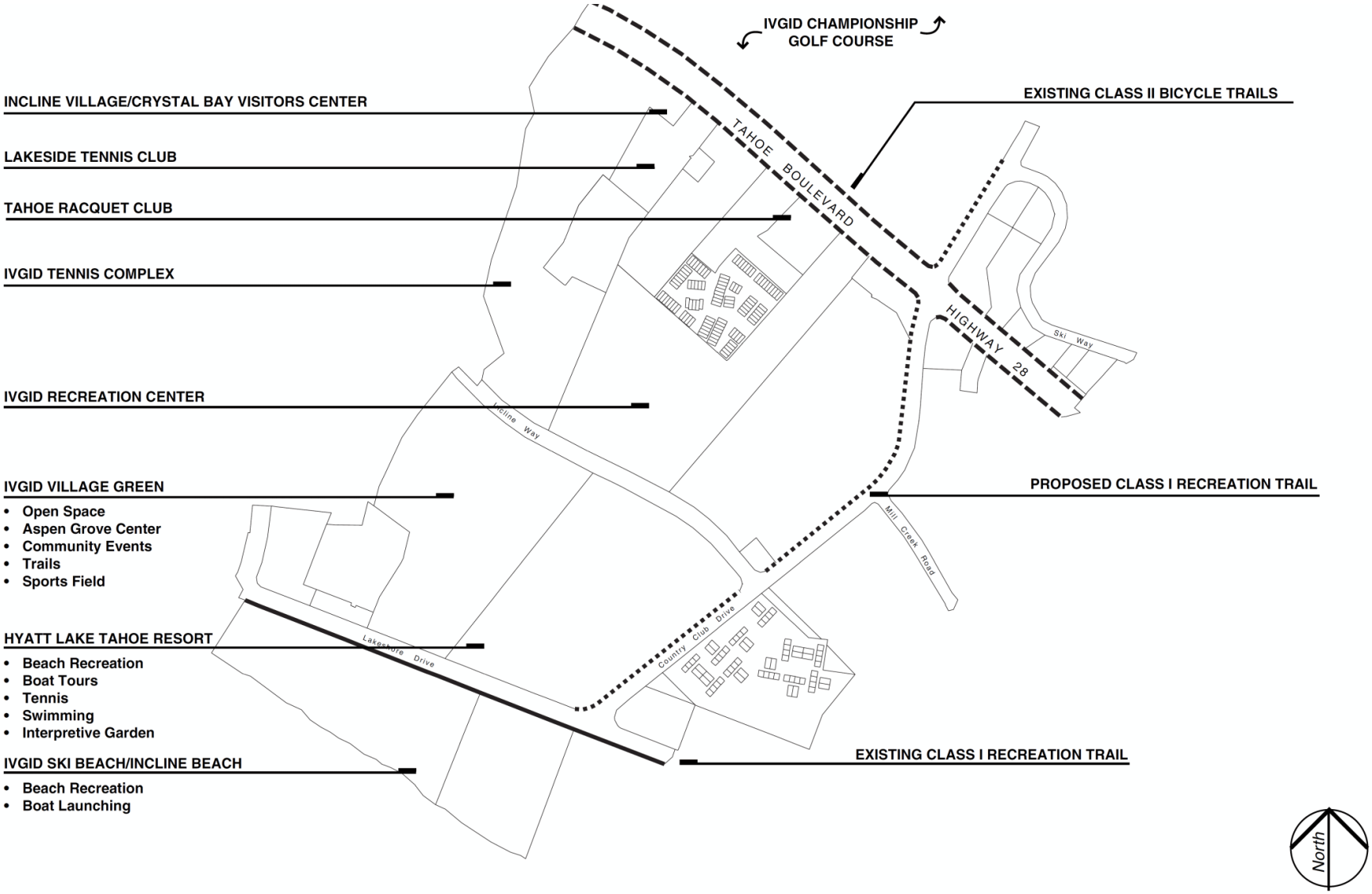
Transportation and recreation are inextricably linked. Sustainable recreation is dependent upon completion of needed active transportation infrastructure. Additionally, transit services should be developed to link Town Centers with high-demand recreational facilities.

Crystal Bay Tourist Regulatory Zone

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

Incline Village Tourist Regulatory Zone

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



MAP 5.1 INCLINE VILLAGE TOURIST RECREATIONAL OPPORTUNITIES

GOALS AND POLICIES

These goals and policies, along with those contained in the Washoe County Master Plan and Regional Plan, serve as a blueprint for providing the plan area with the public services and facilities necessary to support the community's residential, business, and economic growth needs and expectations as described in this area plan.

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

Policy R1-1 Local Parks and Recreational Facilities

Partner with IVGID to provide community recreational facilities and disperse Residential Construction Tax funds. Support implementation of the IVGID Community Services Master Plan to expand and diversify local parks, trails, and recreation facilities and programs; and promote and develop contemporary, market-driven recreation activities and amenities, including the employee infrastructure necessary to support those activities.

Policy R1-2 Lake Access

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

Policy R1-3 Recreational Facilities in Residential Regulatory Zones

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

Policy R1-4 Multi-Use Facilities

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

Policy R1-5 Sustainable Recreation Plan

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

Policy R1-6 Trail System

Access to existing trails will be protected and improved whenever possible. During the process of development review, Washoe County will request dedication of property or easements and require appropriate design standards when trail, pedestrian, and bicycle alignments have been identified that expand linkages within the Tahoe planning area or connect existing trails. Trail, pedestrian, and bicycle facilities identified in any relevant plan or map adopted by a public agency will be used to guide this policy, including the Tahoe Recreational Opportunities Map (Map 5.2), the Tahoe Local Transportation Network Map (Map 3.2), and the TRPA Active Transportation Plan (ATP).

Policy R1-7 Diamond Peak Master Plan Update

Support updates to the Diamond Peak Ski Area Master Plan and associated activities that allow for new or expanded winter and summer recreation opportunities that leverage existing infrastructure, are consistent with environmental conservation goals, and minimize user conflicts. Expansion of the ski area should include upgrading of base facilities to enhance the scenic quality of the resort, improve operating efficiency, include transit connections, and protect water quality.

Policy R1-8 Recreational Uses on Public Lands

Cooperate with federal and state agencies and TRPA to ensure that management plans for public lands in the planning area consider the impacts of expanding recreational activities on residents and environmental thresholds, including the effects on wildlife and on the overall quality of recreational activities, while recognizing the need for new recreational facilities in fulfillment of the recreation threshold.

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

Policy R2-1 On-Site Recreation

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

Policy R2-2 Public Access Trail

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

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

Policy R3-1 Special Event Areas

Washoe County should work with the community and TRPA to designate certain areas within the planning area as "Special Event Areas" per TRPA Code section 22.6.3. Areas within the community centers that experience on-going, annual temporary events should be considered for this designation.

Policy R3-2 Parking, Access, and Safety

All temporary events that require a discretionary permit shall show that parking, access, and safety issues have been considered and addressed. If necessary, those responsible for these events should be required to conduct any necessary studies to show the parking, access, and safety issues generated by the event are fully mitigated.

PROPOSED IMPROVEMENTS

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

Project R-1: Improve Community Recreational Facilities

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

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

Project R-2: Improve Beach Facilities

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

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

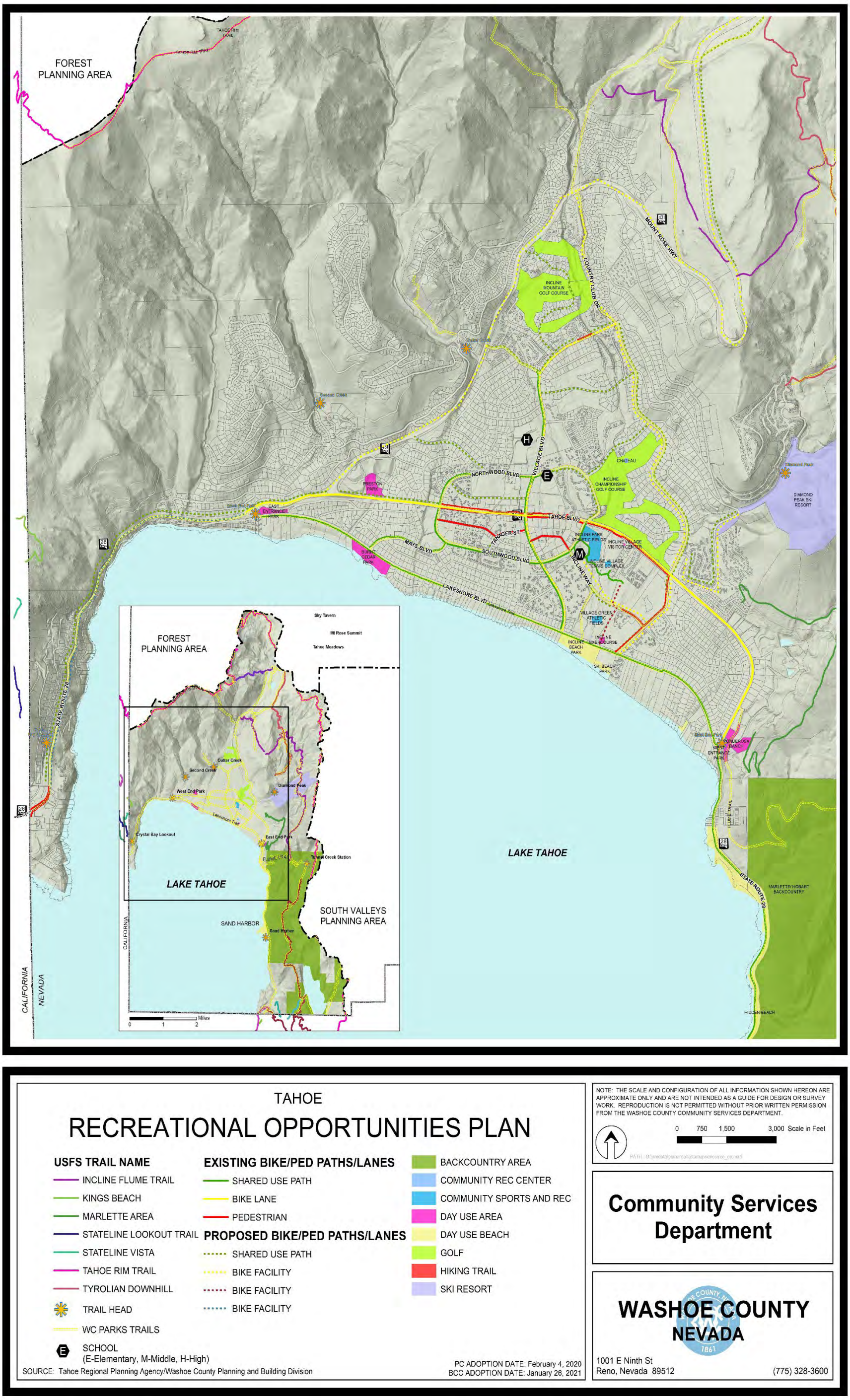
C. Improvements to group areas, beach access, and pedestrian connectivity;
D. Improvements to the Burnt Cedar poolhouse
E. Improvements to the Burnt Cedar Beach picnic/BBQ area
F. Creation of a non-motorized watercraft storage and launching area on the west side of Burnt Cedar Beach.

Project R-3: Neighborhood Parks
Establish one or more new neighborhood parks. Potential locations include the Crystal Bay area, Dorcey Drive area, and/or on Loma Court.

Project R-4: Public Access Trail (Crystal Bay Tourist Regulatory Zone)
Acquire land or easements and construct a public access trail from the Crystal Bay Tourist regulatory zone to Lake Tahoe. The trail should originate in the casino core area and connect with Sierra Park at Boulder Bay. In lieu of development of the lake access trail, a shuttle may be provided to allow access to public beaches.

REFERENCES

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



MAP 5.2 RECREATIONAL OPPORTUNITIES PLAN

CHAPTER 6 Public Services and Facilities

This Public Services and Facilities Element is a supplement to the Public Services Element of the TRPA Goals and Policies document of the Regional Plan and the Public Services and Facilities Chapter of the Washoe County Master Plan. Consistent with the Regional Plan and Washoe County Master Plan, this chapter provides the policy context for future public and quasi-public facilities and services within the planning area, and provides a framework for the development and maintenance of the public services and facilities that are needed to serve the residents, businesses, and tourists of the planning area. The goals and policies of the Regional Plan that relate to public facilities apply to the planning area unless specifically superseded by policies identified in this area plan.

Multiple agencies, including Washoe County, the State of Nevada, Incline Village General Improvement District (IVGID), the Tahoe Transportation District, and the North Lake Tahoe Fire Protection District (NLTFPD) provide services within the planning area and contribute to the construction and maintenance of public facilities and improvements. This chapter provides basic information about public services including water service, sanitary sewer, stormwater, fire and police protection, schools, and libraries within the plan area. Existing and planned fire, police, school and other public facilities as well as service areas for water and sanitary sewer service are shown on Tahoe Public Services and Facilities Map (Map 6.1). Development of new public services and facilities is determined by existing and proposed land uses, the provision of existing services and facilities, and the service standards adopted by Washoe County, IVGID, and TRPA.

Significant population growth in the planning area is not expected (see the growth discussion in the Land Use Element), and therefore the focus of the area plan is on redevelopment in core areas, growth in the year-round tourism economy, attainment of environmental thresholds, and the maintenance of facilities for existing residents and businesses.

EXISTING PUBLIC SERVICES AND FACILITIES

Water Service

Water service for Incline Village and Crystal Bay is provided by IVGID public works. The Nevada side of the Tahoe Region has an allocation of 11,000 acre-feet per year (afy) from Lake Tahoe and tributary surface waters, of which IVGID is allocated 4,272.83 afy. IVGID exercises approximately 75 percent of its water rights in any given year.

Sanitary Sewer Service

The planning area, including Incline Village, Crystal Bay, and Sand Harbor, is serviced by a community sewer system that is owned and operated by IVGID. Water is treated at a primary and secondary treatment plant; from there the treated effluent is transported by pipeline out of the Basin to a 900-acre wetlands enhancement project in the Carson Valley. The community sewer system was designed and built such that it could be expanded to accommodate the communities at full build out.

Stormwater

Stormwater management infrastructure is of critical importance to protect and restore the water quality of Lake Tahoe. Approximately 72 percent of the fine sediment that enters Lake Tahoe every year comes from urban upland areas, particularly the Town Centers and their associated roadway networks (TRPA 2019). Storm water management systems (e.g., curbs and gutters, catch basins, storm drainpipes, culverts, ditches, and detention ponds) are the responsibility of all parties who have a right-of-way or drainage easement, or have graded development. The county, NDOT, and IVGID are responsible for stormwater infrastructure along their respective roads and drainage easements, while private property owners are responsible for infiltrating runoff and stabilizing sediment on their properties. Combined, this network of storm water infrastructure connects to provide drainage to the entire planning area.

Private Utilities

Internet, telecommunication service, electricity, and natural gas utilities are all provided by private or quasi-public utilities companies in the planning area. Electricity and natural gas service are provided by NV Energy. Demand for telecommunication and internet infrastructure has increased in recent years with the advancement of devices that rely on these services. In addition, such services are needed to provide reliable communications and support the activities of University of Nevada, Reno at Tahoe, the local public and private schools, and private business in Incline Village and Crystal Bay. While Washoe County recognizes the importance of internet, phone service needs for the service area; it also understands that support infrastructure for these utilities may conflict with local communities' neighborhood design aesthetic. Implementation of these services therefore requires balance between the level of service that can be provided and the community's expectation for design compatibility.

Fire Protection

The North Lake Tahoe Fire Protection District (NLTFPD) provides fire protection services within the planning area. Mutual aid agreements between NLTFPD and the U.S. Forest Service, the Nevada Division of Forestry, the Tahoe Douglas Fire Department, the Kings Beach Fire Department and the Truckee Meadows Fire Protection District augment fire protection response and coverage for the planning area.

Police Services

Police protection in the planning area is provided by the Washoe County Sheriff's Office. The Washoe County Sherriff operates a substation in Incline Village. The Sheriff assigns patrol units that cover the planning area. The Nevada Highway Patrol also has patrols in the area, which dispatch from their Carson City station.

Schools

The Washoe County School District serves the planning area, where it operates three schools: Incline Elementary, Middle and High Schools. The service standard for schools in the area requires that a school be located within a 15-minute one-way travel time for students of elementary schools, 25 minutes one-way for middle schools, and 35 minutes one-way for high schools. Based on these standards, the planning area is adequately served.

Washoe County School District's records show that school enrollment is currently below capacity as of the 2018-2019 Count Day (Table 1), and projections for the area indicate that enrollment is expected to remain steady for the duration of the planning horizon.

Table 6.1: Washoe County School District 2018-2019 County Day Capacities.

School	2018-2019 Enrollment	Capacity	Percent above/below Capacity
Incline Elementary School	310	661	47% of capacity
Incline Middle School	229	882	26% of capacity
Incline High School	297	575	52% of capacity

Source: Washoe County School District 2019

Libraries

The Incline Village Library, located in Incline Village, serves the entire planning area. The library is a part of the Washoe County library system and shares resources with all other branches. There are 12 branches in the system. In fiscal year 2018-2019, the Incline Village branch served 95,415 patrons. Demand for library services is expected to grow.

PUBLIC SERVICES AND FACILITIES STRATEGY

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

GOALS, POLICIES, AND ACTIONS

These goals, policies, and actions, along with those contained in the Washoe County Master Plan and Regional Plan, serve as a blueprint for providing the plan area with the public services and facilities necessary to support the community's residential, business, and economic growth needs and expectations as described in this area plan.

Goal PSF1: Residents, visitors, and businesses in the planning area have adequate access to the public services necessary to support a vibrant and safe community.

Policy PSF1-1 Water and Wastewater Services

IVGID will provide water and wastewater service within their service boundary in the planning area. Prior to approval, the infrastructure and resource needs of development will be evaluated by Washoe County and found consistent with all applicable water and wastewater resources and facilities plans.

Policy PSF1-2 Library Services

Provide a full range of library services and facilities comparable to those provided in Reno and Sparks, and consistent with local demographics and geography.

Policy PSF1-3 Broadband Internet Services

Establish and expand broadband internet service throughout the planning area. The county will participate in public, public-private, and inter-agency efforts to ensure widespread community access to internet services.

Policy PSF1-4 Law Enforcement Services

The Washoe County Sheriff's office will continue to serve the planning area. Staffing levels will be determined by the sheriff's internal methodology for directing resources to meet real-time and on-going service demands.

Policy PSF1-5 Fire Protection Services

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

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

Policy PSF2-1 Coordination

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

Policy PSF2-2 Public Service Use Expansions

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

IMPLEMENTATION ACTIONS

Action PSF-1 Dig Once Policy

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

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

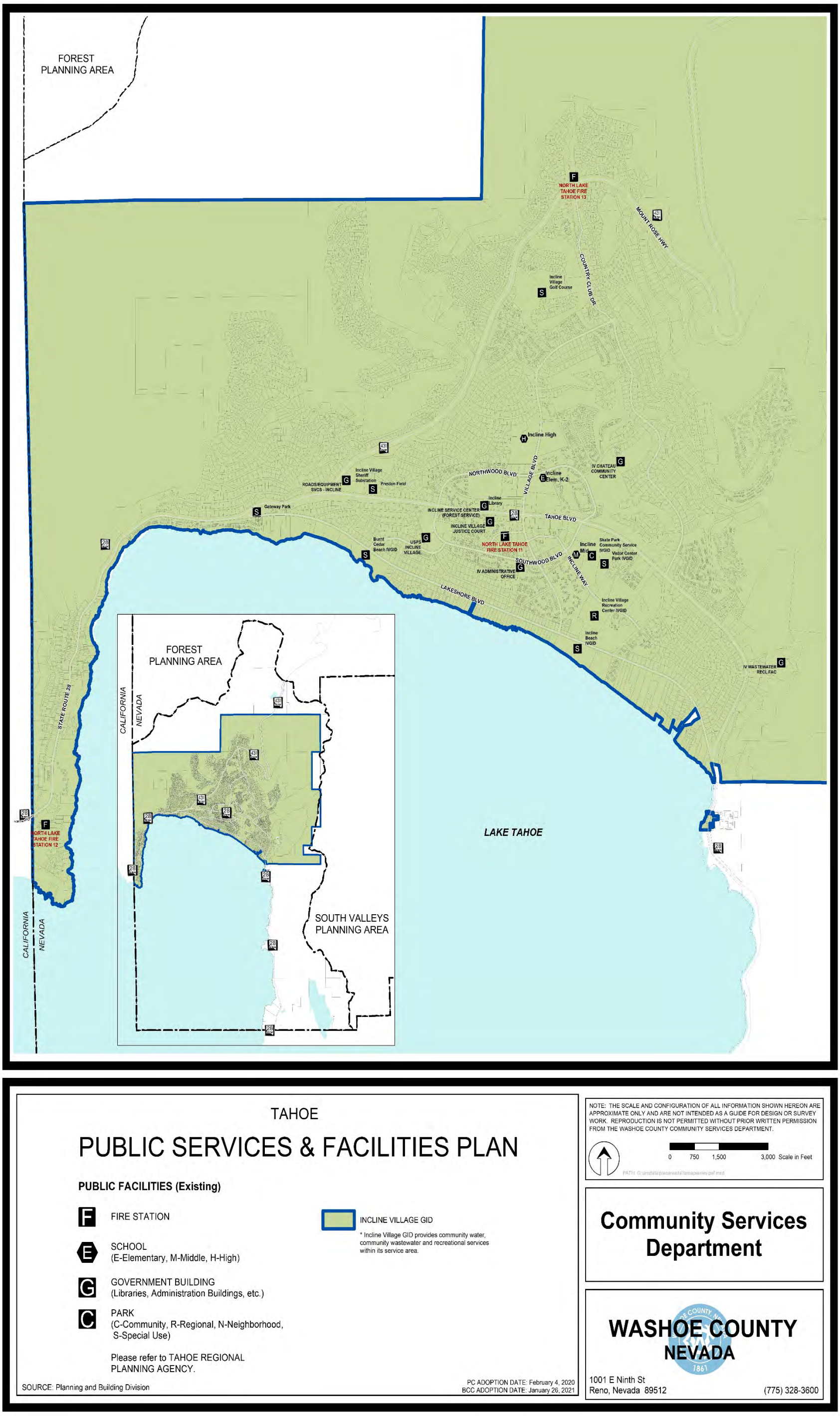
Policy PSF3-1 Greenhouse Gas Reduction

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

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

Policy PSF3-2 Infrastructure Location

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



MAP 6.1 PUBLIC SERVICES AND FACILITIES PLAN

CHAPTER 7 Implementation

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

- **Policies.** Goals and policies are identified throughout this plan. Policies articulate Washoe County's official position and can be used to guide future decision-making. Policy language, for example, can be applied to decisions regarding budgeting, discretionary permits, and prioritization of projects and actions.

- **Implementation Actions.** This plan identifies implementation actions, which are future actions that will be undertaken by Washoe County or one of its partner agencies during the life of the Area Plan.

- **Development Code.** Article 220 of the Washoe County Development Code contains implementing standards for the Area Plan. These standards include requirements for new development and well operational standards for existing development. A copy of Article 220 is included in Appendix A.

- **Design Standards and Guidelines.** Article 220.1 of the Washoe County Development Code contains the Tahoe Area Plan Design Standards and Guidelines. Standards are mandatory, while guidelines are directive. These standards and guidelines apply only within the four designated mixed-use and tourist regulatory zones. New development projects are reviewed for consistency with the standards and guidelines. A copy of the Design Standards and Guidelines is included in Appendix B.

- **Proposed Improvements.** The Area Plan envisions specific capital improvement projects, including transportation, recreation, and environmental improvements. The improvements listed in this plan will inform capital improvement programming for Washoe County and the Incline Village General Improvement District. Additionally, the improvements in this plan may be incorporated into TRPA's Environmental Improvement Program (EIP).

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

GENERAL IMPLEMENTATION GOALS AND ACTIONS

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

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

IMPLEMENTATION ACTIONS
Action IM-1 Funding and Financing Explore diverse funding and financing opportunities to plan, design, and construct the improvements identified in this plan. Funding and financing strategies should also be pursued for long-term maintenance of both existing and proposed facilities. Priority should be given to the following improvements: (1) Active transportation projects, such as bicycle, pedestrian, and multi-use paths, that provide access to recreation and commercial areas. (2) Environmental Improvement Program (EIP) projects and other infrastructure and programs intended to attain environmental thresholds. (3) Recreational facilities. (4) Identification, conservation, and interpretation of natural, cultural, and historic resources.

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

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

(1) Facilities that directly and indirectly support the existing and planned recreational opportunities in the planning area.

(2) Right-of-way parking nodes, trailhead parking, and other parking facilities for all types of vehicles to help facilitate environmental enhancements and redevelopment opportunities, and to provide safe and efficient access to services and recreational opportunities.

(3) Capital improvement projects that achieve multiple benefits (e.g. transit – air quality and mobility, both water quality and scenic improvement).

Action IM-3 Public Land Management

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

Action IM-4 Transportation Planning

Coordinate with all agencies responsible for transportation services and planning in the Tahoe Area Plan including but not limited to the Tahoe Transportation District (TTD), the Tahoe Regional Planning Agency (TRPA), the Washoe County Regional Transportation Commission (RTC), the Truckee-North Tahoe Transportation Management Association (TMA) and the Nevada Department of Transportation (NDOT).

Action IM-5 Other Projects with Environmental Benefits

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

Action IM-6 Best Practices for Recreational Uses

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

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

WASHOE COUNTY DEVELOPMENT CODE

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

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

Table 7.1: Implementing Measures in the Washoe County Development Code

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

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

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

TAHOE AREA PLAN DESIGN STANDARDS AND GUIDELINES

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

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

PROPOSED IMPROVEMENTS

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

IMPLEMENTATION SCHEDULE

Table 7.2: Schedule for Implementation Actions

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

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

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

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

Table 7.3: Schedule for Capital Improvements

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

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

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

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

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

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

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

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RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

RECOMMENDING ADOPTION OF REGULATORY ZONE AMENDMENT CASE NUMBER WRZA25-0001 AND THE AMENDED TAHOE AREA PLAN REGULATORY ZONE MAP TO DELETE THE TYROLIAN VILLAGE SPECIAL AREA, A 2.24 ACRE SPECIAL AREA SOLELY ENCOMPASSING APN 126-420-02.

Resolution Number 25-07

Whereas Regulatory Zone Amendment Case Number WRZA25-0001, came before the Washoe County Planning Commission for a duly noticed public hearing on June 3, 2025; and

Whereas the Washoe County Planning Commission heard public comment and input from staff regarding the proposed Regulatory Zone Amendment; and

Whereas the Washoe County Planning Commission has given reasoned consideration to the information it has received regarding the proposed Regulatory Zone Amendment; and

Whereas the Washoe County Planning Commission has made the findings necessary to support adoption of this proposed Regulatory Zone Amendment as set forth in NRS Chapter 278 and Washoe County Code Chapter 110, Article 821, Amendment of Regulatory Zone; and

Whereas the proposed Regulatory Zone Amendment shall be recommended for adoption pending adoption of the accompanying proposed Master Plan Amendment (WMPA25-0001) by the Washoe County Board of County Commissioners and a finding of conformance by the Tahoe Regional Planning Commission; and

Whereas, pursuant to Washoe County Code Section 110.821.15(d), in making this recommendation, the Washoe County Planning Commission finds that this proposed Regulatory Zone Amendment meets the following findings:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan;

2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare;

3. Response to Change Conditions; more desirable use. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land;

4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment;

5. No Adverse Effects. The proposed amendment will not adversely effect the implementation of the policies and action programs of the Washoe County Master Plan,

6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services; and

7. Effect on a Military Installation When a Military Installation is Required to be Noticed. The proposed amendment will not affect the location, purpose and mission of a military installation.

Now, therefore, be it resolved that the Washoe County Planning Commission does hereby recommend adoption of Regulatory Zone Amendment Case Number WRZA25-0001 and the amended Tahoe Area Plan Regulatory Zone Map included as Exhibit A to this resolution to the Washoe County Board of County Commissioners.

ADOPTED on June 3, 2025.

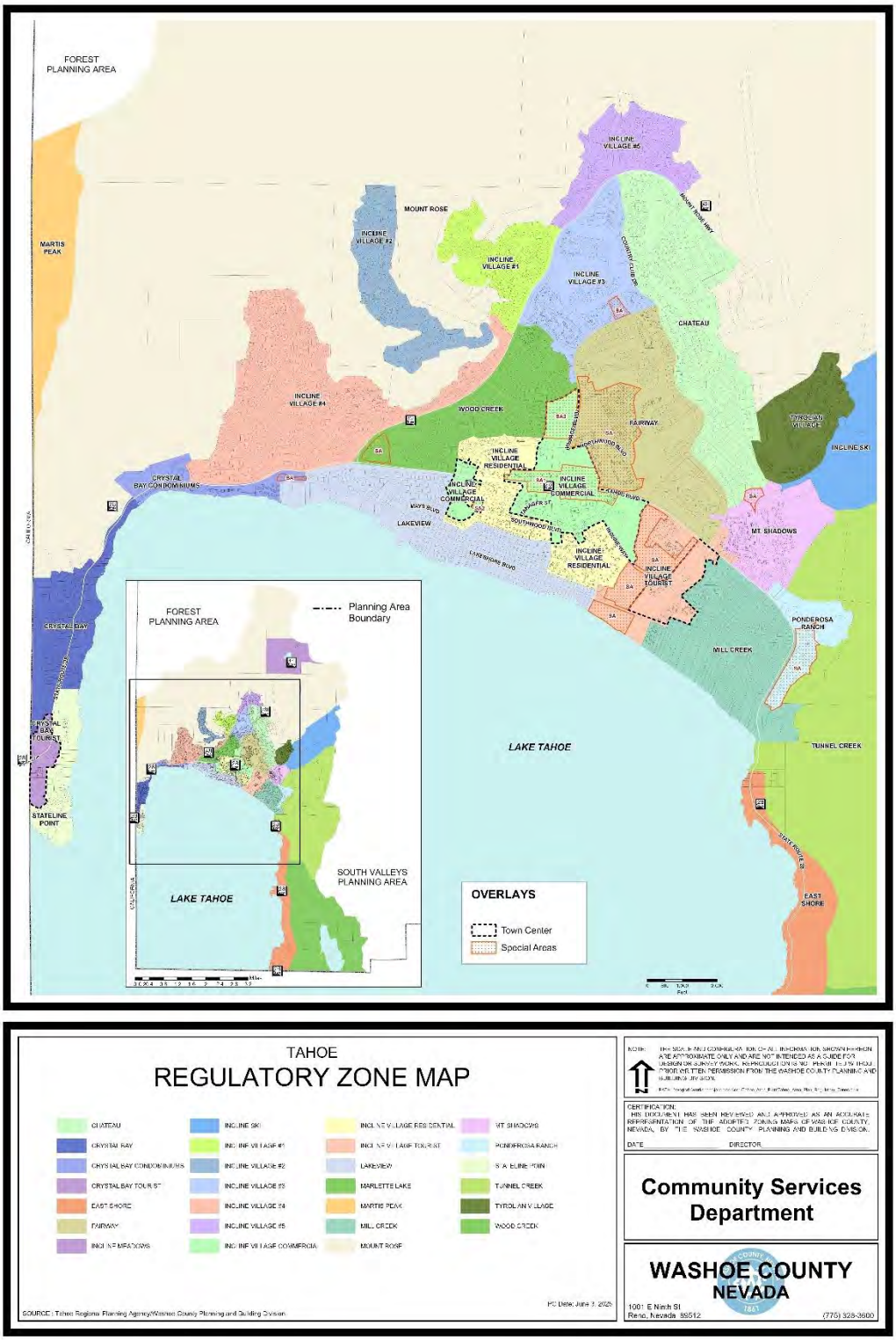
WASHOE COUNTY PLANNING COMMISSION

ATTEST:

Trevor Lloyd, Secretary	Rob Pierce, Chair

Attachment: Exhibit A – Tahoe Area Plan Regulatory Zone Map

Exhibit A, WRZA25-0001



Tahoe Area Plan Regulatory Zone Map

Tahoe Area Plan Update Draft Changes

This document compiles draft changes to the Tahoe Area Plan, including changes to Articles 220 and 220.1 of the Washoe County Development Code (the Tahoe Modifiers). For ease of use, changes are organized by topic and annotated with explanatory footnotes. When the proposed changes only apply to certain regulatory zones, a map showing those zones is included prior to the draft changes. Text in **bold and red** is new text, and text in ~~red with a strikethrough~~ is deleted text.

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TRPA Phase 2 Housing Amendments

Housing Incentives

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

(f) Land Coverage. Land coverage requirements are set forth in Chapter 30, *Land Coverage,* of the TRPA Code of Ordinances. ~~Projects located within a designated Town Center may obtain up to 70% land coverage in accordance with Chapter 13, *Area Plans*, of the TRPA Code of Ordinances.~~ Lots with existing coverage in excess of 70% must reduce coverage pursuant to Section 110.220.40(**c**~~3~~).[1]

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

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

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

(a) Height. Development within a designated Town Center is permitted to be 4 ~~stories (~~56 feet~~)~~ maximum, when the following conditions are met:[2]

(1) The project is designed to meet the greenhouse gas reduction standard described in Section 110.220.415, *Greenhouse Gas Reduction*.

(2) The project meets all other applicable design standards for the Town Center.

(3) The project does not degrade any applicable established scenic threshold as described in the Tahoe Area Plan Conservation Element.

(4) The following findings in Section 37.7 of the TRPA Code of Ordinances are made as part of project approval:

(i) Finding 1 (Subsection 37.7.1)

(ii) Finding 3 (Subsection 37.7.3)

(iii) Finding 5 (Subsection 37.7.5)

(iv) Finding 9 (Subsection 37.7.9)

(d) Density. Chapter 31, *Density*, of the TRPA Code of Ordinances shall not apply to residential or mixed-use developments within Town Centers. New residential and mixed-use development **and redevelopment** within a Town Center shall have a minimum residential density of ~~15~~ **10** units per acre and a maximum density of 25 units per acre. **Residential or mixed-use developments that are 100% deed-restricted affordable, moderate, or achievable are not subject to minimum density requirements.**[3]

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[2] Removing dated reference to maximum story height limit.

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

(g) Land coverage. Development in a Town Center is **subject to the land coverage regulations of** ~~eligible for up to 70% coverage on high capability lands per~~ Chapter 13 of the TRPA Code of Ordinances.[4]

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

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

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

(3) Parking. Minimum parking standards shall apply unless the project applicant demonstrates through a parking analysis in conformance with section 110.220.45(b) that an alternate parking standard will accommodate the parking demand of the project.[5]

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

(a) Height. The maximum height may be increased for residential and mixed-use developments with a residential component that is 100% deed-restricted affordable, moderate, or achievable, pursuant to Section 37.5.5 of the TRPA Code of Ordinances.

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

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[4] Updates reference to fully defer to the TRPA Code of Ordinances regulations on coverage and removes maximum of 70%, which now conflicts with the Phase 2 Housing incentives. In general, Washoe County does not regulate coverage but rather defers to TRPA regulations of such.

[5] References TRPA Code of Ordinances to incorporate the TRPA Phase 2 Housing incentives related to height, density, and parking in Town Centers.

(c) Parking. Minimum parking standards shall apply unless the project applicant demonstrates through a parking analysis pursuant to section 110.220.45(b) that an alternate parking standard will accommodate parking demand, pursuant to TRPA Code of Ordinances Section 34.4.1.[6]

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

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

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

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

(ii) On sites with more than 75 percent coverage, coverage shall be reduced by 5 percent of the site area as part of the project.

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

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

(4) Projects which are allowed more than 70% coverage per section 110.220.35 are exempt from these requirements.[7]

Section 110.220.45 Parking. The intent of Washoe County's parking standards is to ensure the design of parking facilities provides adequate and accessible parking in a manner that facilitates pedestrian and non-motorized traffic within and between adjacent properties. **Standards for bicycle parking and parking reductions for the Tahoe**

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[6] References TRPA Code of Ordinances to incorporate the TRPA Phase 2 Housing incentives related to height, density, and parking in multifamily areas.
[7] Creates exemption for coverage reduction for developments allowed over 70% coverage per the TRPA Phase 2 Housing Amendments.

Planning Area are established in this section.[8] **Other p**~~P~~arking standards **for mixed-use and tourist regulatory zones** in the Tahoe Planning Area are established in Article 110.220.1, *Tahoe Area Design Standards* ~~for mixed-use and tourist Regulatory Zones. and~~ **Other parking standards for all other parts of the Tahoe Planning Area are established** in Washoe County Development Code Article 410, *Parking and Loading*~~, for all other areas,~~. All discretionary permits granted by Washoe County that may have an impact on parking and accessibility must implement a parking and accessibility plan that mitigates the expected impacts of the permitted activity regarding parking, accessibility and safety through the development and implementation of a parking plan. Parking plans, at a minimum, must address vehicular**, bicycle,** and pedestrian traffic flow, and vehicular**, cyclist,** and pedestrian safety. Off-site parking agreements are permitted in order to accommodate expected demand, provided pedestrian **and cyclist** safety is maintained. Whenever necessary, the approval of discretionary permits in the planning area will be conditioned to ensure the adequacy and safety of the proposed parking plan. **In the Tahoe Planning Area, the following standards for parking shall be applicable:**

(b) <u>Parking Analysis</u>. Applicants may submit a parking analysis to request reductions in parking minimums as allowed for in this section. Such requests will be made through the Director's Modification of Standards application process.[9] **The study must demonstrate that the parking reduction will not impact surrounding roadways.**

(1) Applicants may submit a parking analysis to request reductions in parking minimums in the following circumstances.

(i) Reductions to residential parking minimums only for residential developments or mixed-use developments with a residential component that are 100% deed-restricted affordable, moderate, or achievable per the TRPA Code of Ordinances and pursuant to sections 110.220.35 and 110.220.38. Mixed-use projects in this category shall meet parking requirements for the non-residential portion of the development, regardless of granted reductions to residential parking minimums. For projects outside of Town Centers, the parking analysis can request no less than an average of .75 spaces per dwelling unit.[10]

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[8] *See* Bike Parking Updates later in this document for updated bicycle parking requirements.
[9] Clarifies for staff and applicants the appropriate process through which to request a modification of parking standards.
[10] Implements TRPA Phase 2 Housing incentives for parking.

(ii) Reductions to parking requirements in mixed-use and tourist regulatory zones pursuant to Article 110.220.1, Chapter 4, section (C) Modification of Standards.[11]

(2) The criteria considered by the Director in determining whether to allow a reduction in parking minimums will include, but not be limited to:

(i) Whether the applicant has demonstrated that parking demand generated by the project, as determined by a parking analysis or information from similarly situated projects, will be accommodated.

(ii) Whether the applicant has demonstrated sufficient parking supply through parking management strategies, including but not limited to executed shared parking agreements, unbundling parking and rent, or contributing to alternative transportation methods such as public transit.

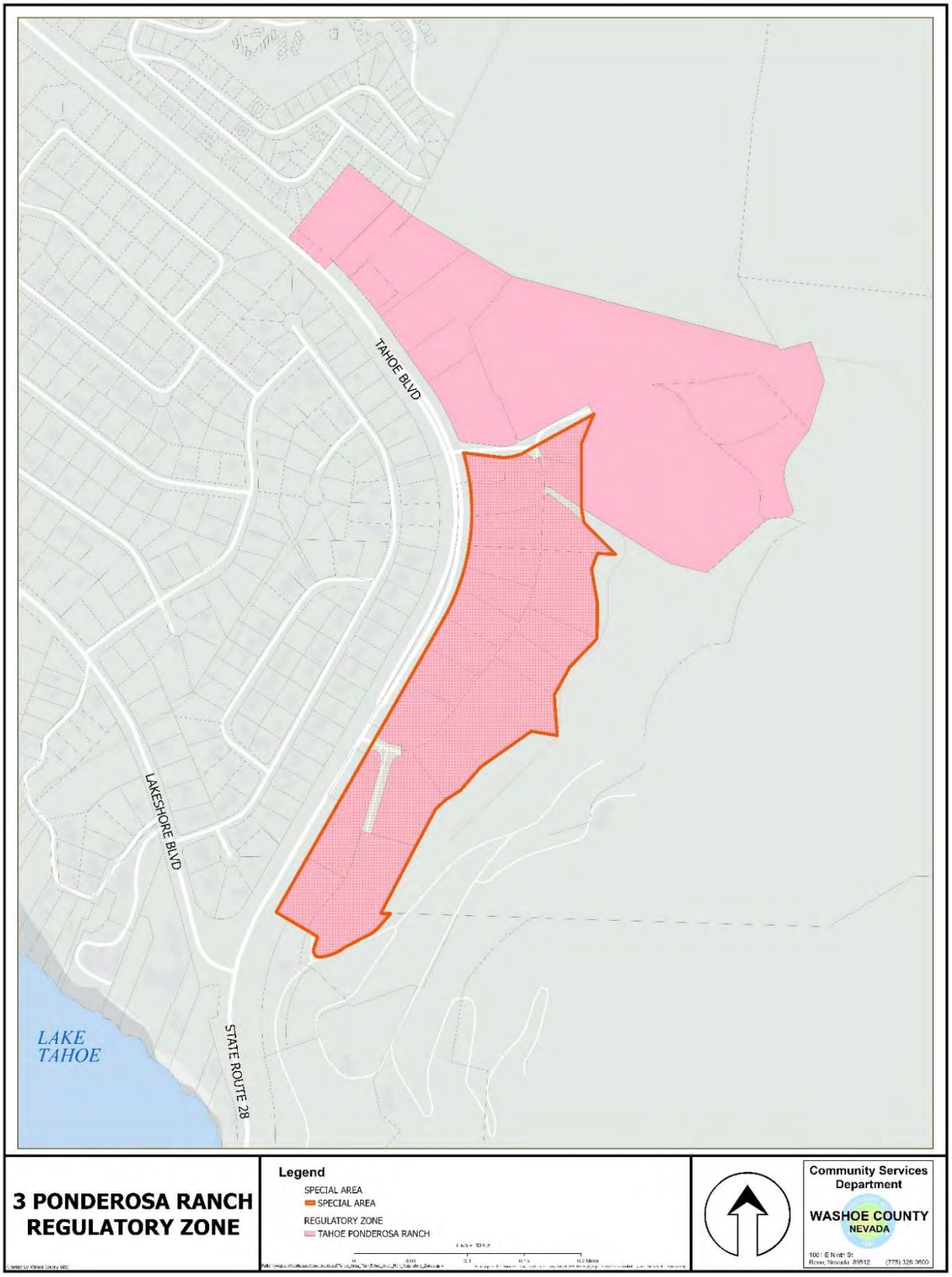
(iii) Whether the applicant has demonstrated that the parking analysis does not rely upon the utilization of parking spaces in adjacent or nearby roadways, unless there is a specific parking agreement or parking management plan in place approved by Washoe County that would allow such street parking.

(iv) Whether the parking analysis uses public street parking or the privatization of existing public street parking to justify a reduction in on-site parking.

(v) Whether any presumption of lower parking rates per dwelling unit than the minimum required by Washoe County Code is supported by availability of other transportation options, local data on parking demand for similar developments, or other appropriate means.

[11] Incorporates existing parking reduction allowance and process for developments in Town Centers, as established in Chapter 4 of WCC 110.220.1.

Ponderosa Ranch Multifamily Housing



Section 110.220.165 Ponderosa Ranch Regulatory Zone.

PONDEROSA RANCH REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential[12]		
Multiple Family Dwelling	**A**	**15 units per acre**
Employee Housing	**A**	**15 units per acre**
PERMISSIBLE USES – PONDEROSA RANCH REGULATORY ZONE SPECIAL AREA		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	15 units per acre
Multiple Family Dwelling	**A**	**15 units per acre**
Nursing and Personal Care	S	25 people per acre
Residential Care	S	25 people per acre

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

(e) New uses in the Ponderosa Ranch regulatory zone shall share existing driveways.[13]

(f) All residential uses must meet the income eligibility standards for one of TRPA's three deed-restricted housing types: affordable, moderate, or achievable, as defined in the TRPA Code of Ordinances.[14]

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[12] Adds residential uses to Ponderosa Ranch, responding to need for workforce and affordable housing opportunities.
[13] Codifies shared driveway requirement that currently is established in the non-code portion of the area plan.
[14] Restricts residential development in Ponderosa Ranch to deed-restricted housing.

Multifamily Permitting Process Changes

Section 110.220.130 Regulatory Zone Development Standards. The following sections provide details on the allowed uses, density and special area regulations, and other development standards within the Regulatory Zones. Existing uses not listed shall be considered nonconforming uses within the Regulatory Zone. The establishment of new uses not listed in the tables provided below shall be prohibited. Where listed, A = Allowed ~~subject to an administrative permit pursuant to Article 808, *Administrative Permits* of this chapter~~;[15] S = Board of Adjustment Special Use Permit pursuant to Article 812, *Special Use Permits* of this chapter**; AR=Administrative Review Permit pursuant to Article 809 *Administrative Review Permits*.**[16] **In cases where a regulatory zone contains a special area, the list of uses under the special area is independent and complete, not supplemental to other allowed uses in the regulatory zone.**[17] For projects not subject to delegated permitting under an MOU, ~~permitted~~ **allowed** ~~by right~~ ("A") uses shall be processed as TRPA allowed uses in accordance ~~to~~ **with** TRPA Code of Ordinance section 21.2.1 and **both administrative review ("AR") and** special uses ("S") shall be processed as TRPA special use in accordance ~~to~~ **with** TRPA Code of Ordinances Section 21.2.2. Land uses are defined in Table 21.4-A and Chapter 81 of the TRPA Code of Ordinances.

Section 110.220.135 Crystal Bay Tourist Regulatory Zone.

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

[15] Fixes typographical error that erroneously states that "A" requires an administrative permit rather than being allowed (by right), as is stated later in the same paragraph.
[16] Adds the administrative review process, which is a more streamlined discretionary review process which still requires public noticing and allows the imposition of conditions of approval.
[17] Clarifies organization of use tables.

Multiple Family Dwelling **(more than four units)** [18]	~~S~~**AR**	~~15~~ **10** units per acre ~~miniumum~~ **minimum**[19] 25 units per acre maximum
Multiple Family Dwelling (four units or less)	**A**	**10 units per acre minimum** **25 units per acre maximum**
Multi-Person Dwelling	S	25 people per acre
Single Family Dwelling	A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85

Section 110.220.145 Incline Village Commercial Regulatory Zone.

INCLINE VILLAGE COMMERCIAL REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	A	Based on other residential use densities
Multiple Family Dwelling **(more than four units)**	~~S~~**AR**	~~15~~ **10** units per acre ~~Minimum~~ **minimum** 25 units per acre

[18] Allows multiple family dwellings under four units by right, and over four units through administrative review in all Town Centers (Crystal Bay Tourist, Incline Village Commercial, and Incline Village Tourist Regulatory Zones).
[19] Reduces minimum density in Town Centers to remove barrier to small scale redevelopment.

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

Residential Care (Section 110.220.410)	S	40 people per acre

Section 110.220.155 Incline Village Tourist Regulatory Zone.

INCLINE VILLAGE TOURIST REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Employee Housing	S	Based on other residential use densities
Multiple Family Dwelling **(more than four units)** Within the Town Center Outside of the Town Center	**~~S~~AR**	~~15~~ **10** units per acre minimum 25 units per acre maximum 15 units per acre
Multiple Family Dwelling (four units or less) **Within the Town Center** **Outside of the Town Center**	**A**	**10 units per acre minimum** **25 units per acre maximum** **15 units per acre**
Multi-Person Dwelling	S	25 people per acre
Nursing and Personal Care within the Town Center (Section	S	40 people per acre 25 people per acre

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

Mixed-Use Minimum Lot Width and Setbacks

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

Use Type and Parcel Size	Required Setback			Minimum Parcel Width*	Minimum Parcel Size
	Front (Feet)	Side (Feet)	Rear (Feet)	(Feet)	(Square Feet)
Residential					3,700 sf.
Greater Than 2.5 Acres	30	15	30	80 ft.	
35,000 Square Feet to 2.5 Acres	30	12	30	80 ft.	
12,000 Square Feet to 34,999.99 Square Feet	20	8	20	60 ft.	
5,000 Square Feet to 11,999.99 Square Feet	20	5	20	60 ft.	

Less Than 5,000 Square Feet	15	5	10	60 ft.	
Commercial **& Mixed-Use**[20]	10	10	10	75 ft.	10,000 sf.
Tourist Accommodation	20	10	10	75 ft.	10,000 sf.
Public Service	20	15	20	N/A	N/A
Recreation	20	15	20	N/A	N/A
Wildlife Management					
Structures 12' or Greater in Height	15	15	15	N/A	N/A
Structures 12' or Less in Height	5	5	5	N/A	N/A

Table 110.220.03 *Tahoe Area Yard and Lot Standards*

Notes:

*** Minimum parcel width shall be 40 feet for residential and mixed-use development in preferred affordable areas.**[21]

Accessory Dwelling Units

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

(a) When the primary use is residential, all accessory dwellings must obtain a**n** ~~detached accessory dwelling~~ administrative review **permit pursuant to Article**

[20] Aligns residential and commercial setbacks in mixed-use building, so that buildings can adapt to changing uses and interior layouts.
[21] Large minimum lot widths can serve as a barrier to certain types of housing and redevelopment. This will ensure that lot width is not a barrier in areas where affordable housing is a priority.

809. ~~, as described in Washoe County Development Code Section 110.306.25(i);~~[22]

(b) When the primary use is residential, the accessory dwelling (secondary residence) shall be limited to **the following maximum sizes based on the size of the parcel:**

(1) On parcels 1 acre or larger: 50% of the size of the main dwelling or 1,500 square feet, whichever is smaller;

(2) On parcels smaller than 1 acre: 1,200 square feet.[23]

(c) When the primary use is non-residential, the accessory dwelling shall be limited to 1,500 square feet;

(d) All accessory dwellings must provide a minimum of one off-street parking space (tandem parking is allowed) in addition to the parking required for the primary use;

(e) Additional requirements as defined in Washoe County Development Code Article 306, *Accessory Uses and Structures* **shall apply**; ~~and,~~

~~(f) The parcel on which accessory dwelling will be located is a minimum of 1 acre in size.~~[24]

(~~g~~**f**) ~~Detached accessory dwellings are subject to the~~ ~~**s**~~**S**tandards for detached accessory structures ~~as found above~~ in Section 110.220.80, *Accessory Structures and Uses* **shall apply; and,**~~.~~

(g) If a detached accessory dwelling unit is under 500 square feet and is 12 feet in height or less, it can be located as close as 5 feet from the side and rear property lines.[25]

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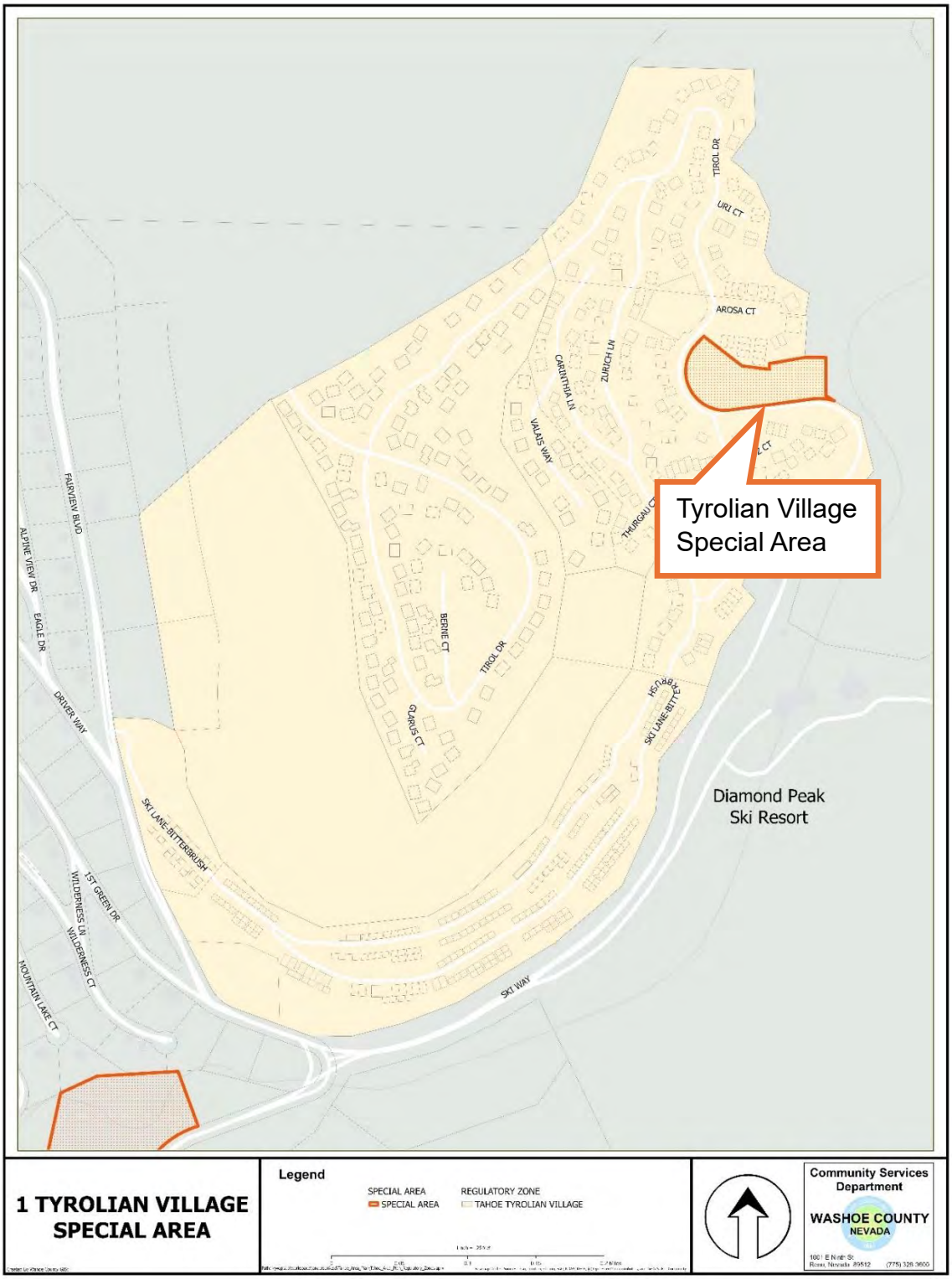
[22] An administrative review permit will continue to be required for all accessory dwelling units (ADUs) in the Tahoe Basin.
[23] Proposes smaller maximum ADU size of 1,200 square feet for smaller parcels.
[24] Proposes to remove minimum lot size of 1 acre for ADU development. This could help support more attainable housing options, as currently ADU's are only allowed on a very limited number of parcels in Washoe Tahoe. In Washoe County, ADU's cannot be used as short-term rentals.
[25] Allows smaller setbacks for small ADU's. These setbacks match the setbacks allowed for accessory structures under 12 feet tall.

Updates from 2021 Tahoe Area Plan Adoption

Remove the Tyrolian Village Special Area



Section 110.220.325 Tyrolian Village Regulatory Zone

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

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

~~Recreation~~
~~Same as General List~~
~~Resource Management~~
~~Same as General List~~

Section 110.220.330 Tyrolian Village Regulatory Zone Special Policies. The following special policies will be implemented in the Tyrolian Village Regulatory Zone.

(a) Roofs and eaves may overhang the property line in order to accomplish any necessary design standards.

(b) Garages may be constructed in the common parcel, provided the following conditions are met:

(1) One detached garage, no more than 24 x 24 feet (576 square feet), measured at the foundation line;

(2) Limited to one story;

(3) Use of garage is limited to vehicle parking;

(4) Garage shall not be converted or used for living space, commercial use, work or storage space (excluding parking);

(5) Homeowner shall enter into a garage license agreement with Tyrolian Village Association, Inc., and abide by the requirements of relevant CC&R provisions, and other governing documents;

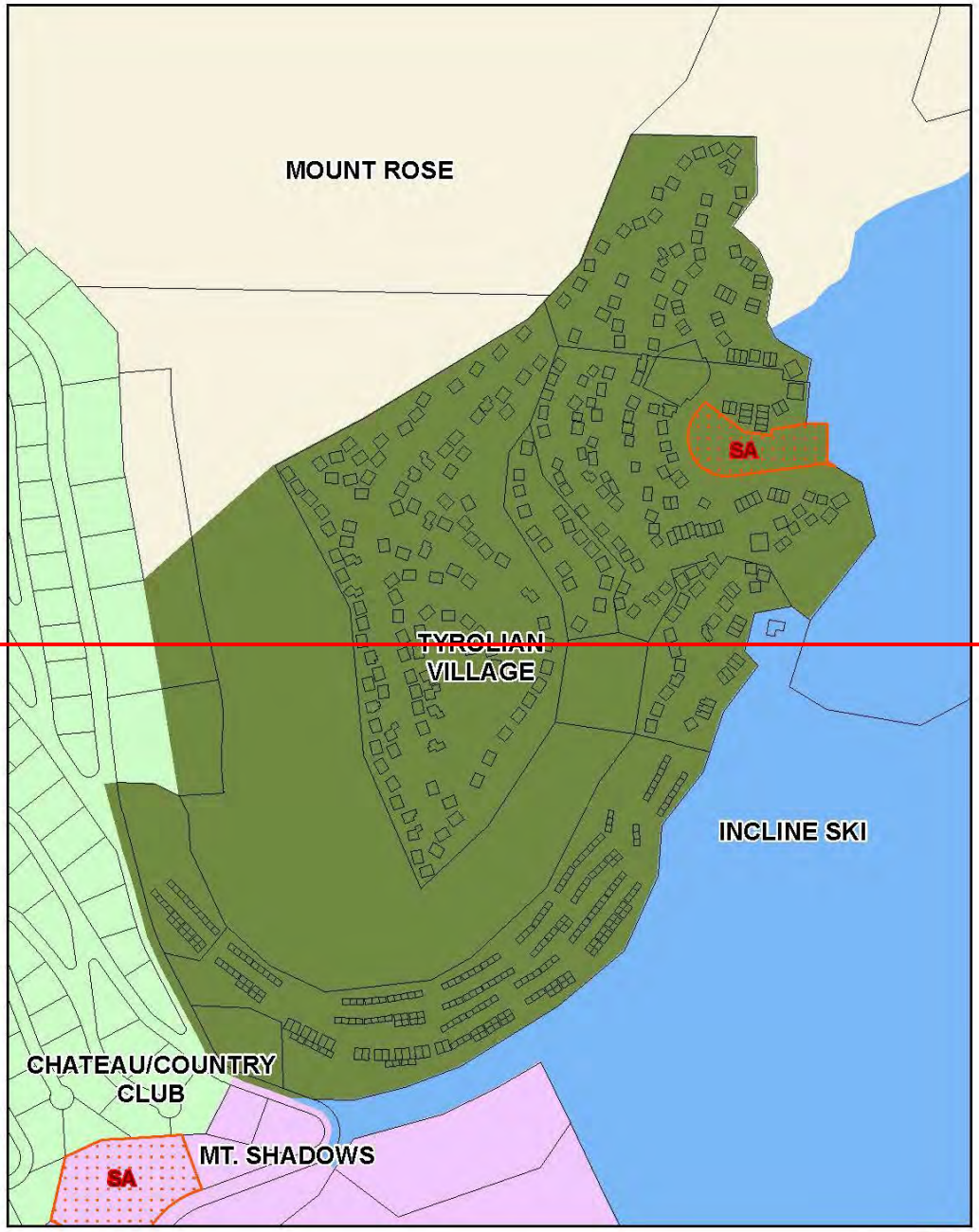
(6) The homeowner is responsible for payment of taxes or assessments due to be paid by reason of the existence of the easement or garage structure;

(7) The homeowner is solely responsible for maintenance and upkeep of the garage; and

(8) The homeowner is required to use the garage only in a manner consistent with all laws and regulations of the State of Nevada, Washoe County, TRPA, and any other governmental agency having jurisdiction.

(9) Transfer/relocation of coverage into the common parcel shall comply with TRPA requirements.

~~(c) Timeshares – Residential Design developed on Parcel "L" of Tyrolian Village Unit No. 1, Washoe County Assessor Parcel Number 126-420-02, shall be limited to a maximum of four structures and a maximum density of eight timeshare units.~~



TYROLIAN VILLAGE
Regulatory Zoning

SPECIAL AREAS
SPECIAL EVENTS AREA
NORTH
Washoe County, NV

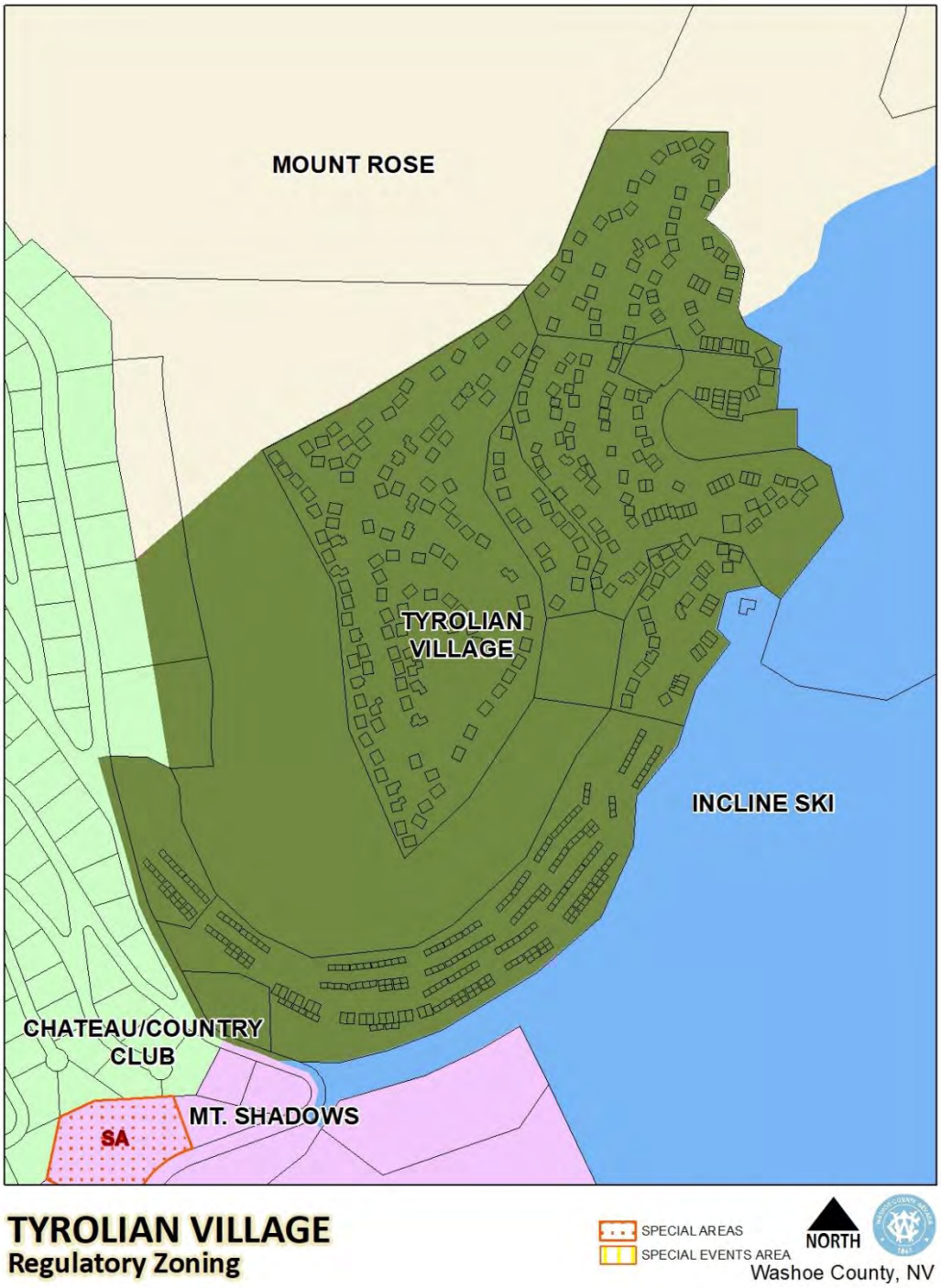


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Figure 110.220.023 Tyrolian Village Regulatory Zone Location Map

Tahoe Area Plan Page 2-21

Special Areas

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

- Incline Village Commercial – Three special areas are established for the Incline Village Commercial zone. This allows different uses to be focused in different areas within this Town Center.
- Incline Village Tourist – A special area is established for the IVGID-owned recreational facilities.
- Ponderosa Ranch – A special area is established for the former theme park site. More intense uses, such as light industrial, are focused outside of the special area. Retail uses and employee housing are permissible within the special area.
- Incline Village 3 – A special area is established to specify different density standards for a specific site. The site has since been developed.
- Crystal Bay Condominiums – A special area is established to allow low-density multi-family residential development.
- Wood Creek – A special area is established to allow public service uses on county-owned property.
- Fairway – A special area is established to allow a variety of multi-family, tourist accommodation, and neighborhood commercial uses.
- Mt. Shadows – A special area is established to allow neighborhood commercial uses on a specific parcel.
- ~~Tyrolian Village – A special area is established to allow residential-designed timeshares and bed-and-breakfast uses on a specific parcel.~~[26]

[26] The Tyrolian Village Special Area was approved by TRPA in 2004 to allow certain tourist uses on a single parcel. In 2006, Washoe County denied that request, creating a conflict between the two plans. The special area was included in the 2021 adoption in

Include Tahoe Transportation District in parking management plan

Tahoe Area Plan Page 3-14

IMPLEMENTATION ACTIONS

Action T-5 Parking Management Plan

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

Tahoe Area Plan Page 7-7

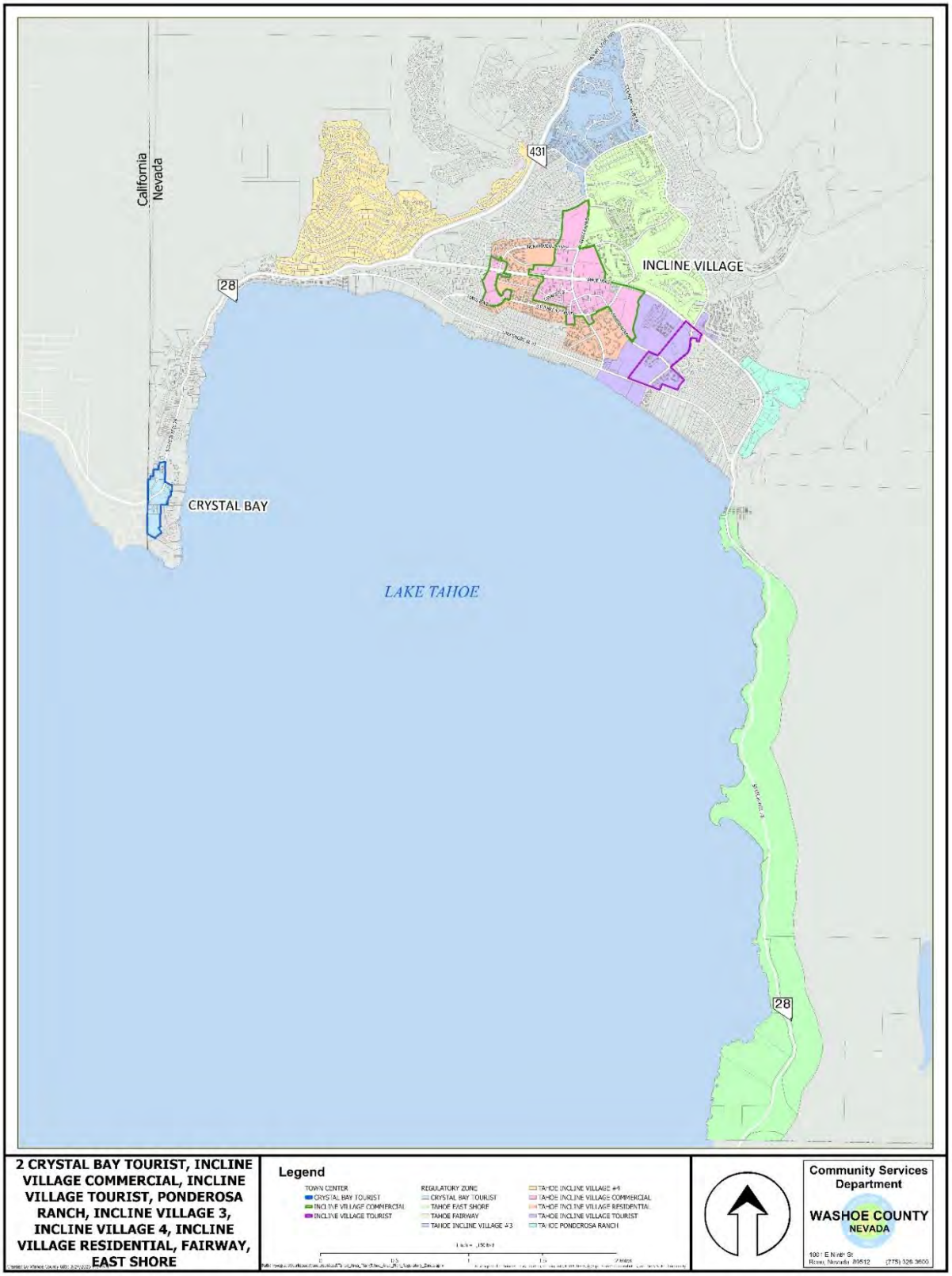
Transportation Actions

Action/Project	Lead Implementor	Other Participants	Short Term 1-5 Yrs	Mid-Term 6-10 Yrs	Long-Term 11-20 Yrs	One-Time	On-Going	Funding Sources
Action T-1 Employer Based Vehicle Trip Reduction	WC	TMA, TRPA	•					GF, Grants
Action T-2 Access Management Standards	WC	NDOT	•					RF
Action T-3 Plowing of Multi-Use Trails	WC	IVGID	•					RF, GF

error which can be corrected by its removal. This change would apply to only one parcel.

Action T-4 Short-Range Transit Plan	WCRTC	TMA, TRPA, TART, TTD	•					GF, Grants
Action T-5 Parking Management Plan	WC	TRPA, **TTD**	•					GF, Grants

Identify Regulatory Zones Receiving Transferred Development Rights



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

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

(1) Preferred Affordable Housing Area

(2) Scenic Restoration Area

(3) **Transfer of Development Right Receiving Area for existing development and multi-residential development**[27]

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

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

(1) Preferred Affordable Housing Area

(2) Scenic Restoration Area

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

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

(a) The following location is established as a Special Event Area in accordance with TRPA Code of Ordinances Subsection 22.6.3, *Special Event Areas*:

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

(1) ~~Sierra Nevada College~~ **University of Nevada, Reno at Tahoe** and the UC Davis Tahoe Environmental Research Center, as encompassed by 2020 Assessor Parcel Numbers 127-040-04, 127-040-09, and 127-040-10 and indicated in Figure 110.220.006.

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

(1) Preferred Affordable Housing Area

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

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

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

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

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(2) Scenic Restoration Area

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

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

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

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

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

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

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

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

Section 110.220.230 Incline Village Residential Regulatory Zone Special Policies. The following special policies will be implemented in the Incline Village Residential Regulatory Zone.

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

(1) Preferred Affordable Housing Area

(2) Scenic Restoration Area

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

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

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

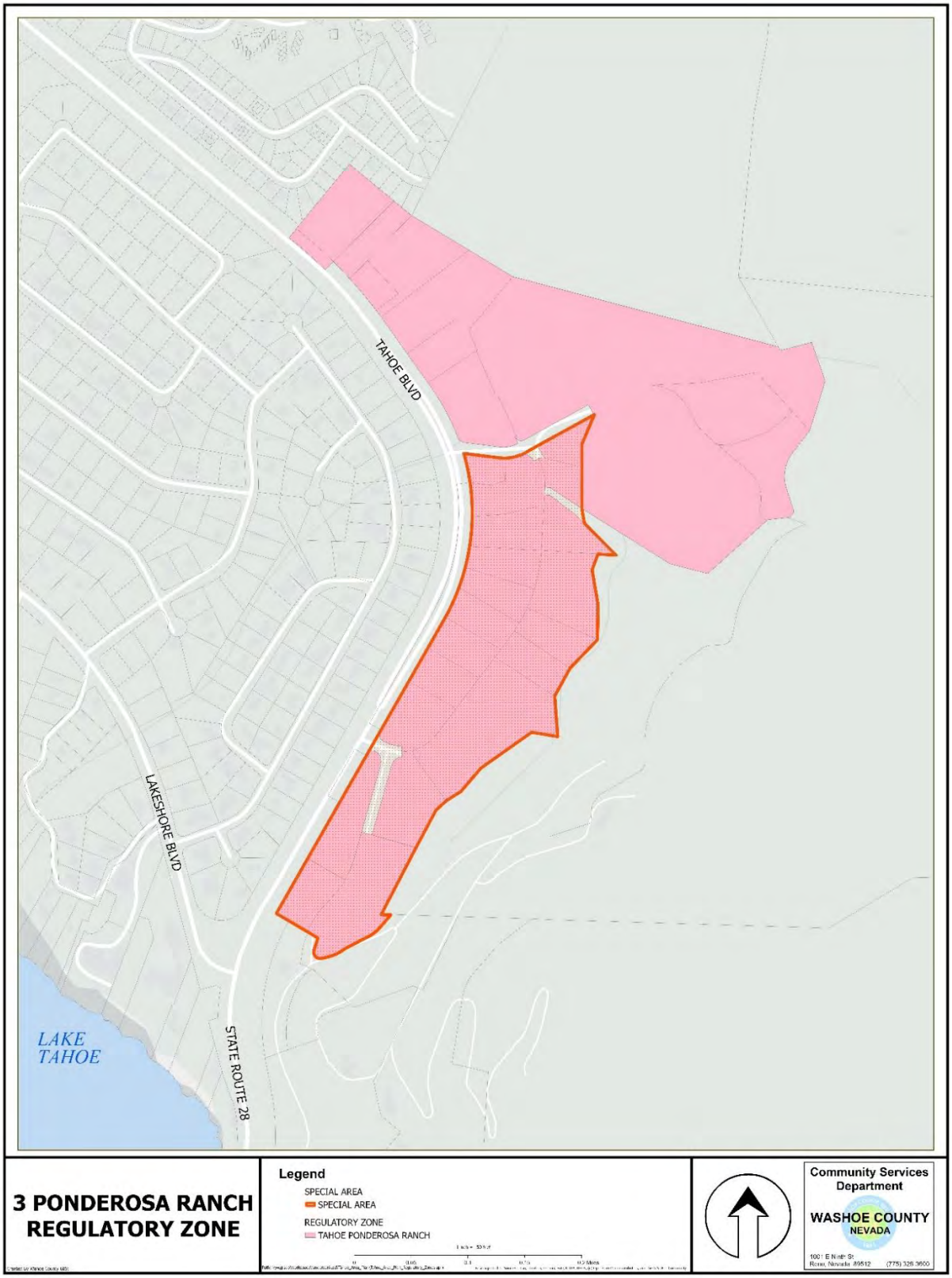
(1) Transfer of Development Right Receiving Area for multi-residential development, and for existing development and multi-residential development in the special area.

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

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

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

Apply Code of Ordinance Community Plans Code to Ponderosa Ranch



<u>Section 110.220.170 Ponderosa Ranch Regulatory Zone Special Policies.</u> The following special policies will be implemented in the Ponderosa Ranch Regulatory Zone.

(d) In order to retain long-standing development standards for areas that were within Community Plans prior to the adoption of the Area Plan and are not included in the Town Center, provisions of the TRPA Code of Ordinances that apply to Community Plans and Community Plan Areas shall continue to apply.[28]

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

Code Improvements

Special Use Permits in Residential Zones for Residential Uses

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

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

Section 110.220.215 Incline Village 5 Regulatory Zone.

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

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

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

(a) ~~Until this Regulatory Zone has been classified as to avalanche danger, all development shall be subject to a special use permit.~~ **Prior to any development on a parcel in this Regulatory Zone, the property owner shall record a hold harmless agreement which shall run with the land and provide that the County shall be held harmless from any liability resulting from avalanche activity.**[29]

Section 110.220.245 Crystal Bay Regulatory Zone

CRYSTAL BAY REGULATORY ZONE		
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	~~S~~**A**	1 unit per parcel + 1

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

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

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

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

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

(b) Further encroachment permits onto Highway 28 should be discouraged.

~~(c) Due to the sensitivity of the area and the public safety issues, all further development will be considered a special use.~~

~~(d) Further study of the avalanche danger is required to resolve the avalanche problem and to ensure that new and existing development is consistent with the findings of that study.~~

Section 110.220.385 East Shore Regulatory Zone.

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

Sloped and Corner lots

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

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

(1) The ~~Engineering Division~~ **agency having jurisdiction over adjacent roadways**[30] must be able to determine that ~~county~~ right-of-way maintenance and road work operations will not be impeded or sufficient measures have been incorporated in the **building's** ~~structure's~~ design to mitigate an impediment to ~~county~~ right-of-way maintenance and road work operations. The **agency having jurisdiction over adjacent roadways** ~~county~~ may also require that ~~the county~~ **the agency** be held harmless from liability resulting from its right-of-way maintenance and road work operations;

(2) The ~~Engineering Division~~ **agency having jurisdiction over adjacent roadways** must be able to determine that the speed of traffic**,** ~~and~~ the volume of traffic**, and site distance triangles** on the street is such that the placing of the ~~garage~~ **building** within the front yard setback will not cause a safety problem for ~~vehicles using~~ **all users of** the street; and

(3) The ~~Engineering Division~~ **agency having jurisdiction over adjacent roadways** must be able to determine that the placement of the ~~structure~~ **building** within the front yard setback will not impede the ability of the ~~county~~ **agency** to widen the street in accordance with the adopted Capital Improvements Program~~, or in accordance with a possible widening of the street as shown in the adopted master plan~~.

(4) The placement of the ~~structure~~ **building** is not sited closer than fifteen (15) feet from the edge of pavement of the abutting street **and is outside of the right-of-way**.

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[30] Includes agencies with roadway jurisdiction other than Washoe County Engineering, such as the Nevada Department of Transportation (NDOT).

(5) The maximum square footage of the portion of the ~~structure~~ **building** designed to encroach on the established setback shall not exceed 25% of the size of the primary structure.

(6) ~~Structures~~ **Buildings** proposed within 20 feet of the rights-of-way of State Routes 28 or 431 may only be approved pursuant to Subparagraph 36.5.4.A.2 of the TRPA Code of Ordinances.

(7) **Agencies with jurisdiction over infrastructure in or adjacent to the front yard will be consulted to ensure that placement of the structure within the front yard setback will not impede maintenance and operation of such infrastructure.**[31]

~~(b) Proposals to establish primary structures utilizing the same development standards for accessory structures found above shall be reviewed pursuant to the administrative review process described in WCC section 110.306.25 for the approval of detached accessory dwellings. However, appeals of administrative reviews for extending the front setback for primary structures to the property line shall be held before the Board of County Commissioners.~~[32]

Bike Parking Updates

Section 110.220.45 Parking. The intent of Washoe County's parking standards is to ensure the design of parking facilities provides adequate and accessible parking in a manner that facilitates pedestrian and non-motorized traffic within and between adjacent properties. **Standards for bicycle parking and parking reductions for the Tahoe Planning Area are established in this section. Other p**~~P~~arking standards **for mixed-use and tourist regulatory zones** in the Tahoe Planning Area are established in Article 110.220.1, *Tahoe Area Design Standards* ~~for mixed-use and tourist Regulatory Zones. and~~ **Other parking standards for all other parts of the Tahoe Planning Area are established** in Washoe County Development Code Article 410, *Parking and Loading*~~, for all other areas,~~. All discretionary permits granted by Washoe County that may have an impact on parking and accessibility must implement a parking and accessibility plan that mitigates the expected impacts of the permitted activity regarding parking, accessibility and safety through the development and implementation of a parking plan.

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[31] Adds coordination with agencies with jurisdiction over infrastructure other than roadways, such as water/sewer, electric, etc.

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

Parking plans, at a minimum, must address vehicular**, bicycle,** and pedestrian traffic flow, and vehicular**, cyclist,** and pedestrian safety. Off-site parking agreements are permitted in order to accommodate expected demand, provided pedestrian **and cyclist** safety is maintained. Whenever necessary, the approval of discretionary permits in the planning area will be conditioned to ensure the adequacy and safety of the proposed parking plan. **In the Tahoe Planning Area, the following standards for parking shall be applicable:**

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

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

Table 110.220.45.1[33]

Land Use/Location	Bicycle Parking Location	Short-Term Bicycle Parking	Long-Term Bicycle Parking
Multi-family Residential (with private garage for each unit)	Near building entrance with good visibility	0.05 spaces for each bedroom (2 spaces minimum for complex)	0
Multi-Family Residential (without private garage for each unit)	Near building entrance with good visibility	.05 spaces for each bedroom (2 spaces minimum for complex)	.15 spaces for each bedroom (2 spaces minimum)
Park	Adjacent to restrooms, picnic areas, fields, and other	8 spaces	0

[33] Bicycle storage facility rates are based on recommended rates from the TRPA Active Transportation Plan Appendix A.

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

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

(i) Bicycle Rack Design. Inverted U or arc bicycle racks, and D shaped or swerve racks are encouraged. Bicycle racks shall:[34]

(A) Be securely anchored to the ground;

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

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

[34] Proposed standards for bicycle rack design and placement are based on best practices and on the TRPA Active Transportation Plan recommendations.

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

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

(A) Located within fifty (50) feet from the entrance;

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

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

(D) Located two feet minimum from the curb face;

(E) Placed with at least four feet between racks to provide maneuvering room; and

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

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

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

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

(B) Lockers shall have 6 feet of clearance on the ends with openings; and

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

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

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

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

Design Standards 220.1 Chapter 4

D. Special Parking Provisions:.

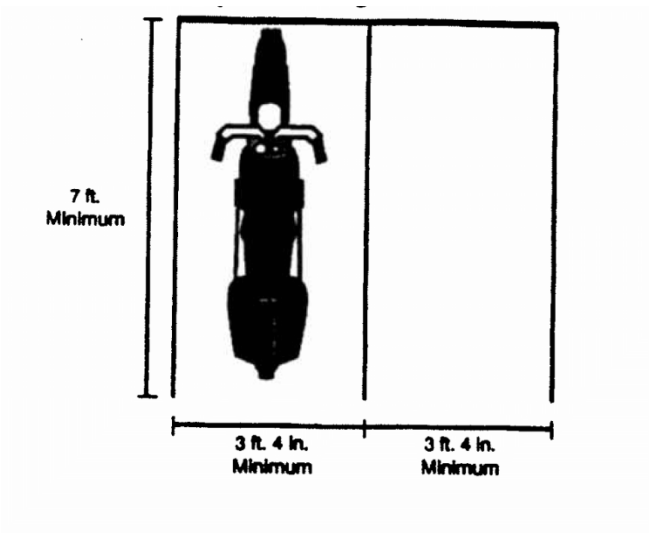
(1) Motorcycle ~~and Bicycle~~ Spaces: For every four (4) motorcycle ~~or six (6) bicycle~~ parking spaces provided, a credit of one (1) parking space shall be given toward the requirement of this article, provided, however, that the credit for each shall not exceed one-fortieth (1/40) of the total number of automobile spaces required. If determined necessary by the County or TRPA, bollards shall be installed to separate and protect motorcycle ~~and bicycle~~ spaces from automobile circulation. The minimum dimension for motorcycle ~~and bicycle~~ spaces shall be ~~as set forth in the following subsections:~~[35]

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

Figure 4.1

Motorcycle Parking Dimensions

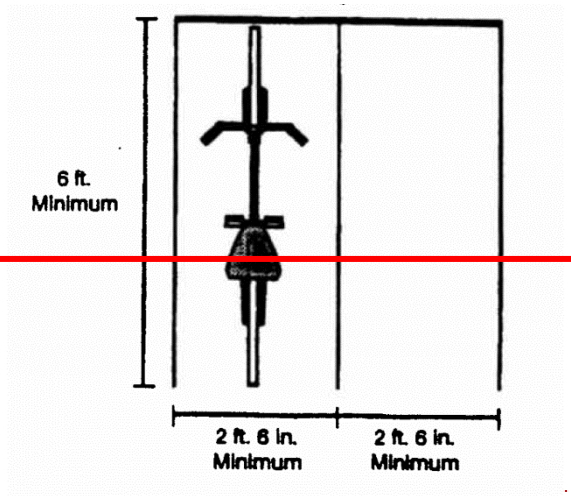
[35] Removes requirements for bicycle parking from Section 220.1 because those standards are now in Section 220.45.



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

~~Figure 4.2~~

~~Bicycle Parking Dimensions~~



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

(~~2~~3) Handicapped Parking: In any parking facility serving the public, parking for the handicapped shall be provided as set forth in this subsection.

Temporary Uses

Section 110.220.110 Temporary Uses. The permitting of temporary uses in the planning area is regulated by Chapter 22, *Temporary Uses, Structures, and Activities,* of the TRPA Code of Ordinances; by Washoe County Development Code Article 310, *Temporary Uses and Structures*; and by Washoe County Code Chapter 25, *Business Licenses, Permits and Regulations*. **The County may approve a temporary use, structure, or activity if the temporary use, structure, or activity has been granted an approved temporary use permit by TRPA in accordance with the TRPA Code of Ordinances, even if such use, structure, or activity is not otherwise authorized in Washoe County Code.**[36] Approved TRPA master plans in the planning area may also provide for temporary uses (see Section 110.220.405, *TRPA Approved Master Plans*).

[36] This change allows Washoe County to recognize temporary uses, structures, and activities that are approved by TRPA and authorized under the TRPA Code of Ordinances. This resolves an existing conflict between TRPA and Washoe County Code.

Typographical Errors and Clarifications

Schools in IV-T

Section 110.220.155 Incline Village Tourist Regulatory Zone.

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

Schools—Kindergarten through Secondary Schools[37]	**S**	
Schools – College	S	
Social Service Organizations	A	
Pipelines and Power Transmission	S	
Threshold-Related Research Facilities	S	
Transit Stations and Terminals	S	
Transportation Routes	S	
Transmission and Receiving Facilities	S	

Development Code Amendment Application Requirements

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

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

[37] Allows schools by special use permit in the Incline Village Tourist regulatory zone. This allowance was inadvertently removed after a 2002 area plan amendment which added the use.

County Regulatory Zone Map for the Tahoe Planning Area. Amendments to the boundaries of the Regulatory Zones require a Regulatory Zone amendment as described in Article 821, *Amendment of Regulatory Zone,* of the Washoe County Development Code. Amendments to the permissible uses and other regulations regarding these areas require a development code amendment pursuant to Article 818, *Amendment of Development Code,* of the Washoe County Development Code. Any amendment regarding the boundaries, uses, or other development regulations in the planning area must additionally undergo conformity review pursuant to TRPA Code of Ordinances Subsection 13.6.6. **All proposed amendments to Article 220 or Article 220.1 are considered both development code amendments and master plan amendments, subject to the provisions of Article 818 *Amendment of Development Code* and Article 820 *Amendment of Master Plan,* respectively. Applicants for development code amendments shall be required to provide and bear the cost of the environmental analysis required by TRPA.**[38] **In order to comply with TRPA area plan amendment guidelines, development code, regulatory zone, and master plan amendments to the Tahoe Area Plan will only be accepted in January and September.**[39]

Transportation Updates to Incorporate Active Transportation Plan[40]

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

Transit Services

[38] Articles 220 and 220.1 of the Washoe County Development Code are also part of the Tahoe Area Plan, which is a master plan and can only be amended by bringing a master plan amendment request to TRPA. Thus, applicant request to modify those sections of code will also be required to submit a master plan amendment application.
[39] TRPA only accepts area plan amendments twice a year. Only accepting citizen applications for such amendments twice a year will help ensure compliance with TRPA's timelines.
[40] Changes in this section reference updates made to TRPA's Active Transportation Plan.

Existing transit service in the planning area is provided by the Tahoe Truckee Area Regional Transit (TART). TTD provides the East Shore Express, with connections between Incline Village and Sand Harbor from June to September. TART operates the TART Mainline, which connects Incline Village with Kings Beach, Tahoe City, and Tahoma, California. **They also operate TART connect, which provides curb-to-curb on-demand service within certain service areas.** Various shuttle services are also available including the North Lake Tahoe Express with connections between the Reno/Tahoe International Airport and Incline Village, private mountain biking and hiking shuttle services, and a free ski shuttle connecting Incline Village to Diamond Peak Ski Resort. Expanding transit services for access to, from, and within the Region is a critical component of regional and local transportation plans. Washoe County has limited authority and ability to directly implement transit services. However, the County is committed to implementation of existing transit plans, as well as working to expand the availability and types of transit servicing the plan area. The County recognizes the TTD, TART and the Truckee-North Tahoe Transportation Management Association as important partners in the implementation of a sustainable transportation system in the planning area and throughout the Basin.

Tahoe Area Plan Chapter 3 Pg 3-7

Pedestrian, Bicycle, and Multi-Modal Facilities

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

Tahoe Area Plan Chapter 3 Pg 3-14

Planned Roadway Network Projects

Project T-1: State Route 28 Complete Streets Improvements

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

Master Plan Text Updates[41]

Chapter 1, Introduction

Vision

The Lake Tahoe Regional Plan promotes a form of re-development described as *environmental redevelopment*. This concept envisions redevelopment as a primary tool for achieving environmental goals. By focusing development opportunities in designated Town Centers, the plan creates incentives to remove development potential from sensitive areas, while simultaneously contributing to the redevelopment of aging urban cores. The Town Center designation was applied to areas based on the likely positive environmental impacts from the implementation of both parcel-specific improvements (i.e., stormwater) and from area wide improvements (transit/bicycle-pedestrian network) as the result of applying new development standards within these areas. The purpose of this area plan is to implement the planning concepts contained in the Regional Plan in a manner that is consistent with the desired community character and vision as expressed by the community throughout the development of this plan.

COMMUNITY VISION STATEMENT

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

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

[41] This section shows changes to the master plan not otherwise shown in this document, including typographical error fixes and updated references.

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

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

Chapter 2, Land Use

Existing Conditions

The existing land use conditions in the plan area are represented in the following maps and tables. In the community plans that this area plan replaces, commercial floor area, tourist accommodation units and residential bonus units were distributed by subarea. This plan does not restrict the distribution of development rights by location. This plan allows for the distribution of development rights, consistent with the underlying zoning, across the plan area. All applicable TRPA incentives for Town Center development are implemented by this plan.

Land Ownership

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

Table 2.1: Land Ownership **(May, 2021)**

Ownership Type	Parcels	Acreage	
		Total	%
Public	**1,265**	**31,490**	**90.9%**
Federal	723	19,778	57.1%
State	353	10,110	29.2%
Local	189	1,602	
Private	**8,153**	**3,157**	**9.1%**
Total	**9,418**	**34,647**	**100%**

Vacant Lots

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

Table 2.2: Vacant Parcel Ownership **(May, 2021)**

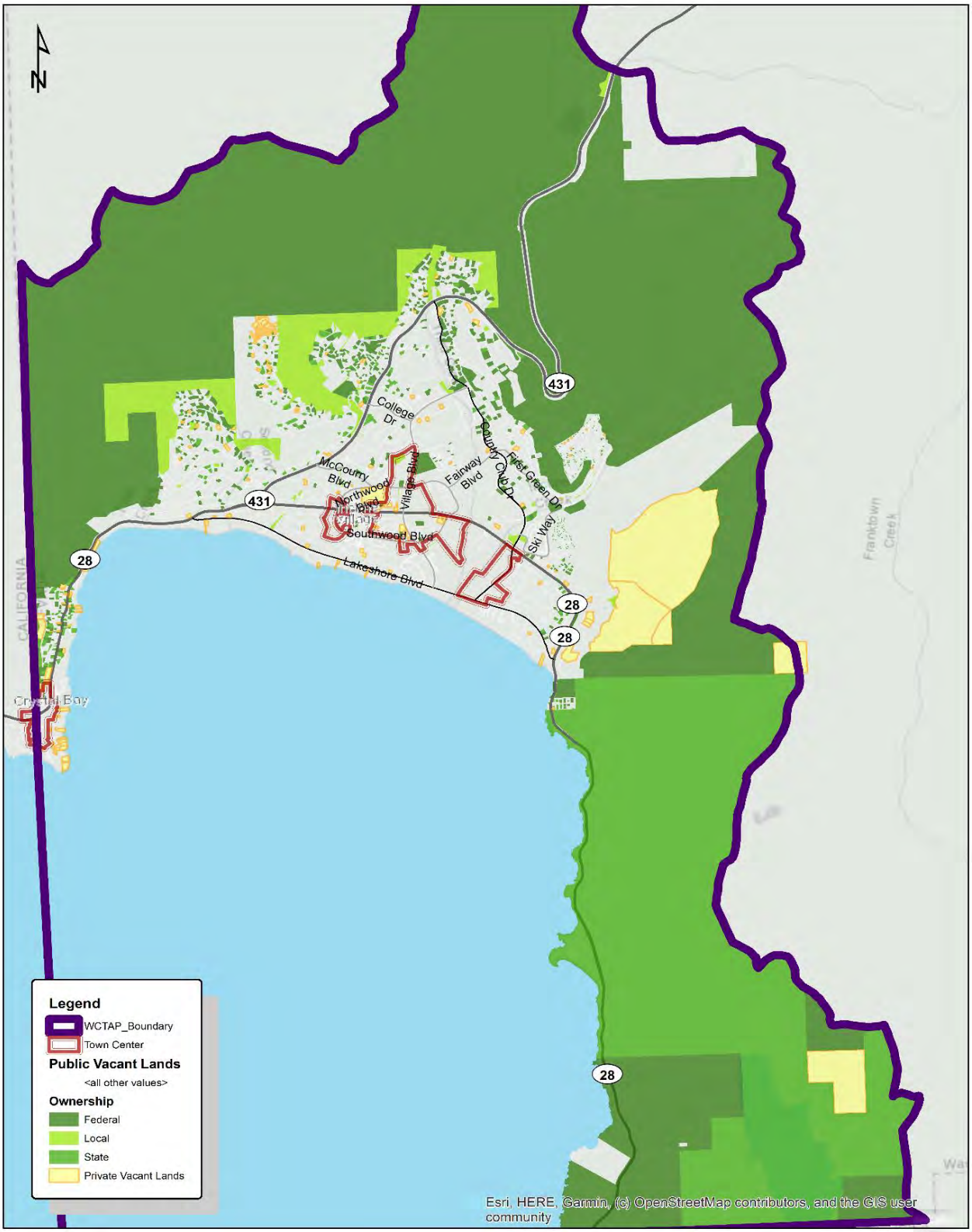
Ownership Type	Parcels	Acreage	
		Total	%
Public	**1,164**	**29,855**	**97%**
Federal	721	19,722	64%
State	349	10,105	33%
Local	94	28	<1%
Private	**254**	**786**	**3%**
Under Development	3	5	<1%
Single Family	169	122	<1%
Commercial	25	38	<1%
Unbuildable/ Unknown / Other	56	621	2%
Total	**1,418**	**30,640**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

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

Table 2.3: Vacant Parcels in Residential Regulatory Zones **(May, 2021)**

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

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



MAP 2.1. VACANT PARCELS BY OWNERSHIP

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

Age of Structures

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

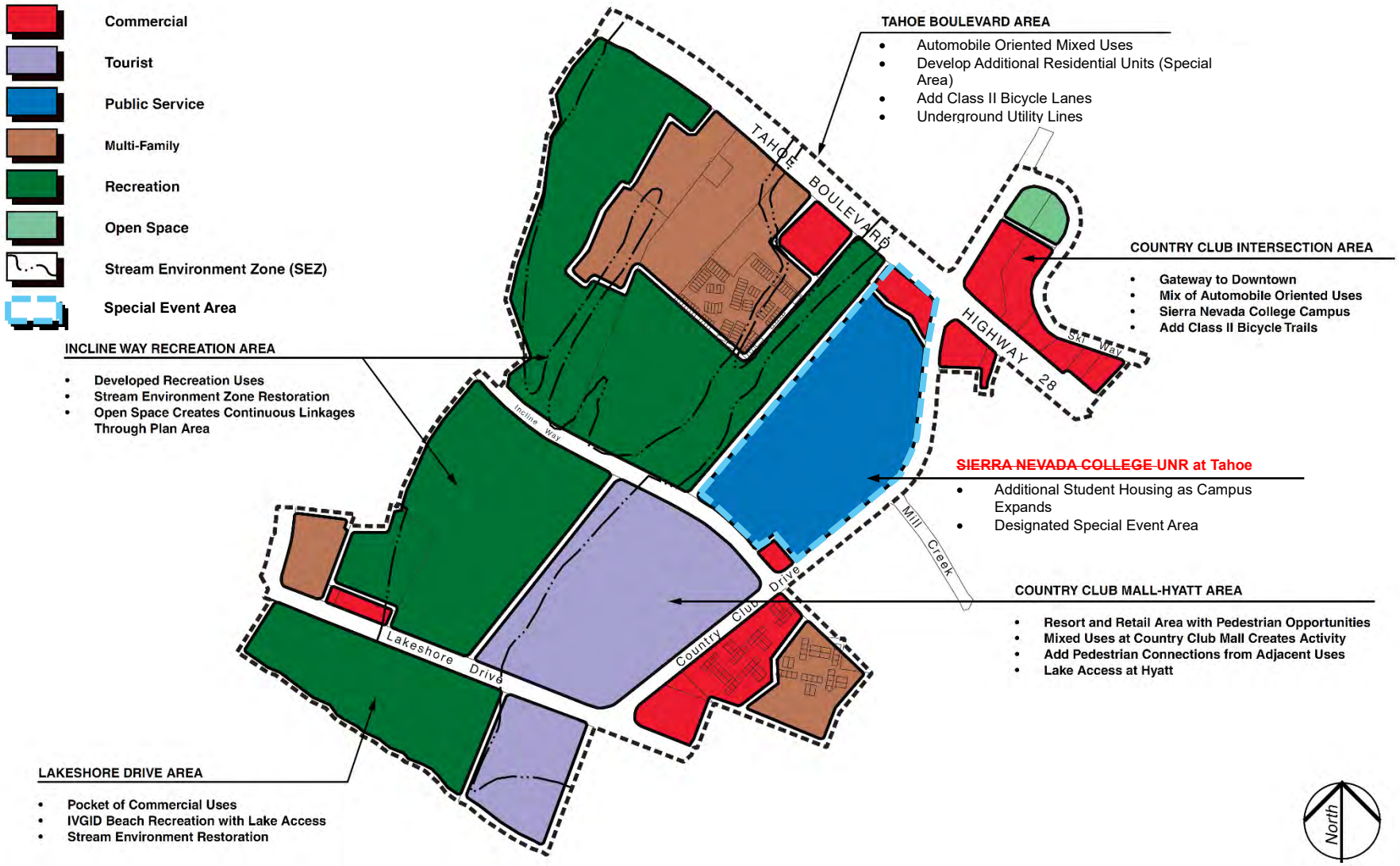
Table 2.4: Structural Age **(May, 2021)**

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

Incline Village Tourist Regulatory Zone

This area is contiguous with the Incline Village Commercial regulatory zone and represents the eastern portion of the Northwood/Southwood oval. Like the other regulatory zones plans, the Incline Village Tourist zone allows for a diverse mix of uses. However, the character of this area is composed of and dominated by a small number of significant land uses. ~~Sierra Nevada College~~ **University of Nevada, Reno at Tahoe (UNR at Tahoe)**, the Hyatt hotel casino, and Incline Village General Improvement District (IVGID) beaches and recreation area make up most of the area. The area is also the location of annual community events that have become components of the overall community character. The uses are complementary of the uses found in Incline Village Commercial regulatory zone, with a greater focus on recreation and the college. The remaining portion of the area is an established mix of commercial and residential. The mixed-use functionality of this area requires an extensive network of pedestrian and bicycle facilities to connect the area both internally and to surrounding areas.

The overall vision for the area is one of continued implementation and environmental redevelopment to maintain an active community core focused on recreation, tourism and ~~Sierra Nevada College~~ **UNR at Tahoe**. This second community core is marked by an atmosphere of openness and connectedness. Redevelopment of the major uses will likely focus on ensuring the existing uses are responsive to contemporary economic, social and environmental conditions.


Commercial
Tourist
Public Service
Multi-Family
Recreation
Open Space
Stream Environment Zone (SEZ)
Special Event Area
TAHOE BOULEVARD AREA
Automobile Oriented Mixed Uses
Develop Additional Residential Units (Special Area)
Add Class II Bicycle Lanes
Underground Utility Lines
COUNTRY CLUB INTERSECTION AREA
Gateway to Downtown
Mix of Automobile Oriented Uses
Sierra Nevada College Campus
Add Class II Bicycle Trails
INCLINE WAY RECREATION AREA
Developed Recreation Uses
Stream Environment Zone Restoration
Open Space Creates Continuous Linkages Through Plan Area
SIERRA NEVADA COLLEGE UNR at Tahoe
Additional Student Housing as Campus Expands
Designated Special Event Area
COUNTRY CLUB MALL-HYATT AREA
Resort and Retail Area with Pedestrian Opportunities
Mixed Uses at Country Club Mall Creates Activity
Add Pedestrian Connections from Adjacent Uses
Lake Access at Hyatt
LAKESHORE DRIVE AREA
Pocket of Commercial Uses
IVGID Beach Recreation with Lake Access
Stream Environment Restoration
TAHOE BOULEVARD
HIGHWAY 28
Ski Way
Incline Way
Mill Creek
Country Club Drive
Lakeshore Drive
North

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

Policy LU2-6 Incline Village Tourist Regulatory Zone

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

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

~~*Policy LU5-2 Sierra Nevada College*~~ ***Policy LU5-2 UNR at Tahoe***

~~Sierra Nevada College~~ **UNR at Tahoe** should provide student housing as part of any campus expansion plans.

Chapter 3, Transportation

This Transportation Element is a supplement to the Transportation Element of the TRPA Regional Plan (Regional Plan), the Regional Transportation Plan (RTP), the Mount Rose Scenic Byway Corridor Management Plan, and the ~~Land Use and Transportation Chapter~~ **Transportation Element** of the Washoe County Master Plan. Consistent with these plans, this element identifies the specific policies applicable to the area plan and describes the improvements necessary to implement these policies. Transportation planning and management directly affects air quality, noise, water quality, and other environmental thresholds adopted by TRPA.

Chapter 6, Public Services and Facilities

Private Utilities

Internet, telecommunication service, electricity, and natural gas utilities are all provided by private or quasi-public utilities companies in the planning area. Electricity and natural gas service are provided by NV Energy. Demand for telecommunication and internet infrastructure has increased in recent years with the advancement of devices that rely on these services. In addition, such services are needed to provide reliable communications and support the activities of ~~Sierra Nevada College~~ **University of Nevada, Reno at Tahoe**, the local public and private schools, and private business in Incline Village and Crystal Bay. While Washoe County recognizes the importance of internet, phone service needs for the service area; it also understands that support infrastructure for these utilities may conflict with local communities' neighborhood design aesthetic. Implementation of these services therefore requires balance between the level of service that can be provided and the community's expectation for design compatibility.

Public Outreach

Public Outreach Process

The 2025 Tahoe Area Plan (TAP) update included two rounds of public outreach: first, the kickoff, and second, the draft review. The project kickoff occurred in December 2024 and January 2025. The purpose of this round of outreach was to share information about the project's scope and process and to raise awareness of the project across different groups. It included a kickoff meeting at the Incline Village/Crystal Bay Citizen Advisory Board (IVCAB) on December 16, 2024 and two "pop-up" events on January 6 and 14, 2025. Staff also reached out to various stakeholders to inform them of the update and their opportunities to participate.

During the kickoff round of outreach, some citizens of Incline Village/Crystal Bay expressed broad opposition to the TRPA Phase 2 Housing Amendments but indicated general support for workforce housing. Prominent community concerns included impact on evacuation capabilities, impact on community character (e.g. taller buildings), and concerns regarding reduced parking standards exacerbating the already difficult parking challenges faced by residents, businesses, and tourists in the Washoe Tahoe area. There were also general concerns about the definition of achievable housing and its omission of an income-based requirement. Furthermore, citizens were concerned about deed-restriction enforcement capacity. For all written comments and meeting summaries from this round of public outreach, *see* Attachment A in this exhibit. In response to this public input, staff explored an alternative to the TRPA Phase 2 Housing Amendments with TRPA and added robust standards for the application and review of a request to reduce parking minimums. These elements were included in the draft for the next round of public outreach.

The draft review round of public outreach included the release of an annotated draft and a full draft of proposed changes, two online surveys, an online webinar on April 16, 2025, and two in-person workshops on April 21 and 31, 2025. Staff also reached out to stakeholders to inform them of opportunities to engage with the draft and to offer the opportunity to meet and discuss the update. Additionally, a group of Latino citizens associated with San Luis Obispo church conducted a survey on housing affordability to provide feedback to Washoe County staff related to the 2025 TAP update. Participation throughout both rounds of public outreach is summarized in the figure below, and written comments and meeting summaries for the draft review outreach included as Attachment B to this exhibit.

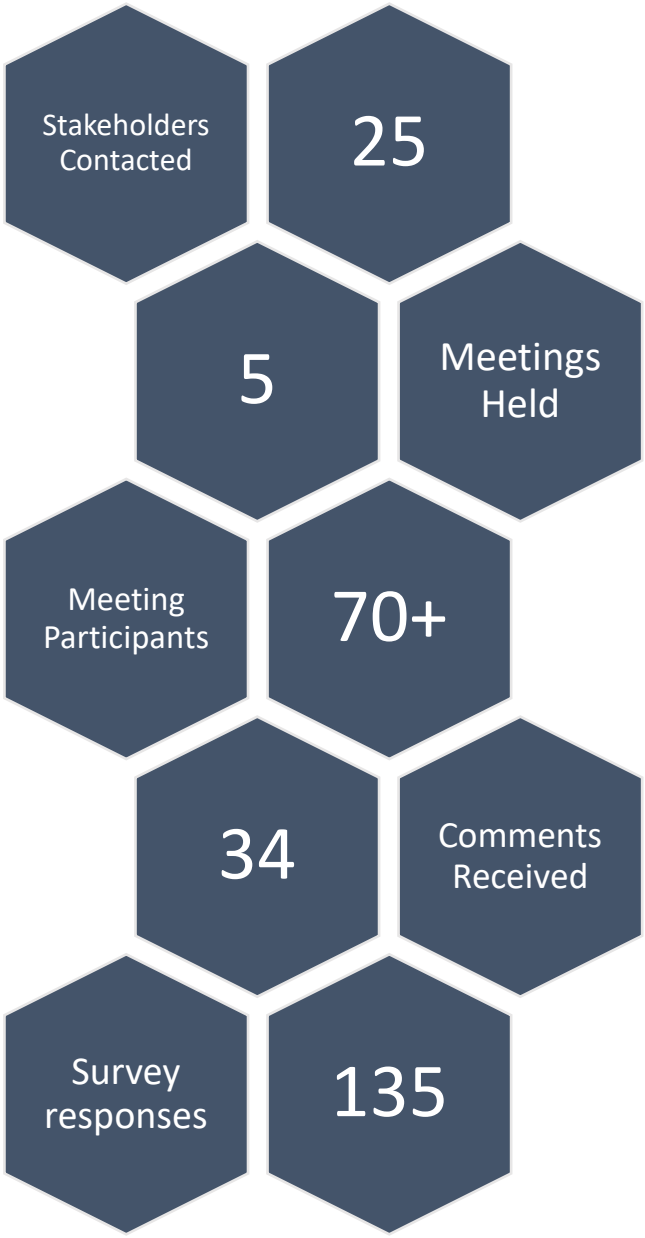


Figure 1 Public Outreach Participation

During the draft review phase of public outreach, comments and input were received through email, comment cards, workshop comment boards where participants could indicate if they agree or disagree with the comments of other participants, and online surveys. All engagement opportunities were advertised through email blasts, social media, stakeholder outreach, the neighborhood meeting HUB site, and physical flyers posted in Washoe Tahoe. Washoe County staff utilized two surveys during this phase of public outreach: a “quick survey” which asked for high-level feedback on the topics included in the 2025 TAP update, and an extended survey which provided a structure for more detailed feedback on the draft itself. The quick survey had 38 respondents and the extended survey 15. A Spanish-language version of the quick survey

was also provided but had no respondents. The San Luis Obispo church survey had 82 respondents. The text of all surveys—including the San Luis Obispo church survey—are included as Attachment C to this exhibit. Survey results are included as Attachment D.

Public Outreach Results

The quick survey aimed to get a snapshot of the community's values and support of various policies. Two questions were asked about people's top three concerns and top three favorite things related to Incline Village/Crystal Bay. A review of these responses reveals several prominent themes, as shown in Figures 2 and 3 below (only responses received by more than one person are included in the Figures). In general, there is very broad agreement about what people like about Incline Village/Crystal Bay (referred to here as Washoe Tahoe): nature and beauty, the strong community, and excellent access to parks and recreation. Respondents had more varied answers when asked about concerns related to Washoe Tahoe, but prominent themes were fire and evacuation, environmental impacts, and parking and traffic. These responses are generally consistent with feedback received in other public outreach events, including the workshops and pop-up events.

Figure 2: Topics of Concern by Number of Responses

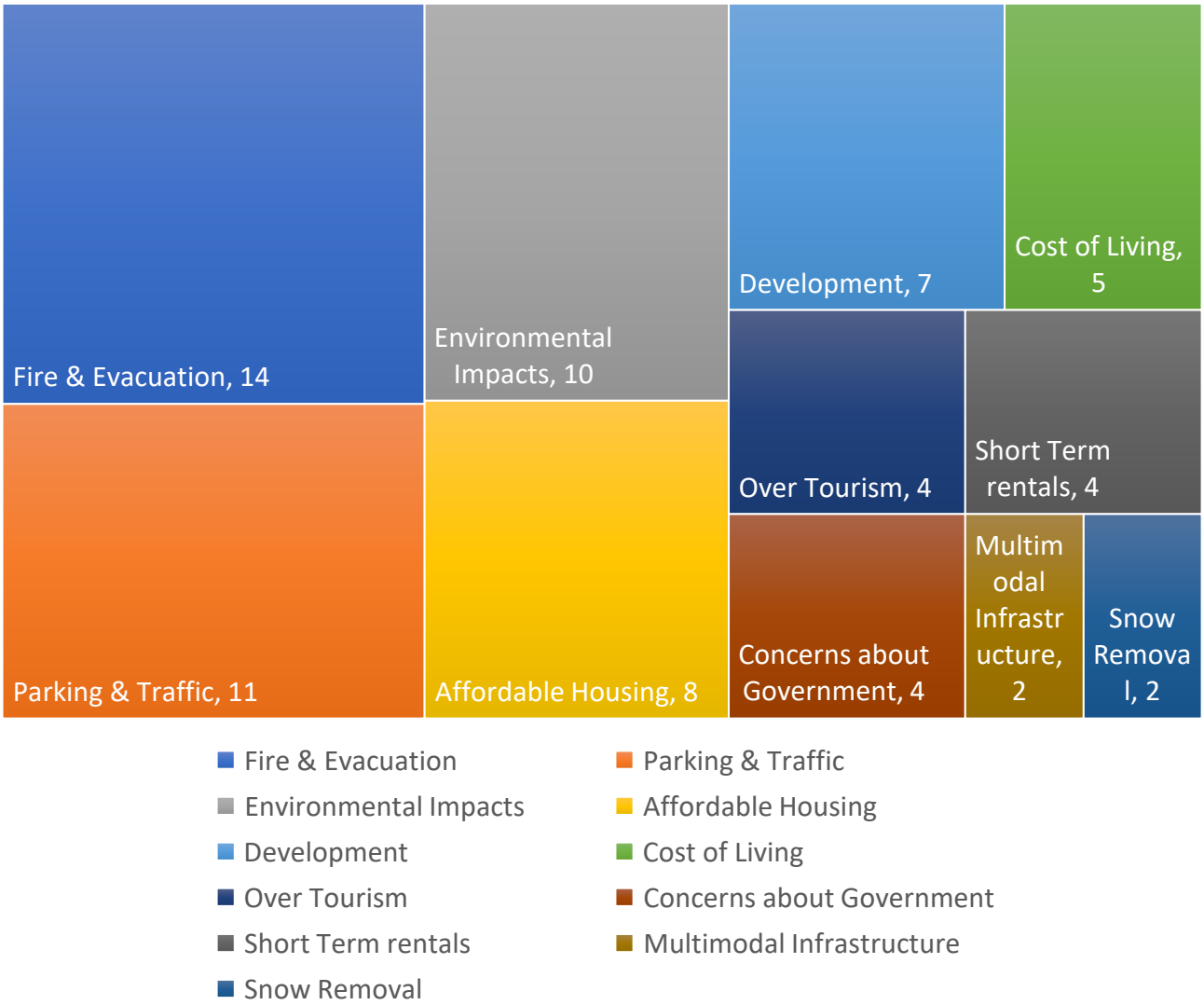
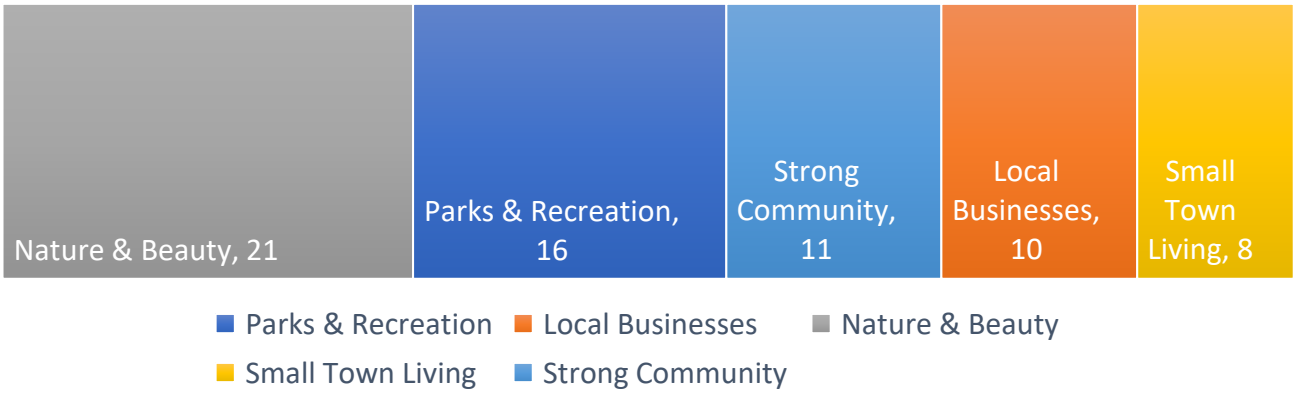


Figure 3: Favorite Things by Number of Responses



The survey conducted by members of the San Luis Obispo church consisted of different questions and focused on housing affordability. However, it is still worth noting that when given the opportunity to provide other comments, 31 respondents commented about housing affordability issues (high rents, not enough available housing, etc.). In sum, the responses to the quick survey and San Luis Obispo survey confirm the importance of focusing on housing affordability while maintaining the valued aspects of the community, such as natural beauty and a strong local community and businesses. They also point towards the need to continue to work with partner agencies such as Washoe County Emergency Management to address fire and evacuation concerns.

While respondents had considerable overlap in values and concerns for Washoe Tahoe, there was not always consensus around the appropriate policy response. Comments from the workshops and responses to both the quick and extended surveys included the following specific feedback on the area plan amendments (to view all responses to the surveys, *see* Attachment D to this exhibit):

- Opposition to increases in height and its impact on community character.
- General opposition to development and any code changes that would encourage or enable development.
- Opposition to decreasing minimum parking standards.
- Opposition to allowing more ADUs due to concerns about their limited ability to impact housing supply/affordability and the likeliness for their utilization by more wealthy residents.
- Skepticism of and opposition to deed restrictions and “achievable” housing as an effective mechanism to create workforce and affordable housing.

There was also feedback on topics outside of the scope of the Tahoe Area Plan, including tax structures and the distribution of wealth, short term rental regulations, and TRPA coverage regulations. Unsurprisingly, often concerns about certain policies and code changes seem tied to either the prominent topics of concern (such as fire and evacuation) or to fears regarding negative impacts to the most valued aspects of Washoe Tahoe (such as community character and natural beauty). The majority of negative comments throughout the process focused on the compliance with TRPA’s adopted Phase 2 Housing Amendments, which are mandated by TRPA. While Washoe County staff proposed an alternative to modify some aspects of the Phase 2 Housing Amendments, TRPA staff was not supportive of the modification. Fully adopting the Phase 2 Housing Amendments is therefore required to conform with the regional plan.

The Washoe County quick survey and extended survey specifically asked people to rate their general support or opposition to the various elements of the 2025 TAP update. These surveys received 38 and 15 responses respectively and so their representativeness of the broader community is unknown. However, they offer a quantitative representation of the views of those highly participatory in the 2025 TAP update process.

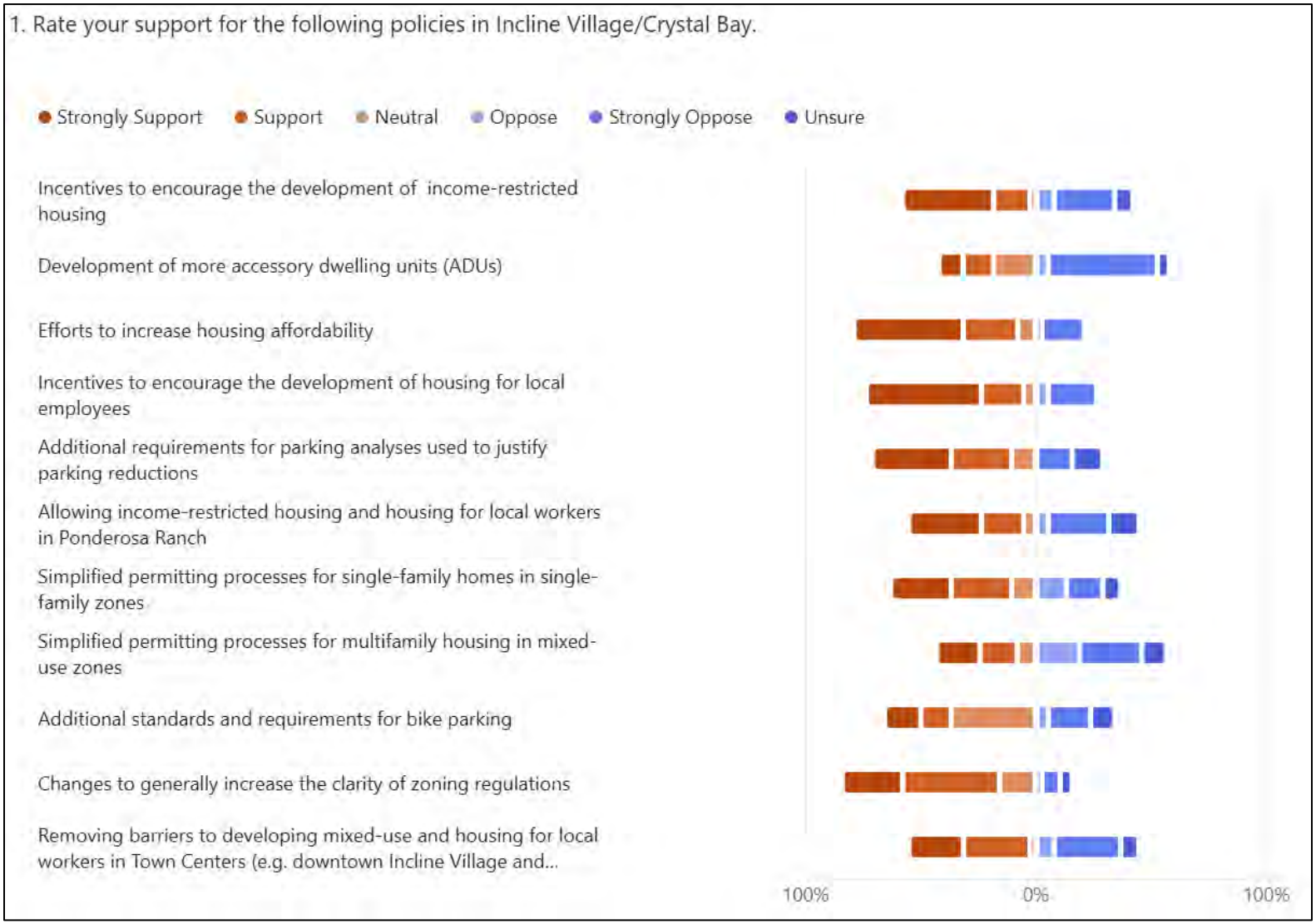


Figure 4 Policy Support Rating - Quick Survey

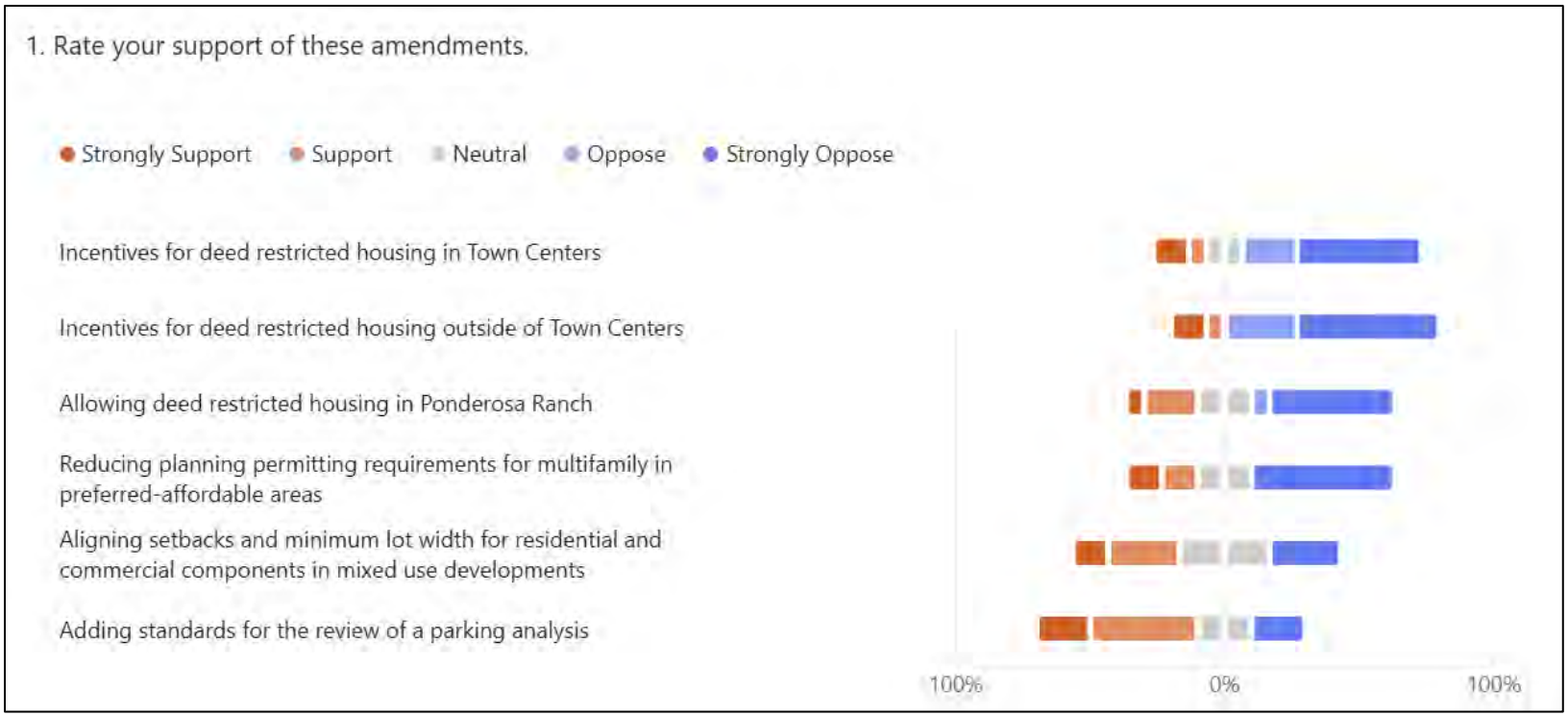


Figure 5.1 Policy Support Rating - Extended Survey

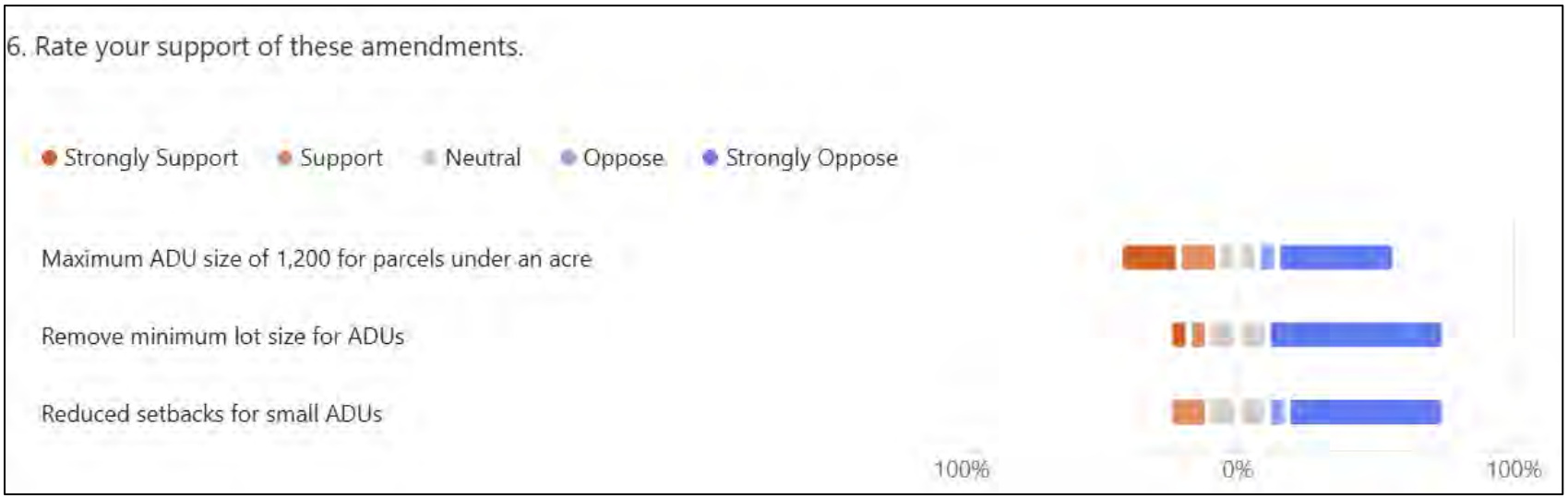


Figure 5.2 Policy Support Rating - Extended Survey

Figure 5.3 Policy Support Rating - Extended Survey

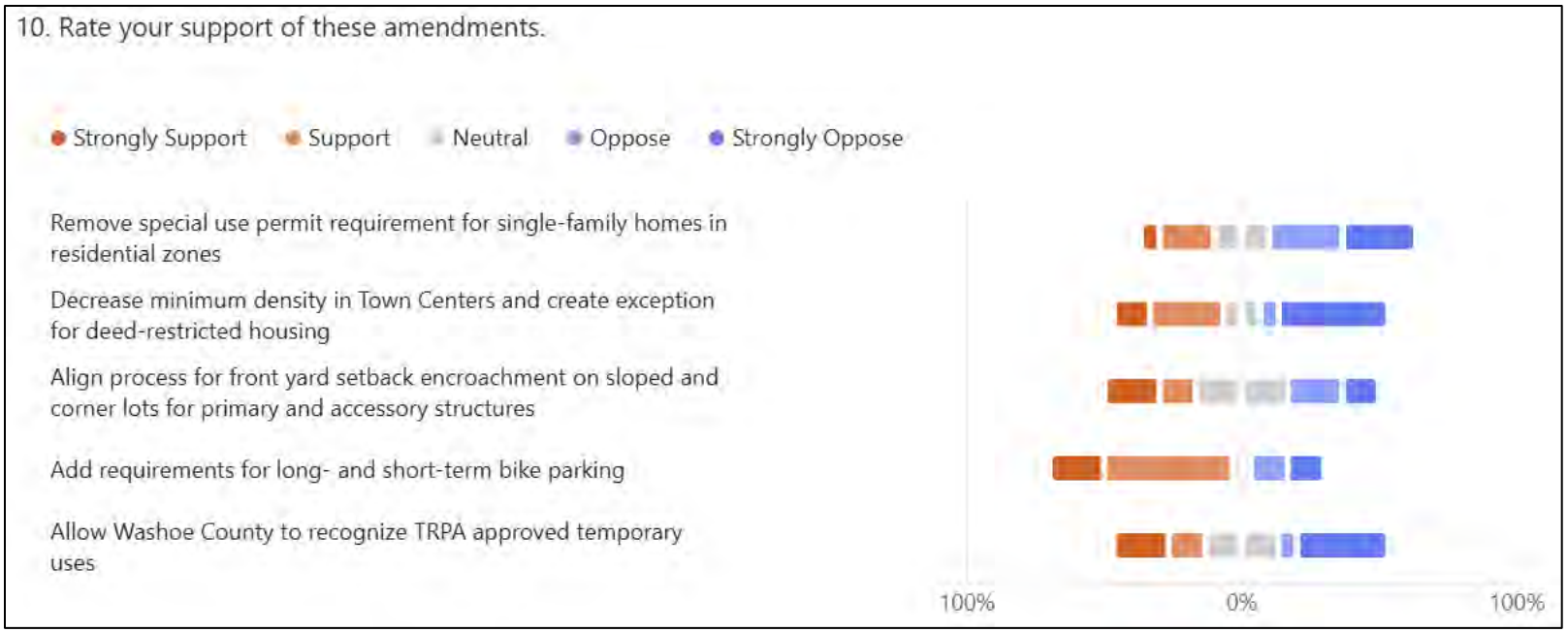


Figure 5.4 Policy Support Rating - Extended Survey

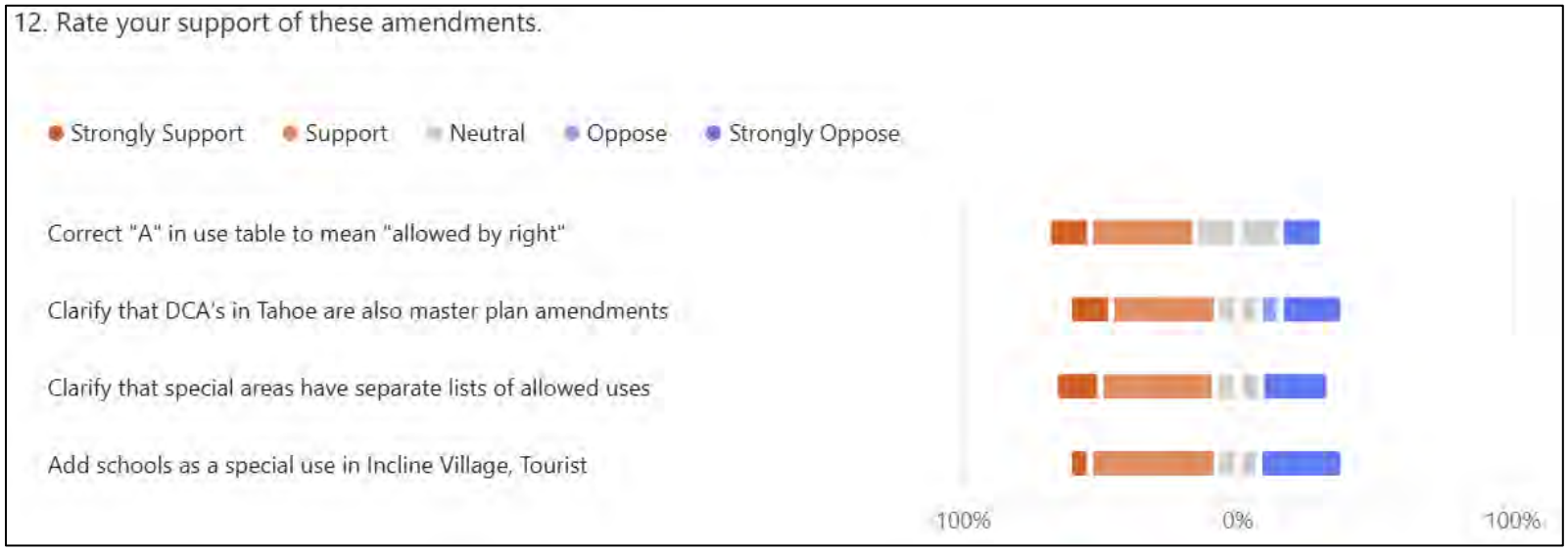


Figure 5.5 Policy Support Rating - Extended Survey

As shown in Figure 4, very few topics in the quick survey leaned strongly in one direction or the other, indicating varied opinions amongst respondents. The types of policies people showed the strongest support for were efforts to increase housing affordability, incentives to encourage the development of housing for local employees, additional requirements for parking analyses used to justify parking reductions, and changes to generally increase the clarity of zoning regulations. The policy that had the most opposition was the development of more accessory dwelling units (ADUs).

Figure 5 shows policy support and opposition to each proposed amendment more specifically, as captured in the extended survey. The extended survey had 15 respondents. In some ways, these responses align with those from the quick survey; for example, respondents generally supported amendments that increase the clarity of zoning regulations (*see* Figure 5.5) and generally opposed amendments to increase allowances for ADUs (*see* Figure 5.2). However, respondents largely opposed the policies of the Phase 2 Housing Amendments to increase housing affordability and incentivize the development of housing for local employees, which were supported in the quick survey. Based on comments received during the pop-ups and workshops, this dissonance is likely because most respondents do not believe the TRPA Phase 2 Housing Amendments will be effective in creating affordable and workforce housing.

In summary, public outreach revealed much agreement amongst Incline Village/Crystal Bay residents, specifically around support for affordable and workforce housing, the positive aspects of Washoe Tahoe, and concerns around fire and evacuation. The events and surveys generally saw good participation and outreach was done through multiple methods to ensure community awareness. Feedback on specific policies was mixed, with strong support or opposition only shown for a few policies. Topics outside of the scope of the 2025 Tahoe Area Plan update consistently were mentioned, including fire and evacuation and short-term rentals. This feedback is relevant to Washoe County Planning's continued work implementing the development code and coordinating with partner agencies such as Washoe County Emergency Management.

Public Feedback Responses

Public feedback significantly shaped the approach to public engagement, including the materials used in the draft review phase of outreach. Based on concerns around fire and evacuation, Washoe County Planning reached out to Washoe County Emergency Management to get information on evacuation planning and management. This information was included in the presentation for the webinar and workshops. Due to public feedback regarding the difficulty of finding consolidated information about the Tahoe Area Plan, TRPA Phase 2 Housing Amendments, TRPA deed-restriction program, and more, staff created a "resources" section on the Tahoe Area Plan Update webpage as an educational resource. To address concerns regarding overdevelopment, staff also shared information about TRPA's growth management system, which limits overall development in the Tahoe Basin and greatly constrains future development in Incline Village/Crystal Bay.

As discussed above, the draft review round of public outreach found that there was strong support or opposition for only a few of the policies included in the update. On other policies respondents were either split in support vs in opposition, or they were mostly neutral. The following are responses to the policies which saw a strong public opinion:

- **Opposition to TRPA Phase 2 Housing Amendments—** Due to concerns regarding the Phase 2 Housing Amendments throughout the process, Washoe County staff explored an alternative with TRPA. The alternative included modifying the allowances for reduced minimum parking and not allowing an additional 9 feet of height in town centers. Staff proposed that allowing deed-restricted affordable, moderate, and achievable multifamily housing in Ponderosa Ranch—where it is currently not allowed—would provide equal or greater support for deed-restricted housing than the modified aspects of the Phase 2 Housing Amendments. TRPA staff considered the request and ultimately deemed it insufficient due to a lack of financial incentives that would reduce the cost of developing deed-restricted housing. Since TRPA must support and approve any proposals, staff is proposing to fully "opt in" to the Phase 2 Housing Amendments.

  Concerns about TRPA's Phase 2 Housing Amendments generally relate to potential impacts of the specific incentives provided for deed-restricted housing, including the impacts of additional building height on community character, impacts of reduced parking minimums on parking supply, impacts of higher land coverage on the environment, and impacts of higher density on community character and evacuations. While Washoe County must adopt the Phase 2 Housing Amendments and therefore cannot address concerns by modifying the proposed amendments, staff did attempt to respond to feedback in other ways. One key response is the addition of requirements for using a parking analysis to request a parking reduction, to ensure a clear and transparent process which considers potential impacts to parking supply. Additionally, staff researched and shared with the public information on the limited remaining residential allocations and bonus units in Washoe Tahoe, which are needed to develop residential units. Washoe County and TRPA currently have 235 residential allocations and 531 bonus units remaining. Every dwelling unit developed in Washoe Tahoe must have either a residential allocation or a bonus unit. Therefore, even with incentives such as unlimited density for deed-restricted housing, development in Incline Village/Crystal Bay will continue to be limited by the fixed supply of development rights.

- **Support for workforce and affordable housing—**The 2025 Tahoe Area Plan update includes a number of measures intended to support the development of workforce and affordable housing, which is a broadly supported goal in Washoe Tahoe. In addition to the Phase 2 Housing Amendments, staff proposed updates to support workforce and affordable housing by streamlining permitting processes where appropriate, allowing deed-restricted housing in Ponderosa Ranch, modifying some minimum setbacks and lot widths for residential and mixed-use development in preferred affordable areas, and allowing deed-restricted housing under the minimum density in town centers. These

measures are intended to reduce existing regulatory barriers to the development of needed housing.

- **Support for increasing the clarity of the zoning regulation—**Several proposed changes aim to make the zoning regulation clearer and easier to understand. Staff reviewed all proposed regulations with an eye towards clarity and accessibility and made changes such as consolidating the code on bicycle parking requirements, aligning permitting processes for accessory and primary structures in the front yards of corner and sloped lots, etc.

- **Support for additional requirements for parking analyses—**Parking reductions justified by a parking analysis are proposed to be allowed as an incentive for deed-restricted housing. They are also currently allowed in town centers for all types of development, per WCC 110.220.1 Chapter 4. To ensure a transparent and robust process, staff created Section 110.220.45(b) outlining a process, application requirements, and criteria for consideration when assessing a parking analysis. Public feedback showed strong support for this approach, and so staff maintained that section in the final draft, with modifications to be inclusive of all types of parking reduction requests and to satisfy TRPA concerns regarding being more restrictive than the Phase 2 Housing Amendments.

- **Opposition to expanded allowances for ADUs—**Survey respondents were generally opposed to expanded allowances for ADUs. Survey comments and discourse at workshops indicate that this opposition is related to a number of concerns. First, Washoe Tahoe residents feel that allowing ADUs more broadly only provides a benefit to wealthy landowners. Secondly, they contend that allowing ADUs will not help with housing affordability and supply issues. Lastly, people expressed concern about impacts to community character, infrastructure, and evacuation.

  Currently, ADUs are only allowed in Washoe Tahoe on parcels an acre or larger. This includes approximately 400 parcels, some of which are public land and some of which are privately owned. While staff has no data on the wealth of landowners of these properties, it is reasonable to say that such properties would generally be of a higher value than smaller parcels in similar locations. Removing the minimum lot size of an acre to allow ADUs would enable a much broader group of people potential access to ADUs, including those on smaller parcels who want to convert part of their existing house to an attached ADU. While wealthy landowners may benefit from modified ADU regulations, so might other residents.

  ADUs are certainly not going to solve Washoe Tahoe's housing affordability issues, but they can provide broader housing options and more flexibility in living arrangements, allowing people to live comfortably in multigenerational households and to age in place. Not every new ADU developed would be affordable or workforce housing, but in an area with as many development constraints as Incline Village/Crystal Bay, every added affordable and workforce housing unit is meaningful and provides housing for a member of a small community.

The final set of concerns was about impacts to community character and infrastructure/evacuation. Based on these concerns, staff contacted agencies such as the Incline Village General Improvement District (IVGID) and North Lake Tahoe Fire Protection District (NLTFPD) to discuss potential impacts. NLTFPD indicated that ADU's could have impacts on non-conforming infrastructure, as does the development of single-family homes on currently undeveloped lots in the same areas. IVGID indicated that while extremely high rates of ADU development may have impacts, development at and even above the rate that's been seen in the California portion of the Tahoe Basin (12 ADU's built from 2021-2024) could be absorbed by existing IVGID infrastructure and plans. Due to the limited development of ADUs in the rest of the Tahoe Basin since their legalization in California in 2021 and the limited size of ADUs (a maximum of 1,200 sf on parcels smaller than an acre), staff anticipates that both development and impacts will be limited.

Many citizens spent considerable time and effort providing feedback on the 2025 Tahoe Area Plan update, which staff appreciates. While not all concerns could be addressed as part of this process, part of the intent of this exhibit is to provide a clear record of feedback received that can be considered in future work by the Planning Program and Washoe County.

Attachments

Attachment A—Kickoff Outreach Comments and Meeting Summaries

Attachment B—Draft Review Workshop Comments and Meeting Summaries

Attachment C—Survey Text

Attachment D—Survey Responses

Exhibit E: Attachment A

2025 Tahoe Area Plan Update—1/6/25 Pop Up Event summary

Kat Oakley and Courtney Weiche from the Washoe County Planning Division conducted a "pop-up" outreach event at the Incline Village Community Center. Approximately 16 members of the public attended. Planning representatives shared posters (attached) which described the background information and changes in conditions that lead to the 2025 Tahoe Area Plan (TAP) update, the tentative timeline, a broad overview of the amendments' scope, and examples of sections of code that may be updated. There was an opportunity for questions and discussion. The following topics were discussed:

- Discussion of the TRPA Phase 2 Housing Amendments and their creation of incentives for not just affordable housing with an income cap, but also for achievable housing. Attendees expressed concern that the definition of achievable housing would allow the use of the incentives to create residential units that do not contribute to providing workforce housing but rather are "luxury condos."
- Residents expressed concern over the TRPA outreach process for the Phase 2 Housing Amendments. They felt that they were not able to fully understand how the changes would impact the future of the planning area, and what the enabled development would look like on the ground. They also felt their concerns were not sufficiently responded to.
- Discussion of the opportunity to provide a clear picture of existing rules, the process for their establishment, and their future impacts on the planning area. Attendees shared suggestions regarding showing areas affected by the TRPA Phase 2 Housing Amendments on a map, providing a "hand out" that can be easily shared, and general consolidation of information on the TRPA Phase 2 Housing Amendments and the process for creating them.
- Residents expressed general concerns over the impacts of additional residential development on evacuation and public safety.
- Residents expressed concerns about some of the details of the TRPA Phase 2 Housing Amendments, including the proposed minimum parking standards, the impacts on local commercial space in mixed use developments, and the capacity of TRPA to enforce deed restrictions.
- Some questions were asked about changes to rules regarding accessory dwelling units (ADUs), and whether they might be allowed on parcels smaller than an acre. Staff clarified that the TRPA Phase 1 Housing Amendments allowed ADU's on parcels smaller than an acre, and that Washoe County will consider making a change to the minimum lot size requirement as part of these amendments.

If people have further questions or comments, please reach out to Kat Oakley at koakley@washoecounty.gov.

2025 Tahoe Area Plan Update—1/14/25 Pop Up Event summary

Kat Oakley, Courtney Weiche, and Eric Young from the Washoe County Planning Division conducted a "pop-up" outreach event at the Incline Village Community Center. Alyssa Bettinger from the Tahoe Regional Planning Agency (TRPA) represented TRPA. An estimated 40-50 members of the public attended. Planning representatives shared posters (attached) which described the background information and changes in conditions that lead to the 2025 Tahoe Area Plan (TAP) update, the tentative timeline, a broad overview of the amendments' scope, and examples of sections of code that may be updated. Participants could walk around to look at the various posters and ask questions or share comments with County and TRPA staff. There was also an opportunity to leave comments on comment cards. The following topics were discussed:

- Discussion of the TRPA Phase 2 Housing Amendments and their creation of incentives for not just affordable housing with an income cap, but also for achievable housing. Attendees expressed concern that the definition of achievable housing would allow the use of the incentives to create residential units that do not contribute to providing workforce housing but rather are "luxury condos."
- Residents expressed general concerns over the impacts of additional residential development on evacuation and public safety. Some expressed that there should be no area plan amendments or additional development in the area until there is an evacuation study and updated evacuation plan.
- Residents expressed concerns about some of the details of the TRPA Phase 2 Housing Amendments, including the proposed minimum parking standards, additional height, the impacts on local commercial space in mixed use developments, and the capacity of TRPA to enforce deed restrictions.
- Discussion of when the incentives from the TRPA Phase 2 Housing Amendments would be applicable. Staff clarified that an area wide stormwater system would be required to utilize the incentive that allows 100% coverage, and that the development would need to have a residential component that is 100% deed restricted affordable, moderate, or attainable to utilize any of the incentives.
- Some questions were asked about changes to rules regarding minimum density in town centers. Staff clarified that minimum density standards are intended to prevent the underdevelopment of certain parcels, but that it also can prevent the utilization of small opportunities to add housing units. Example alternative approaches would include removing minimum density, decreasing it (e.g. from 15 to 10), and/or allowing deed-restricted housing to develop at below the minimum density.
- Residents expressed that the approach to affordable housing in the TRPA Phase 2 Housing Amendments is too much "carrot" and no "stick"; aka that there is too much focus on incentives and not enough on regulatory requirements.

If people have further questions or comments, please reach out to Kat Oakley at koakley@washoecounty.gov.

2025 Tahoe Area Plan (TAP) Update

Come in to talk with a Washoe County planner about the update!

WASHOE COUNTY

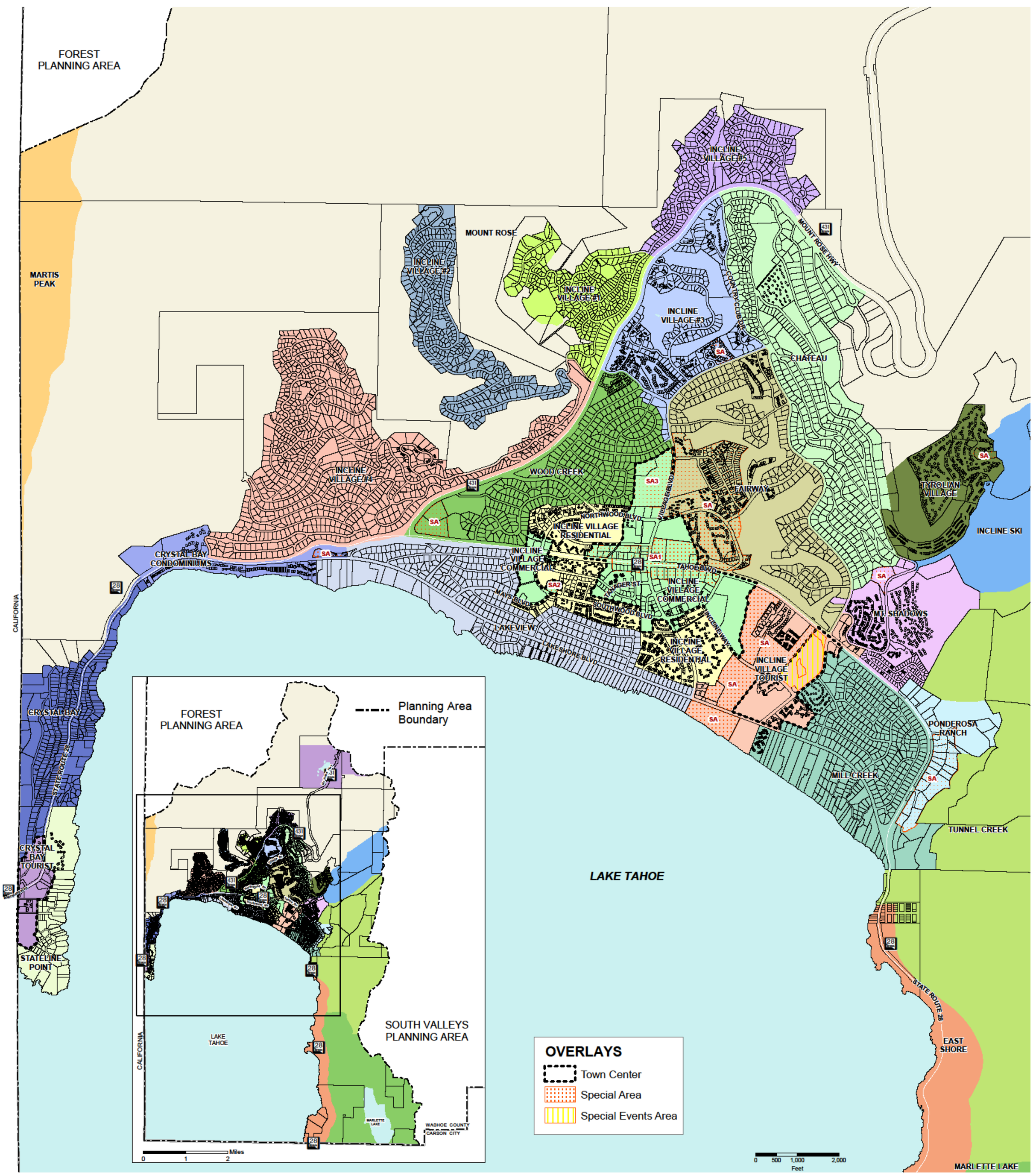
TAHOE AREA PLAN

WASHOE COUNTY ADOPTED – JANUARY 26, 2021
TRPA ADOPTED – MAY 26, 2021
AMENDED – JUNE 28, 2023

For information and to keep informed about the TAP update, visit our website here!

WASHOE COUNTY, NEVADA 1861

TAHOE REGIONAL PLANNING AGENCY



TAHOE

REGULATORY ZONE MAP

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

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

PC Date: February 4, 2020
BCC Adoption Date: January 26. 2021
TRPA Adoption Date: May 26, 2021

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

DATE 5/26/21 DIRECTOR

Community Services Department

WASHOE COUNTY
NEVADA

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

Background

2025 Tahoe Area Plan Update

TRPA Phase 1 Housing Amendments

- Changed accessory dwelling unit (ADU) regulations to allow ADU's on parcels smaller than an acre
  - Current Washoe County Code reflects previous acre requirement

TRPA Phase 2 Housing Amendments

- Created incentives for deed restricted affordable, achievable, and workforce multifamily housing
  - Requires timely update to Washoe County Code to conform with Regional Plan

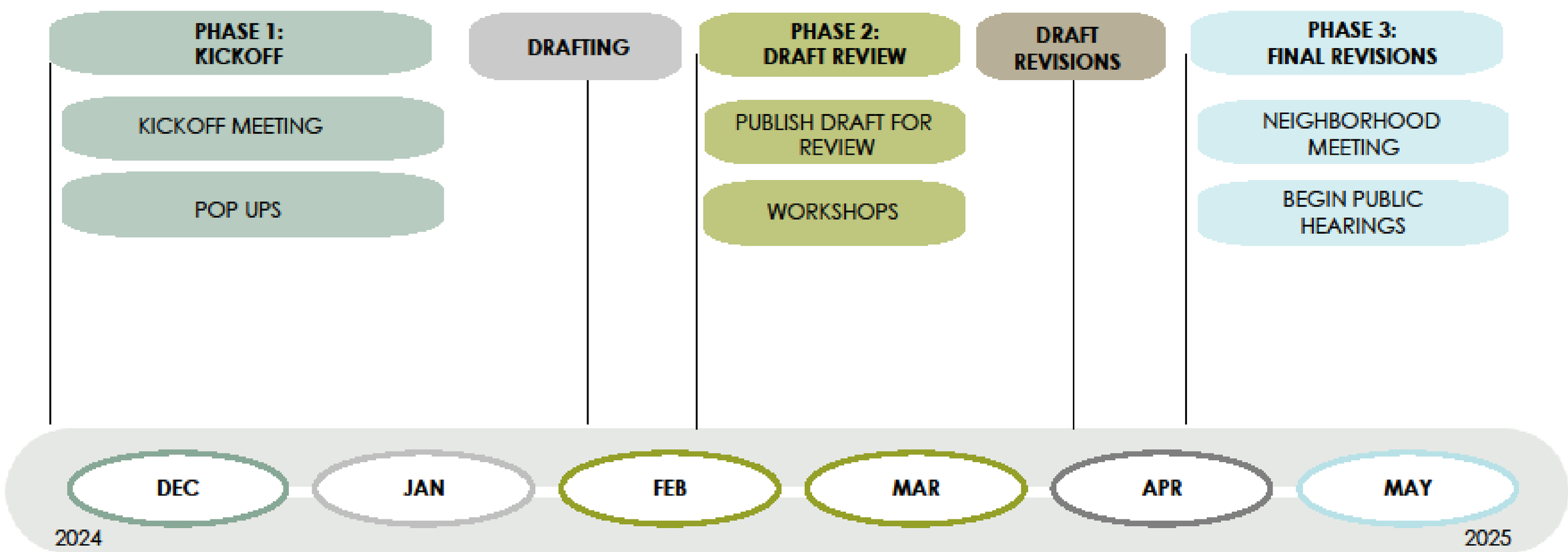
Regional Plan Conformance

- List of needed updates for conformance from original 2021 Tahoe Area Plan adoption
  - Required updates include removing the Tyrolian Village Special Area, adding a reference to the Tahoe Transportation District (TTD), and other items

Policy Implementation & Code Improvements

- Opportunity to better implement policies, make code improvements, and resolve code conflicts
  - In the Tahoe Planning Area, zoning code updates are considered Regional Plan Amendments

Fast timeline, in order to come into conformance with the Regional Plan



Code Update Examples

Section 110.220.130 Regulatory Zone Development Standards. The following sections provide details on the allowed uses, density and special area regulations, and other development standards within the Regulatory Zones. Existing uses not listed shall be considered nonconforming uses within the Regulatory Zone. The establishment of new uses not listed in the tables provided below shall be prohibited. Where listed, A = Allowed subject to an administrative permit pursuant to Article 808, *Administrative Permits* of this chapter; S = Board of Adjustment Special Use Permit pursuant to Article 812, *Special Use Permits* of this chapter. For projects not subject to delegated permitting under an MOU, permitted by right ("A") uses shall be processed as TRPA allowed uses in accordance to TRPA Code of Ordinance section 21.2.1 and special uses ("S") shall be processed as TRPA special use in accordance to TRPA Code of Ordinances Section 21.2.2. Land uses are defined in Table 21.4-A and Chapter 81 of the TRPA Code of Ordinances.

"A" should = "allowed by right"

(d) Density. Chapter 31, *Density*, of the TRPA Code of Ordinances shall not apply to residential or mixed-use developments within Town Centers. New residential and mixed-use development within a Town Center shall have a minimum residential density of 15 units per acre and a maximum density of 25 units per acre.

Barrier to small scale re-development

the TRPA Code of Ordinances. In addition to these standards Washoe County will apply the following additional development regulations to all accessory dwellings (secondary residence):

(a) When the primary use is residential, all accessory dwellings must obtain a detached accessory dwelling administrative review, as described in Washoe County Development Code Section 110.306.25(i);

(b) When the primary use is residential, the accessory dwelling (secondary residence) shall be limited to 50% of the size of the main dwelling or 1,500 square feet, whichever is smaller;

(c) When the primary use is non-residential, the accessory dwelling shall be limited to 1,500 square feet;

(d) All accessory dwellings must provide a minimum of one off-street parking space (tandem parking is allowed) in addition to the parking required for the primary use;

(e) Additional requirements as defined in Washoe County Development Code Article 306, *Accessory Uses and Structures*; and,

(f) The parcel on which the accessory dwelling will be located is a minimum of 1 acre in size.

(g) Detached accessory dwellings are subject to the standards for detached accessory structures as found above in Section 110.220.80, *Accessory Structures and Uses*.

1-acre minimum lot size no longer required by TRPA

There are existing conflicts between the TRPA Code of Ordinances and Washoe County Code

Section 110.220.110 Temporary Uses. The permitting of temporary uses in the planning area is regulated by Chapter 22, *Temporary Uses, Structures, and Activities*, of the TRPA Code of Ordinances; by Washoe County Development Code Article 310, *Temporary Uses and Structures*; and by Washoe County Code Chapter 25, *Business Licenses, Permits and Regulations*. Approved TRPA master plans in the planning area may also provide for temporary uses (see Section 110.220.405, *TRPA Approved Master Plans*).

Scope designed to be achievable with available time and resources

SCOPE

REGIONAL PLAN CONFORMANCE AND IMPLEMENTATION	CODE FIXES
Changes to ensure that the Tahoe Area Plan conforms with and implements housing-related Tahoe Regional Planning Agency (TRPA) codes and policies, including conformance with recent amendments	Changes to fix known code issues in the Tahoe Area zoning regulations

Name	Comment
Helen Neff	Concerns: more development without adequate parking and without a working transit system; more development without an evacuation plan--how will the residents all be safe?; more development for visitors (e.g. bike paths or parking) without [illegible], and for transit/evacuation/safety; not taking into consideration needs of workforce for a vehicle: housekeepers, landscapers, plumbers, painters, etc.
Yolanda Knaak	Please no increased density until the emergency evacuation plan is changed so we can get out of Incline Village in case of an Incline Village fire. Right now the evacuation plan does not inlcude visitors and it will take 14 hours to evacuate everyone from Incline Village. I'm not sure what the answer is, but I hope what's happening in LA and what happened with the (Caldor Fire) SLT evacuation is a wake up call. Keep in mind that SLT took 11 hours to evacuate, and they have Hwy 50 which is 2 lanes each way. Please no [up arrow] density until evacuation is fixed!!
	Waste of time--a joke
	Waste of time! No presentation!
	Waste of TIME [illegible] sitting ducks! [illegible] handful Lynette Cardinale
Ronda Tycer	You can now check the box that you and we all showed up. Good luck.
Helen Durfee	Come with an open mind because I know a little about the process, the jargon, the people and issues. Need help with where to start. Presentation to get us/me pointed in a direction would have been helpful. Also a pro vs con to the major issues--DENSITY, GROWTH, WORKFORCE HOUSING, FIRE EVAC PLAN, etc.
	do we actually know that this will achieve the stated objectives? How will we deal with the unintended concequences (and there are always unintended consequences)? At the last TRPA Gov Board meeting, the TRPA admitted they were not monitoring items specified in permits--how can citizens be assured that deed restrictions and other specifics will be monitored and enforced?
Sherri Howard	Washoe County has made short term rentals too available limiting availability of workforce housing forcing residents to move out of Incline Village taking their skills and businesses with them; we need assurance that deed restrictions for affordable housing will be enforced and not forgiven through mitigation fees or fines; parking needs to be essential in planning units. Parking is currently very limited; infrastructure improvements need to be implemented to permit effective evacuations; all new units need to confirm available wet utilities--water/sewer/etc.; infrastructure needs to receive updating to handle increased traffic/adquate and safe pedestrian access/right of way; please do not create a California approach of increased housing density with no mitigating measures for increasing capacity of infrastructure demands.
Ronda Tycer	Put a cap on STRs

Richard Miner	Presenting area plan changes like those contemplated while the flames are still burining in the pacific palisades and altedena suburbs of Los Angeles is absolute insanity. A moritorium on any area plan changes needs to be put in place until 3rd party analysis reveals how city planners have failed the public for years with pie in the sky assumptions that ignore the reality of catastrophic fires in all urban/rural interfaces. The current area plan is already woefully out of date and years of public outcry have been ignored by both the TRPA and Washoe County who continue to push tourist development over residential safety.
Diane Becker	Please conduct an emergency fire evacuation study and plan before the amendment to the Tahoe Area Plan is amended, with both today's evacuation population and the increased evacuation plan. Please do not use the TRPA definitions of elgibility and make the workers full time and quantify for community needs.
Ronda Tycer	Make an evacuation plan that includes today's reality vs proposed reality with increased density per TRPA
Helen Durfee	Mobility/transportation hub--if goal is to decrease car congestion around lake, why are not hubs being considered in Truckee/Reno/Carson (that have ample parking) and bus people to tourist attractions around the lake? Kinda like the concept of subway or bus stops in a city.

reno gazette journal

OPINION *This piece expresses the views of its author(s), separate from those of this publication.*

The fantasy of Tahoe's high-density walkable town center concept

Alex Tsigdinos Reno Gazette Journal

Published 7:01 a.m. PT March 11, 2024 | **Updated 7:01 a.m. PT March 11, 2024**

Dramatic zoning changes to "town centers" recently approved by the Tahoe Regional Planning Agency (TRPA) will allow five-story buildings (with commercial space on the ground level, residential above) that reach up to 65 feet in height and cover 100 percent of lots. Since parking for inhabitants takes up valuable land in surface lots or require expensive underground structures, it's not required.

On paper this is a magic solution for Tahoe.

TRPA argues such high-density mixed-use buildings constitute "environmental development" and create "walkable town centers." The agency's plan calls for new full-time residents of these buildings to walk or bike to shops and grocery stores, as well as to work, etc. Therefore, they will not require vehicles and will not need parking. In this way, the rationale goes, more people can live in the basin, fewer workers will commute into the basin, and TRPA will decrease a key pollution metric: vehicle miles traveled (VMTs). In other words, high-density town center development is the undisputed answer for housing without further harming or stressing Tahoe's fragile basin environment.

But does that argument hold water? It may well make sense in a big city like a sunny San Diego. But, as a practical matter, it's highly unlikely to work here in Tahoe.

Why? For starters, Tahoe is a rural, not urban, area. And, like it or not, in rural and mountainous America, residents need cars and trucks. Unlike visitors, basin residents don't merely arrive in Tahoe to recreate. Visitors may indeed elect to ride a shuttle bus to a ski resort or hiking trail during their stays, but residents routinely must leave Tahoe for essentials and appointments. While we are loyal, year-round customers to the nice selection of local restaurants, shops, hardware and grocery stores, we simply cannot get all goods and services within the basin.

Life without vehicles isn't possible in the basin

We must travel outside of the basin to see medical specialists and dental providers who are covered by our finicky health insurance plans. Our kids compete in sports against school teams often many hours distant. We visit relatives in Elko or Sacramento or in the Bay Area. We also attend county meetings, access government services, or perform jury duty in Placerville, Auburn, Carson City or Reno. Full-time Tahoe folks make runs to Costco in Carson City and to other big-box and specialty stores in Reno. We drive over Mt. Rose to the airport to catch flights or pick up visiting family and friends. The list of why we routinely require vehicles goes on and on.

Any new residents in the proposed five-story town center buildings will have the same transportation needs. Furthermore, as this new high-density housing is promoted as more affordable (or debatably defined as "achievable"), occupants are likely to work in the construction, landscaping or home maintenance trades prevalent here. To such workers a pickup truck or car is necessary to bring their tools of trade to changing basin worksites. It's a fair assumption that many new residents will also be working couples. What's the chance that both partners will be employed within a stone's throw or convenient to what is now spotty or unreliable public transport? Honestly, how many of us carry multiple loaded shopping bags home, up and down steep hills or onto a bus from a local store even on sunny clear days? And what about people not physically able to walk, bike and carry heavy stuff even over shorter distances? Are they excluded from this new housing?

Any future basin-wide proposed sales and real estate taxes to support transportation and sustainability initiatives, proposed in the TRPA's stewardship plan would, ironically, further incentivize locals to drive out of the basin to shop, adding to VMTs (not to mention angering those who moved to Nevada for reduced taxes).

Snow, wildfire conditions require vehicles

A quick reality check on mountain weather is also necessary. Basin residents live from an approximately 6,300-foot elevation and up. Snow drops here by the foot. Counties justifiably struggle to keep roads here cleared of snow and ice. Often overlooked for snow removal are sidewalks and pathways (where they even exist). The likelihood of most people walking or riding a bike for errands, waiting outside for transit, etc. in colder seasons is unrealistic at worst or highly inconvenient at best.

A serious public safety consideration is the open question of how non-vehicle-owning town center residents would be evacuated in the likely event of a wildfire? Will they walk or bike out? Or will there be reliable buses?

In response to questions like these, TRPA often states that 1,000 or so basin residents already live without vehicles and many more, particularly younger people, aspire to be car-free. Conversely, that means some 54,000 of us have vehicles due to need.

I'll bet many prospective residents of any new high-density building (without available parking) in Tahoe town centers will still have vehicles. Therefore, they are more than likely to add to VMTs and vehicle congestion in the basin. And their vehicles will be parked somewhere in towns and neighborhoods — although most street parking in the winter is illegal due to snow plowing — or will end up in other businesses' parking lots. That won't be popular.

In the real world, the foundation of the "walkable town center/high density housing" concept in Tahoe, noble and aspirational as it may be, starts to crumble. The Mountain Area Preservation organization recently filed a lawsuit against the TRPA, in part due to this high-density development's expected increases in VMTs. TRPA must now prove in court how this faulty concept will work in Tahoe. I look forward to hearing their logic.

Alex Tsigdinos is a full-time Tahoe resident.

Have your say: How to submit an opinion column or letter to the editor

Tahoe Daily Tribune | action

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Basin-wide short-term rental caps must be part of TRPA's housing plan (Opinion)

News | Nov 26, 2023

Alex Tsigdino

A family of four in the San Francisco Bay Area, Los Angeles, Europe, Asia, or elsewhere planning a vacation in the Tahoe basin can choose from more than 5,000 licensed short-term rental (STR) listings and likely many more that are unlicensed. Yet a family of four seeking a long-term rental might be lucky to find a few listings—most unaffordable as demand dwarfs supply.

Contrary to claims from the Tahoe Regional Planning Agency (TRPA), the Tahoe basin does not have a dire shortage of housing units. What it does have is a shortage of housing units available to residents who seek to live and work here. The TRPA, a federally and bi-state-funded planning body originally formed to protect Lake Tahoe and its surrounding environment, could go far in remedying this housing imbalance by reversing an amendment it put in place in March 2004. It legitimized single and multiple family dwellings as short-term or vacation rentals despite being widely recognized as business uses.

TRPA then punted to counties and permitted them to declare STRs "a residential use," violating previous long-standing local residential zoning and CC&Rs so counties could collect transient occupancy (TOT) tax. This tax collection merely shifted from basin hotels to residential neighborhoods as STRs poach customers, contributing to some Tahoe lodging establishments losing or going out of business.

A proliferation of STRs also reset the housing market fueling greater competition for the already built housing stock. Younger Tahoe residents struggle to find housing. Aaron Vanderbilt noted in a public comment: STR ordinances should not favor or "be for those trying to keep a second, third, fourth, etc. vacation home when so many can't even afford a single home. There is an affordable housing crisis. It is insulting to allow STRs as they currently exist while we have this crisis."

Washoe county, for example, has covered the annual STR program shortfall – about $259,000 – from its general fund. So, taxpayers in Washoe county currently subsidize STR owners' business models.

In defense of STRs, some TRPA board members continue to argue that "Tahoe has always had vacation rentals." True, but times have changed. Wide-reaching online platforms turbocharged the STR business advertising not just locally, but internationally starting in 2007. On the strength of 'Destination Marketing' initiatives boosted by STR companies, Tahoe visitor numbers soared from two million in 2004 to 25 million a year in recent years.

To put that number in perspective, the 207,000-acre Tahoe basin now gets two times more visitors than America's most visited national park, the 522,419-acre Great Smoky Mountains National Park. At the behest of developers and non-profits funded to write up reports that benefit business interests, TRPA is poised to set aside its commitment to protecting the lake, wildlife habitats, and scenic quality among other conservation efforts.

On December 13, the TRPA staff and Regional Plan Implementation Committee will recommend approval of buildings 65′ in height inside town centers, 53′ in height anywhere there is multi-family zoning, unlimited density, 100% land coverage and no required parking if there is deed restricted housing. (Enforcement of deed restrictions is notoriously lacking.) Further, there is no income cap on "achievable" deed restricted housing. Just self-report you work in the area 30 hours a week no matter how much money you earn. How does that help low-income service workers?

These draconian amendments serve developers plain and simple. Ironically, TRPA, once the Basin's environmental watchdog, is advancing these aggressive amendments without undertaking detailed environmental analysis to gauge the cumulative impacts on traffic, infrastructure, and public safety (wildfire risk and evacuation). Instead, TRPA is employing its often-used Initial Environmental Checklist that flows from its 2012 Regional Plan Update's Environmental Impact Study. Incredibly, it lists almost every environmental factor tied to these new amendments as having "no impacts."

Noticeably absent in TRPA's proposed amendments are basin-wide STR limits. This would make an immediate improvement in housing availability. The experience in South Lake with Measure T is that 10-15% of STRs have so far converted to long-term rentals — a substantial percentage. Back of the envelope math tells us a similar measure, basin-wide, would yield 500 to 1,000 housing units. The latter number exceeds the housing target set by TRPA's amendments. And this in a matter of months not years without moving dirt, tearing down and forever altering town centers, providing tax incentives or public subsidies, or requiring costly changes to infrastructure. This is low-hanging fruit.

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I would wager the vast majority of Tahoe residents — particularly those not associated with commercial development, the real estate business or their lobbyists and attorneys — oppose the proposed plan amendments. If TRPA held a public referendum of Tahoe registered voters it would fail. This is not "NIMBYism." Concerns about increased population density and increased demands on the Tahoe basin's infrastructure, fragile environment, and public safety (wildfire risk and evacuation) are legitimate.

Write to TRPA (publiccomment@trpa.gov) and ask that it go back to first principles: Protect the Lake and basin; prioritize housing for use by residents and local workers without forever urbanizing our rural town centers.

If TRPA is serious about addressing workforce housing it must act on STRs, regardless of any development or redevelopment initiatives it pursues.

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Justice
Sustainability

Changes to Tahoe development spur lawsuit

By: Dana Gentry - February 12, 2024 5:00 am

Traffic on Highway 28 earlier this month. (Photo courtesy Pamela Tsigdinos)

The Tahoe Regional Planning Agency violated its half-a-century old federal compact prohibiting development that would jeopardize Lake Tahoe's environment and the safety of residents and visitors, according to a lawsuit filed Friday in federal court in California.

In December, the TRPA approved amendments to its development code that allow increased density and reduced parking requirements, in areas near the shoreline and within areas with a high risk of fire hazard. The TRPA, at the last minute of a rushed process, slashed requirements for affordable housing units in favor of options that are more attractive to developers, the suit alleges.

The lawsuit was filed by Mountain Area Preservation (MAP), an environmental non-profit group made up of Tahoe residents. The organization alleges the amendments approved by the TRPA violate the federal compact that prohibits development beyond the area's carrying capacity – regional environment thresholds designed to protect the lake.

The Compact, passed by Congress in 1969 to protect Lake Tahoe from overdevelopment, requires TRPA to establish a regional environmental threshold carrying capacity, which it defines as "an environmental standard necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region. Such standards shall include but not be limited to standards for air quality, water quality, soil conservation, vegetation preservation and noise."

"For those of us who are workforce housing advocates and understand the complexities of building in Lake Tahoe, I have to say there's nothing innovative about the amendments," MAP executive director Alexis Ollar said in an interview. "They are market solutions with city urban planning. Tahoe is not a city. And when half of our housing stock right now is used for vacation rentals, there are other innovative ways if we really are tackling this housing crisis to get the local workforce in our existing housing stock."

TRPA executive director Julie Regan said in a statement Friday the affordable housing crisis "is impacting Lake Tahoe's environment and communities.

Creating more affordable housing while protecting our incredible environment is a high priority of the TRPA Governing Board, partner agencies, community members, and the agency itself."

The agency says it had not been served with the suit but learned about it via a news release.

"The policies are intended to encourage more affordable and workforce housing in limited areas of the Lake Tahoe Region consistent with TRPA's strict development caps and environmental standards," Regan said.

The amendments place not only the environment in peril, but people and wildlife, too, by exacerbating the threat of wildfire in an area already congested with traffic, the suit alleges.

The lawsuit alleges the TRPA failed to perform an environmental assessment before approving the amendments. The agency has said in the past that it is permitted to rely on an environmental study from 2012, given a lack of substantial changes in the area's conditions.

MAP contends Tahoe has grown since 2012 and environmental conditions have deteriorated.

Regan of the TRPA says the agency's "regular monitoring of environmental conditions in the Tahoe Basin tells us that although the demand for outdoor recreation is changing, the number of cars, visitors, and residents has changed very little over the last decade. Transportation improvements are needed in our busiest recreation corridors to address changing recreation travel patterns."

MAP asserts the TRPA attempted a bait and switch in an effort to gain approval for the changes.

"By providing members of the public with an incorrect and misleading version of the Amendments, TRPA sowed confusion amongst the public, including local counties and cities, about what changes the Governing Board actually adopted, and precluded an accurate public understanding of the effect of the Amendments," the suit says.

Lake Tahoe

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Tahoe greenlights high-density housing

- Josh Meny Dec 13, 2023

During their **governance board meeting on Wednesday**, the Tahoe Regional Planning Agency (TRPA) voted for land zoning amendments to allow for more multi-family and affordable workforce housing.

The amendments change Tahoe's land use plan to allow for higher density buildings as tall as 65 feet in town centers, or about five stories.

Many **community members at the meeting spoke against amending the zoning laws**. One of their main complaints is that TRPA uses data from the 2012 regional Environmental Impact Statement (EIS).

"TRPA is operating as if we're living in 2012. It's going to be 2024 very shortly. We have to have a realistic discussion about how these new land use amendments will impact our lake, our land, and the people," said Pamela Tsigdinos.

"It's about certain sites and locations and what we call land use mitigation, making sure that we've analyzed for the amount of people, for the amount of cars, and what that does to the air quality, the water quality, the viewshed, have we looked at wildfire evacuations?" said **Mountain Area Preservation (MAP's)** Executive Director Alexis Ollar.

While TRPA acknowledges they last made an environmental impact statement in 2012, they have been doing environmental analyses every four years.

"These are stepped down, only in town centers and then a little bit lower heights from outside into the multi-family zones, and we know from environmental analyses that we're not going to hurt water quality, we're not going to hurt scenic resources, that's really what we're designed to protect, said TRPA Public Information Officer Jeff Cowen.

Another point of contention is affordability.

"We haven't created codes that say enforcements, provisions, penalties, that make it very clear to a developer that if you get these advantages, you don't get to rent high-income ski leases; these are units for our workforce," said Ollar.

TRPA's Public Information Officer (PIO) Jeff Cowen explained that deed restrictions add new housing or preserve existing housing stock at several rates, including **affordable, moderate, or achievable.**

"These aren't going to become big block high rises, and they will not become any type of high-end residence; they will only really go for local workers because of the compliance program we're building in. The fact that these are deed-restricted units. There's a title running with the property forever that says it has to be for local workers," said Cowen.

It took three motions for the TRPA to complete the amendments, with Nevada's Secretary of State, Cisco Aguilar, being the only nay vote.

reno gazette journal

OPINION *This piece expresses the views of its author(s), separate from those of this publication.*

Tahoe's future hangs in the balance — again

Pamela Tsigdinos
Published 12:00 p.m. PT March 16, 2023 | **Updated 4:49 p.m. PT March 16, 2023**

This opinion column was submitted by Pamela Mahoney Tsigdinos, a Tahoe resident who volunteers with grassroots Tahoe Basin groups.

The Tahoe Regional Planning Agency governing board will convene with a pivotal item on its agenda as soon as March 22. Few of Tahoe's 55,000-plus residents have time to monitor TRPA, but *now* is the time to pay attention.

That's because this bi-state agency's governing board decisions determine the Tahoe Basin's future. Formed in 1969, TRPA is mandated to protect the basin through land-use regulations; development has been limited intentionally.

The first Tahoe Area Regional Plan contained scientific underpinnings and vital evaluations that formally introduced the concepts of carrying capacity and environmental thresholds to protect the lake and its environment. Last fully updated in 2012 to allow area plans and amended in 2021, each Regional Plan revision has further undermined TRPA's once strict land use rules, threatening the lake.

Unintended consequences

Tahoe Basin residents and local business owners know well that affordable and workforce housing is in short supply in large part based on a short-sighted 2004 TRPA governing board decision approving short-term rentals (STRs) as a permitted "residential use." This led to the conversion of thousands of condos and houses, once available as long-term rentals for locals, to become STRs for tourists. This drastically reduced local housing options throughout the Tahoe Basin.

Washoe County's Tahoe Area Plan, last updated in 2021, followed years of careful deliberations and community input. To encourage development of more affordable housing,

Washoe County's TAP mandated that "single-family dwellings shall only be allowed in the Incline Village Commercial regulatory zone when they are part of a mixed-use development or when they are affordable housing units."

Working against its own affordable housing goals, the Washoe Board of County Commissioners in January inexplicably voted to advance to TRPA an Area Plan amendment to allow luxury condominiums in an area originally limited to mixed-use affordable housing and commercial.

These 40 units, already advertised online starting at $2.5 million, are not affordable to a first responder, schoolteacher, health care or service worker. Worse, the developer's amendment encompasses all Special Area 1 and doesn't define how much of the mixed-use project must be commercial space. The county and the developer team erroneously claim this significant TAP amendment won't produce environmental or traffic impacts.

It's misleading for the county to say the amendment will not have broader impacts. If TRPA greenlights it, this code change will be the impetus for redevelopment along SR 28 and beyond. This large area along Tahoe Boulevard, zoned commercial until the 2021 Area Plan change, could become high-rise luxury condominiums, effectively pricing out many locals as well as existing small businesses now in SA1.

Broad redevelopment deserves comprehensive and well-publicized community engagement as part of a larger TAP revision process — not one-off amendments pushed through for the convenience of developers.

This code change would not only lessen the probability of affordable housing across the basin, but it would clear the way for increasing the height and density of structures throughout the basin.

If TRPA's governing board approves the proposed TAP changes, it would unravel 50-plus years of work to prevent the build-out of the Tahoe Basin and exacerbate existing overtourism problems.

Increased density puts basin communities and visitors at risk in the event of an emergency evacuation. It also increases air and water pollution. That's because increases in people and density bring increases in cars, boats and recreational vehicles and related emissions and trash, including microplastics and algae, responsible for a 70% lake clarity loss, according to the latest UC Davis report.

Developers are queuing in anticipation.

Developers tried before to control Tahoe

Will the Tahoe Basin remain a natural wonder, or will it be sold off to the highest bidders?

Developers and government officials hungry for revenue and tax windfalls at the expense of the Lake environment aren't new. They were foreseen in a California Law Review article in 1964:

"The unwillingness of the five counties to subordinate sectarian economic interests in rapid growth and development of the lake basin to the national interest in preserving the lake as a natural resource has been manifested not only in deficiencies of the present zoning laws, but also in frequent departures from existing controls. Responsibility for inadequacies in approach lies partly with local government operating in county seats geographically and economically removed from the Lake Tahoe basin and partly with the permanent residents. Neither group has recognized that Tahoe must be protected with restrictions on private enterprise in the interest of conservation. Strong limitations are as appropriate at Tahoe as in any national park. A thriving metropolis characterized by towering skyscrapers and blazing neon signs is no more appropriate at Tahoe than at Crater Lake, Yellowstone, Yosemite, or other of the nation's exceptional physical assets."

It's worth noting none of the five Washoe County Commissioners and only three of the 14 TRPA governing board reside in the Tahoe Basin.

The Law Review authors held out hope that a new governing body would prevent destruction of the Tahoe Basin, writing that a:

"Tahoe Regional Planning Commission offers grounds for optimism with respect to sound area development ... the master plan proposed by this agency provides a firm starting point for regulation of Lake Tahoe's future growth."

One-of-a-kind natural beauty requires protection

The Tahoe Basin straddles Nevada and California. Nevada's side holds seven communities in Douglas County and two in Washoe County. California's side includes one city (South Lake Tahoe) and eight communities within two counties, Placer and El Dorado. All rely on one two-lane ring road around the lake to reach one of a handful of rural highways into and

out of the basin. The Caldor wildfire and extreme weather events highlight just how critical these roads are to public safety, particularly when they're closed due to natural disasters such as this winter's dangerous snow accumulation.

During the past century, there have been several attempts to put massive developments in Tahoe. Each time stewards of the lake, particularly volunteer groups like the League to Save Lake Tahoe, the Village League, Mountain Area Preservation Foundation, North Tahoe Preservation Alliance, Friends of West Shore, Sierra Watch, Save Tahoe Forests, Sierra Forest Legacy and Tahoe Area Sierra Club have mobilized to protect the Tahoe Basin and guard the lake's clarity so future generations can experience Tahoe's unblemished natural beauty.

Housing priorities and environmental impact reviews

Tahoe, *without* the proposed developments, already gets an estimated 60 million visitors each year to its 207,000 acres. The Great Smoky Mountains, the National Park with the most annual visitors, gets only 14 million to its 522,419 acres. Given its singular beauty and priceless ecosystem, Tahoe deserves the same care and respect afforded to our nation's other most precious natural assets.

TRPA is also in the process of considering new rules that would allow increased height, density and coverage for buildings within town centers to attract developers, presumably to build affordable housing in the Tahoe Basin. Residents voiced disapproval. Critically missing right now are:

a basin-wide cap on STRs;
strict, enforceable controls on how any new housing will be used;
a traffic study and evacuation plan that includes *all* residents and visitors;
an honest, comprehensive Environmental Impact Study that looks at the totality of the proposed new developments and their simultaneous impacts on the Basin and the Lake.

TRPA has effectively skirted a thorough Environmental Impact Study by approving one development at a time, allowing developers — and local government agencies favoring development and more tax revenues — to determine there are no impacts. That's letting the fox design the henhouse.

TRPA risks losing its credibility and community trust if it prioritizes frivolous luxury developments over its duty to be Lake Tahoe's watchdog and protector. Community

members can voice their concerns to TRPA about Area Plan amendments and other code changes by sending emails to jstock@TRPA.gov and the governing board directly, or public comments to mambler@TRPA.gov

Pamela Mahoney Tsigdinos lives in Tahoe and volunteers with grassroots Tahoe Basin groups. She was not paid to write this piece.

Have your say: How to submit an opinion column or letter to the editor

Dear APC Members:

Please consider these comments on the proposed Phase 2 Housing Amendments to the Code and Regional Plan and include in the public record. My comments cover only a few of my many concerns. They are based on review of the staff report, underlying documents, and conversations with TRPA staff. This is not "NIMBYISM"; it is concerned citizen analysis. **Incentivizing housing for Tahoe Basin workers is critical, but unless modified and more cautiously phased-in, the proposed changes in code will simply encourage more high-end development and pose a threat to our lake environment.**

Flaws in definitions and implementation provisions encourage high-end condo development, at expense of rental and owner-occupied workforce housing. Proposed language allows luxury unit developers to avail of relaxed height and coverage provisions if local governments seek to abandon the 100% deed restricted requirement replacing it with "inclusionary requirements". As in the recent case of the Tahoe Area Plan Amendment in Incline Village, this could amount to a mere 10% of units being required to be "Achievable" while the remaining 90% are luxury. With increases in height and coverage, and allowances that developers can build larger units, this is a significant benefit to our development and real estate industry at the expense of both workforce housing and our Lake environment.

Any relaxation in height, density and coverage requirements should be focused on 100% Deed Restricted developments to ensure maximum benefit for workforce and community, and lesser impact to environment.

Definition of "Achievable" needs revision to better target the "missing middle" while eliminating a loophole for luxury condos. The "achievable" definition of working in the Basin 30 + hours a week for someone with a business license or tax ID comes with loopholes. It does not have an income cap and thus affords those not considered our "missing middle" to avail of the units. Further, the definition does not adequately target our local workforce, ad it would allow for remote workers who do not deliver product or services locally. In absence of any cap on rental or sale price under Achievable housing, this is yet another avenue for developers to build high-end properties at expense of what our community really needs --- moderate and lower-end units for teachers, 1st responders, laborers and service workers. Leah Kaufman in her public comment provides an alternative definition based on experience in Colorado.[1]

Please advise staff to review and reconsider the definition BEFORE approving 2nd Phase Housing Amendments.

Over reliance on efficacy of Deed Restrictions in absence of proven monitoring and enforcement capability. Deed restrictions are not a silver bullet. Housing consultants to the Washoe Tahoe Housing Partnership have said a dedicated housing entity is needed to ensure effective monitoring and enforcement of such deed restrictions. TRPA does not have the capacity

[1] *Summit County regulations: "Employed within the County" shall mean that the person earns his or her living from a business or organization operating in and serving the County, which requires his or her* ***physical presence*** *within the boundaries of County to complete the task or furnish the service, by working in the County at such business or organization an average of at least 30 hours per week on an annual basis.*

to effectively monitor and enforce the scale of deed restrictions envisaged in Incline and elsewhere in the Basin. A recent Request for Proposals for consultants to assist TRPA with this process demonstrate how weak the current system is with just a very small percentage of Deed Restricted units being audited and over reliance on self-reporting or self-compliance approach.

Much more work needs to be done on examining how to make deed restrictions effective in delivering results to generate affordable workforce housing before extensive Basin-wide changes are made to height, density and coverage. This argues for more cautiously phased in incentives for deed restricted units in conjunction with plans to establish effective monitoring and enforcement systems.

Drop changes to areas outside Town Centers. The extension of code changes to areas outside Town Centers is not consistent with the Regional Plan's goal of redeveloping and concentrating growth within Town Centers. Changes outside Town Centers are unwarranted until TRPA can demonstrate that the code changes within the Town Centers are effective in generating workforce housing. Any future changes affecting areas outside Town Centers should also consider:

- More extensive consultation with residents and land owners in the affected areas.
- Evidence that TRPA staff can effectively monitor and enforce residential Best Management Practices (BMPs) that currently are not regularly monitored or enforced to ensure implementation and continuing function as designed.

TRPA assumptions that it can monitor and enforce the both residential BMPs and Deed Restrictions – especially at the increased volume these changes will engender --- are unfounded and should be reconsidered.

Minimum parking space requirements needs review. While supportive of efforts to increase the use of public transport, decisions about reducing parking spaces in workforce housing developments should be informed by:

- Surveys of the target worker audience (many of whom rely upon their vehicles to haul equipment and access remote work locations).
- Data from TRPA website indicating some 96% of Tahoe Basin residents own a vehicle.

Again, changes in minimum parking space requirement would benefit from a more cautiously phased approach to see if such development is truly consistent with targeted workforce needs and if a knock-on effect might be more on-street parking in adjacent residential areas.

In short, start slow and see what works to generate workforce housing. In this way TRPA and our Counties will help ensure the broader community is on board with these changes.

Sincerely,

Kathie Julian
PO Box 5477
Incline Village, NV 89450

Dear RPIC Members:

Please consider these comments on the proposed Phase 2 Housing Amendments to the Code and Regional Plan and include in the public record. My comments cover only a few of my many concerns. They are based on review of the staff report, underlying documents, and conversations with TRPA staff. This is not "NIMBYISM"; it is concerned citizen analysis. **Incentivizing housing for Tahoe Basin workers is critical, but unless modified and more cautiously phased-in, the proposed changes in code will simply encourage more high-end development and pose a threat to our lake environment.** The APC did not adequately address these concerns.

Flaws in definitions and implementation provisions encourage high-end condo development, at expense of rental and owner-occupied workforce housing. Proposed language allows luxury unit developers to avail of relaxed height and coverage provisions if local governments seek to abandon the 100% deed restricted requirement replacing it with "inclusionary requirements". As in the recent case of the Tahoe Area Plan Amendment in Incline Village, this could amount to a mere 10% of units being required to be "Achievable" while the remaining 90% are luxury. With increases in height and coverage, and allowances that developers can build larger units, this is a significant benefit to our development and real estate industry at the expense of both workforce housing and our Lake environment.

Any relaxation in height, density and coverage requirements should be focused on 100% Deed Restricted developments to ensure maximum benefit for workforce and community, and lesser impact to environment.

Definition of "Achievable" needs revision to better target the "missing middle" while eliminating a loophole for luxury condos. The "achievable" definition of working in the Basin 30 + hours a week for someone with a business license or tax ID comes with loopholes. It does not have an income cap and thus affords those not considered our "missing middle" to avail of the units. Further, the definition does not adequately target our local workforce, ad it would allow for remote workers who do not deliver product or services locally. In absence of any cap on rental or sale price under Achievable housing, this is yet another avenue for developers to build high-end properties at expense of what our community really needs --- moderate and lower-end units for teachers, 1st responders, laborers and service workers. Leah Kaufman in her public comment provides an alternative definition based on experience in Colorado.[1]

Please advise staff to review and reconsider the definition BEFORE approving 2nd Phase Housing Amendments.

Over reliance on efficacy of Deed Restrictions in absence of proven monitoring and enforcement capability. Deed restrictions are not a silver bullet. Housing consultants to the Washoe Tahoe Housing Partnership have said a dedicated housing entity is needed to ensure effective monitoring and enforcement of such deed restrictions. TRPA does not have the capacity

[1] *Summit County regulations: "Employed within the County" shall mean that the person earns his or her living from a business or organization operating in and serving the County, which requires his or her* ***physical presence*** *within the boundaries of County to complete the task or furnish the service, by working in the County at such business or organization an average of at least 30 hours per week on an annual basis.*

to effectively monitor and enforce the scale of deed restrictions envisaged in Incline and elsewhere in the Basin. A recent Request for Proposals for consultants to assist TRPA with this process demonstrate how weak the current system is with just a very small percentage of Deed Restricted units being audited and over reliance on self-reporting or self-compliance approach.

Much more work needs to be done on examining how to make deed restrictions effective in delivering results to generate affordable workforce housing before extensive Basin-wide changes are made to height, density and coverage. This argues for more cautiously phased in incentives for deed restricted units in conjunction with plans to establish effective monitoring and enforcement systems.

Drop changes to areas outside Town Centers. The extension of code changes to areas outside Town Centers is not consistent with the Regional Plan's goal of redeveloping and concentrating growth within Town Centers. Changes outside Town Centers are unwarranted until TRPA can demonstrate that the code changes within the Town Centers are effective in generating workforce housing. Any future changes affecting areas outside Town Centers should also consider:

- More extensive consultation with residents and land owners in the affected areas.
- Evidence that TRPA staff can effectively monitor and enforce residential Best Management Practices (BMPs) that currently are not regularly monitored or enforced to ensure implementation and continuing function as designed.

TRPA assumptions that it can monitor and enforce the both residential BMPs and Deed Restrictions – especially at the increased volume these changes will engender --- are unfounded and should be reconsidered.

Minimum parking space requirements needs review. While supportive of efforts to increase the use of public transport, decisions about reducing parking spaces in workforce housing developments should be informed by:

- Surveys of the target worker audience (many of whom rely upon their vehicles to haul equipment and access remote work locations).
- Data from TRPA website indicating some 96% of Tahoe Basin residents own a vehicle.

Again, changes in minimum parking space requirement would benefit from a more cautiously phased approach to see if such development is truly consistent with targeted workforce needs and if an unintended knock-on effect might be more on-street parking in adjacent residential areas.

In short, start slow and see what works to generate workforce housing. In this way TRPA and our Counties will help ensure the broader community is on board with these changes.

Sincerely,

Kathie Julian
PO Box 5477
Incline Village, NV 89450

My name is kathie julian, and I am a fulltime resident of Incline Village. While supportive of efforts to incentivize developers to create housing for our workers, I agree with the environmental groups and other speakers who suggest focus on town centers in first instance --- testing for success before expanding to adjacent areas. I also agree that there needs to be focus on disincentives as well as incentives in the 3rd phase.

My major concern remains the implementation arrangements that allow jurisdictions to "opt out" but which really allow local jurisdictions to craft a Tahoe area plan amendment that takes advantage of TRPA's code changes --- especially increased height and coverage --- while by passing the oft said 100% deed restricted unit requirement. My read of the language suggests that local jurisdictions will have the flexibility, subject to TRPA approval, to approve mixed-income properties that may just include just a smattering of achievable housing and no moderate or affordable housing. This implementation language appears to be the heart of the incentives being provided to developers. Sadly, with such language we may not end up with much housing for our workers because the developers will simply say it's still not financially feasible --- and our community will be even more crowded with luxury developments.

On other concerns:

Agree inventory would be increased at little cost if counties would put in place an STR Cap – especially Washoe County.

I understand the concept of delinking parking and rent, but any parking analyses should explicitly consider the impact of overflow parking on adjacent residential neighborhoods.

The mixed use definition is flawed. To ensure affordable space for our local small businesses, condo lobbies and condo sales offices should not be eligible for mixed-use classification.

Finally, please put in place more rigorous audit of Deed restrictions.

I support workforce housing, and would hope that TRPA and WC would focus their energies on redeveloping the Old Elementary School site in Incline Village into affordable rental housing rather than a transportation hub.

Oakley, Katherine

From: Weiche, Courtney
Sent: Tuesday, January 21, 2025 9:54 AM
To: Oakley, Katherine
Subject: FW: ADU's and STR's; Tahoe Area Plan

FYI - Comment on ADU/STR regulation for Tahoe.

From: Wayne Ford <waynefordresidentialdesigner@yahoo.com>
Sent: Saturday, January 18, 2025 11:59 AM
To: Alyssa Bettinger <abettinger@trpa.gov>
Cc: Weiche, Courtney <CWeiche@washoecounty.gov>; Ronda Tycer <rondatycer@aol.com>; DAG <griscom@pobox.com>
Subject: ADU's and STR's; Tahoe Area Plan

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Alyssa Bettinger
TRPA Senior Planner.

Ms.Bettinger Good Day.

Meeting on Jan. 14,2025; Subject 2025 TAP. At
Incline Village Community Center, 855 Alder Ave.
Incline Village, NV.

One of the County Planners Courtney Weiche had a position of the the use of STR's and ADU on a parcel that
concerned me. I did share that concern with you.

The concern is she stated a owner can under the current code change in the TAP, do a ADU and then move
out of the main home, make it a STR and then live in the ADU. To me that should not be allowed for it goes

against the intent by TRPA to not allow a land use in a residential area to have both a ADU and a STR on 'the same parcel.
Please restrict ADU's being on any parcel, that has a STR. Do not allow any parcel that has a ADU having a STR permit granted by Washoe County. If a STR permit exists on a parcel and a applicant wants a ADU the STR Special Use Permit needs to be revoked.

The Zoning for for Single Family Use was expanded in 2016 when TRPA changed how a homes use was defined ,when TRPA allowed for Short Term Rentals. (Renting a home out less 30 days at a time).
To now allow more density for ADU's on the same parcel with a existing STR, will be detrimental to the Character of the Neighborhood. More Parking issues, more water and sewer use. More issues for fire and sheriff response.

I spoke to a sheriff outside of the meeting and they are having problems responding to existing 1 acre parcels, where separate dwelling units exist, on the rear of properties. This will also be a issue with the fire department with access for the first responders, that was never planned for in the existing subdivisions.
(We do not have a ally road system that have existed in some communities)

I can only support a ADU if it exists as a attached unit of the main residence. Like a unit over a garage.
This would need the necessary parking on site for a added use. It would need to meet all building codes for a separate use under the IRC.

WAYNE FORD
WAYNE FORD RESIDENTIAL DESIGN
775-772-2495

Oakley, Katherine

From: roxanna dunn <roxanna_dunn@yahoo.com>
Sent: Monday, February 3, 2025 2:24 PM
To: Oakley, Katherine
Subject: received reality slide
Attachments: TAP amendment perceived reality.pdf; Workforce housing inclusionary math.pdf

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Hi Kat,

Here is the Area Plan Development Goals compared with perceived reality in the community that I opted not to include in my presentation because it seems overly reproachful. That said, I am sending it to you to help you understand doubts behind some of the pushback you will receive from the community. Keep in mind that two of the three people I reviewed it with said I should take out the adjective “perceived.” And as a reminder, our (me, Diane, and many people in the community) goal is to ensure that any development built in the name of workforce housing predominantly houses the people who work in our community.

I am also including the inclusionary housing math slide that was in the appendix of my slides, and I invite you to work through the numbers. My conclusion is that when inclusionary housing is required for development that will be built anyway with objectives other than workforce housing, then yes, it adds a little workforce housing. But as a way to address workforce housing in any meaningful way, building housing at a percentage less than the proportion of workers in the community actually increases the shortage. I have included my assumptions, which can be challenged, but I have also used conservative estimates of the percentage of workers given the peak population number as a denominator and the fact that workers hold an average of 1.25 jobs each. So, I think my assertion holds even if some of the numbers can be disputed. Given our lack of available land for building anything, why would we allow housing developments for anything other than workforce housing?

Roxanna

Is Washoe County really working toward goals stated for area plans?

Stated Goals **(Area Plan Development Handbook, p.2-3)**	**Perceived Reality**
Sustainability – living within the carrying capacity of supporting ecosystems	• Development, population, and tourist growth are encouraged without consideration of wildfire danger and evacuation times. • Inclusionary housing increases population at a faster rate than it provides workforce housing.
Town centers cluster commercial and tourist land uses and create alternative transportation opportunities	• SA-1 rezoning allows high end condos in town center, now fostered by loose deed restrictions from TRPA. • STRs locate tourists in residential areas, away from bus lines and tourist services.
Mixed use development – first floor dedicated to active uses	• Tahoe 947 achieves “mixed use” by converting a bicycle locker to an “office.”
Workforce lives in close proximity to employment centers	• Developers can locate “inclusionary housing” off-site, i.e., away from town centers.
Preserve the character of established residential areas outside of centers	• 10% of housing units in residential area have an STR permit; no cap in IV/CB while remaining STR permits in all other Tahoe localities are almost fully consumed.
Maintain a balance between the natural environment and human-made environment	• Development money rules.

The math behind the assertion that 10% inclusionary housing makes the shortage worse.

Assumptions:

- New housing development increases the population.*
- The need for workers increases proportionally with an increase in population.
- Workers continue holding an average of 1.25 jobs each.

Workers comprise 29% of the population during the peak season – 5,735 workers. Peak population of 19,700 comes from population model on p.6 of this document. 5,735/19,700 = 29%.

1. Assume adding a complex of 100 units, 10 of which are workforce housing.

2. 100 units X 2.28 average people per household unit increases population by 228 people.

3. Divide this addition by the current IV/CB peak population, 228/19,900 = 1.15% increase in population (0.0115). Note that in using the peak population, we are dividing by the largest denominator, yielding the lowest, most conservative estimate of worker proportion.

4. Increase in overall population means an increase in need for service workers, so 5,735 workers X 0.0115 = 66 additional workers needed.

5. 66/1.9 employees per housing unit = 35 housing units needed.

6. 35 needed minus 10 units added means a net of -25 workforce housing units.

*Note: Redevelopment of existing housing only increases population if more units are added than replaced. Also, workforce housing only moderately increases population where current commuters are relocated locally, as the commute workers are already factored into the evacuation population. *Washoe Tahoe Local Employees Housing Needs Report* (Sep 2021): a. 6,180 jobs total, p.20; b. 1.25 jobs per employee, p.24; c. 1.16X jobs during peak season – a divided by b times c; p.21.
Ibid, p.15.
Ibid, p 61.

Oakley, Katherine

From:	roxanna dunn <roxanna_dunn@yahoo.com>
Sent:	Wednesday, February 19, 2025 2:35 PM
To:	Lloyd, Trevor
Cc:	Oakley, Katherine; Weiche, Courtney; Young, Eric; Solaro, David; Brown, Erica; Becker, Diane(External Contact)
Subject:	Summary of IVCB arguments for TAP modifications to TRPA workforce housing codes
Attachments:	TAP Amendment arguments 250219.docx

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Hello Trevor,

Attached is the summary of the points that Diane Becker and I made at our January 30 meeting on TAP amendments. You asked for a summary and a prioritization: This document lacks the latter on a detailed level as so many of the points made are interconnected. However, we hope our focus on two topics that, in our opinion, you can use to counter some of TRPA's requirements, especially as regards the Achievable category of housing, will suffice.

As you will see, we are not objecting to the height changes, although these will not be favorably received by the community unless truly tied to and promoted as a way to provide more rental workforce housing. Our concern continues to be that developers will slip through the requirements and build high-end, high-rise, for-purchase condominiums.

Our only objection to the density changes relate to their impact on evacuation. Development in Washoe Tahoe continues to move forward blindly without regard to evacuation due to wildfire in a time when its likelihood is increasing.

As we understand it, the coverage changes do not apply to Washoe Tahoe as we do not have a stormwater drainage system.

We include a long wish list of actions the county can take to increase our safety, guide future development, and accommodate our workers. At a point where some of these actions approach feasibility, we will be happy to discuss them further.

Thank you for your time and attention. We hope this consolidated and reorganized version of our January 30 presentations will be helpful.

Roxanna Dunn
Diane Becker

The Case for Tahoe Area Plan Amendments Different from TRPA Standards

Developed by Diane Becker (dbecker8891@gmail.com) and Roxanna Dunn (roxanna_dunn@yahoo.com), permanent residents of Incline Village, partially based on presentations delivered to Washoe County commissioners in the spring of 2024 on behalf of the IVCB Citizens Advisory Board. This is a summary of the points presented to Washoe County Planning on January 30, 2025. WC participants included: Trevor Lloyd, Kat Oakley, Courtney Weiche, Eric Young.

The Tahoe Regional Planning Compact, which established TRPA, requires balancing local needs with regional goals. That said, California has predominant influence on TRPA decisions due to TRPA's dependence on California funding and need to adhere to California laws. Some of TRPA's requirements are not appropriate for Washoe County, Nevada. Especially given lack of Incline Village/ Crystal Bay representation on TRPA committees, county officials have a fiduciary and governance responsibility to protect the unique interests of its citizens in IVCB. We are counting on you to represent the different constraints and different needs of our community in applying TRPA-proposals to the Tahoe Area Plan.

Washoe County can make a compelling case to justify select changes to provisions of the Phase 2 Amendment by focusing on two arguments:

A. The need for a comprehensive **evacuation study** and plan for the Tahoe Basin before large scale developments are approved.

B. The need to accommodate the **IVCB-specific workforce housing needs**.

A. Your argument regarding the need for a comprehensive **evacuation study**, plan, and development ordinances…

1. By requiring a comprehensive evacuation study, the County prioritizes public safety and environmental protection while maintaining alignment with regional planning objectives. Before more development of any kind is encouraged in IVCB, Washoe County's current evacuation plan needs to provide analyses that guide an evacuation event and oversee future development:
   a. Develop an accurate estimate of the IVCB population, including permanent residents, part-time residents, tourists, students, commute and temporary workers – needed for peak times and for shoulder seasons.
   b. Conduct traffic simulation modeling for a variety of likely conditions (roads blocked, seasonal population). Factor in developments in Galena at the bottom of 431.

c. Identify evacuation bottlenecks; develop plans for policing; limit ADUs in these areas.
d. Analyze impact of population density centers on evacuation times.
e. Develop plans to identify and address the needs of vulnerable populations (special needs individuals, schools, hospital).
f. Determine how to evacuate dense tourist centers with dependence on buses (Sand Harbor, hotels).
g. Assess the viability of evacuation centers and controlled evacuation, given the possibility of a no-notice, fast-moving fire.
h. Provide training for residents on preparation, defensible space.
i. Provide training for residents and visitors on evacuation protocols (e.g., limit number of cars, no boats or trailers, how to notify officials/others of your location, what condition to leave your house in, checking on neighbors, etc.).
j. Provide training on and conduct regular tests of emergency notification systems, including multiple languages.

2. Washoe County should phase in TAP amendments so that they are tied to the completion of evacuation infrastructure and fire safety upgrades:
   a. Widening roads and shoulders, adding turnouts on primary egress highways
   b. Adding secondary evacuation routes, such as convertible bike lanes/paths
   c. Protection of cell towers from fire damage; addition of cell towers if needed
   d. Assessment of power line danger and remediation as needed

3. The Stanford Doerr School of Sustainability study (February 2022) identified all of Washoe County as a dual-hazard zone – combining dry plants and atmosphere with development in the wildland-urban interface. This study and the recent fire incidents cited below can be used to argue that increasing housing density in our town center without first addressing evacuation planning would be irresponsible and incompatible with the safety and sustainability goals of the TRPA.
   a. Nearby fires: Dixie, Caldor, Davis.
   b. Similar situations: Camp (Paradise), Lahaina, Los Angeles.

Washoe County needs to protect itself from legal liability resulting from loss of life and property due to:

1. Overburdened roadways
2. Continued development without consideration of wildfire danger and evacuation impact
3. Lack of fire codes that accommodate the greater risks of the wildland-urban interface
4. Lack of emergency response coordination
5. Environmental degradation

B. Your argument regarding meeting IVCB-specific workforce housing needs…

1. A primary goal of TAP amendments intended to encourage workforce housing should ensure that such development provides for the housing needs of IVCB workers:

a. Build Affordable worker rental housing at the OES… as the community has been asking since before 2018.
b. Favor rental housing in the Affordable and Moderate levels - IVCB needs at least 63% below market workforce **rental** housing units per *Washoe Tahoe Housing Needs* study in 2021.
c. Strengthen qualifications to define local workers as working in IVCB for 35 hours a week, all year / partial year for school and university personnel.
d. Research what IVCB workers need and want: e.g., provide housing with minimal parking in town center for workers who can use the transit system (J1s, seasonal); provide housing with ample parking outside the town center for workers who use trucks and vans in their work.
e. Avoid provisions that allow development of high-end condominiums in the town center, such as the Achievable level with no income, asset, or price limit.
f. Only use inclusionary housing in the very rare situations where housing is developed for reasons other than obtaining workforce housing. Increase inclusionary housing percentage to 15% (City of San Marcos) or 17% (City of South Lake Tahoe). If using inclusionary housing, have an attorney with expertise in this area draft an ordinance that prevents developers from paying an *in-lieu fee* rather than building the affordable component housing.
g. Do not let *commercial space* be defined *as public space*; IVCB needs mixed-use developments to support local businesses.
h. Do not raise minimum unit size allowed on parcels if this could result in less rental housing in IVCB.
i. Require current coverage limits until a stormwater system is developed.
j. <u>Ensure that Affordable and Moderate rental housing is built first</u>. Phase building permits so that Achievable housing can be built only after a significant percentage of Affordable and Moderate rental housing is built.

2. Benefits of providing <u>Affordable and Moderate</u> housing:
    a. Economic stability
    b. Increased job retention and lowered costs for local businesses
    c. Increased student population for local public schools in danger of being closed
    d. Improved quality of life and reduced costs for workers who no longer have to commute
    e. Minimal impact on overall evacuation population (commuters already factored in) and therefore little increase to evacuation danger; whereas, providing housing for non-IVCB workers increases the population and therefore increases the demand for workers and the demand for workforce housing.
    f. Reduced Vehicle Miles Traveled (VMT), a primary TRPA goal

---

The following points are items Washoe County could address re: workforce housing but are outside the scope of TRPA amendments, except to suggest other means of achieving TRPA's workforce housing goals:

3. Consider alternatives to building:
    a. Short-term-rental (STR) cap and controls
    b. Conversion of STRs to long-term rentals via programs like Placemate
    c. Incentives for part time home owners and incentives for developers

   d. Adaptive reuse of existing structures
4. Permit ADU units only for use by immediate family, caregiver, or renter employed full time in IVCB.
5. Immediately increase bus service for commute workers and expand Wi-Fi on 431.
6. Pursue possible funding sources:
   a. Washoe County Housing trust fund
   b. Community land trusts
   c. Large employer requirement to provide employee housing

In conclusion, Washoe County can show that its proposed standards meet or exceed TRPA goals in accordance with TRPA Code 12.6.3, as shown in this table mapping TRPA Goals and the compliance measures proposed:

TRPA Goals	Washoe County Compliance
Environmental conservation	• Reduces VMT by fostering local housing for IVCB workers who now commute. • Requires current coverage limitations until a stormwater system is developed in the area.
Sustainable development and land use	• Recognizes limited buildable land and a steep topography in Washoe Tahoe and prioritizes workforce housing above further high end condo development on the little land available. • Recognizes current infrastructure constraints (water, sewage, garbage).
Community vitality and housing	• Reflects community vision gathered in numerous public engagements. • Provides the type of housing recommended in the *Washoe Tahoe Housing Needs Report*. Washoe Tahoe's housing stock is already 51% for-purchase condominiums; we need for-rent apartments.
Transportation and mobility	• Places workers who can use public transportation near bus lines; workers who need trucks, vans outside town center. • Acknowledges limited egress (three two-lane rural highways) in an evacuation situation and factors this into development approvals.
Climate adaptation and resilience	• Recognizes the growing threat of wildfire and requires evacuation modeling and planning before further large developments are approved. • Delays increases to height and density until the evacuation risk is reviewed and reasonably remediated.
Economic sustainability	• Supports local business need for a reliable workforce. • Avoids legal liability for damages resulting from unbridled development and lack of evacuation planning.

Oakley, Katherine

From: Planning Counter
Sent: Tuesday, November 5, 2024 8:53 AM
To: Young, Eric; Oakley, Katherine
Subject: FW: A new Service Request has been created [Request ID #175273] (Planning Commission/Board of Adjustment) - Washoe County, NV

ADUs in Tahoe email.

Julee Olander, Planner
jolander@washoecounty.gov | Direct Line: 775.328.3627
My working hours: Monday-Friday 8:00am to 4:30pm

Visit us first online: www.washoecounty.gov/csd
Planning Division: 775.328.6100 | Planning@washoecounty.gov
CSD Office Hours: Monday-Friday 8:00am to 4:00pm
1001 East Ninth Street, Reno, NV 89512

From: Washoe311 <Washoe311@washoecounty.gov>
Sent: Tuesday, November 5, 2024 7:53 AM
To: Planning Counter <Planning@washoecounty.gov>
Subject: FW: A new Service Request has been created [Request ID #175273] (Planning Commission/Board of Adjustment) - Washoe County, NV

Greetings,

Below please find the public comment submitted to Washoe311. Let us know if we can provide additional information.

Thank you,

Washoe311 Service Center
Communications Division | Office of the County Manager
washoe311@washoecounty.gov | Office: 3-1-1 | 775.328.2003 | Fax: 775.328.2491
1001 E. Ninth St., Bldg A, Reno, NV 89512

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From: Washoe311 <washoe311@washoecounty.gov>
Sent: Tuesday, November 5, 2024 7:52 AM
To: Washoe311 <Washoe311@washoecounty.gov>
Subject: A new Service Request has been created [Request ID #175273] (Planning Commission/Board of Adjustment) - Washoe County, NV

Washoe County, NV

A new service request has been filed.

Service Request Details	
ID	175273
Date/Time	11/5/2024 7:52 AM
Type	Planning Commission/Board of Adjustment
Address	Area - Washoe County
Origin	Control Panel
Comments	public comment BOA meeting Nov 7th 2024 Dear Board of Adjustments, Please enter for public record under agenda Item 8.C. and all other applicable agenda items. I continually oppose permitting accessory dwelling units (ADU's) inside our county. Permitting these addons to properties continually puts the dream of home ownership further out of reach of people like myself and furthers the wealth gap. TRPA and all other agencies are completely wrong when it comes to the solution to carrying capacity, sustainability and equality. Tourists belong in motels, hotels, resorts and hospitality zoned districts where tourism services are. Even my visiting family has a harder time finding such places. Tourists do not belong in our neighborhoods where the workforce live and should live that have no services or transportation for tourists (other than tax payers like myself funding things like free TART connect that are of unequal benefit to us). Even if ADU's are used as long-term rentals, this allows home values to continue to go up and out of reach of the working class while making the passive income investor more wealthy! ADU structures do not serve sustainability or equal opportunity.

TRPA and counties should instead be diverting policy and funding into the growing number of run down and abandoned basic motels in the area. One that I would love to have available for visiting family. There are numerous other concerns over ADUs as well, such as swapping them out for the primary residence when it comes to short-term rentals and overpopulation/density in already stressed wildfire evacuation scenarios.

ADU's increase values of properties and siphon housing supply away from the masses and into the hands of fewer property owners. This goes against TRPA's core mission and thresholds and can be part of future lawsuits. Also, ADU's must be incorporated into a roadway by roadway capacity evacuation analysis to determine evacuation times which is at the heart of other lawsuit matters.

Sincerely,
Aaron Vanderpool
Incline Village, NV

Submitter Vanderpool, Aaron
Washoe County, NV
renotahoesky@gmail.com

View in QAlert

Washoe County, NV

Exhibit E: Attachment B

1001 E. 9th Street Reno, NV 89512 | P: (775) 328-6100 | F: (775) 328-6133 | washoecounty.gov

2025 Tahoe Area Plan Update—4/16/25 Webinar summary

Kat Oakley, Courtney Weiche, Eric Young, and Trevor Lloyd from the Washoe County Planning Division conducted an online webinar for the draft of the 2025 Tahoe Area Plan update. Approximately 10 members of the public attended. Planning representatives gave a presentation which covered background on the Tahoe Area Plan and update process, public feedback received so far, information on key topics, an overview of draft amendments, information on opportunities to engage with the draft, and a demonstration on how to find the draft and two surveys online. There was an opportunity for questions and comments. A recording can be viewed online. The following topics were discussed:

- Discussion of the impact of the Tahoe Regional Planning Agency (TRPA) growth management system on limiting development and development potential.
- Comments in favor of and opposed to additional height in Town Centers, incentives for coverage and density, and other aspects of the TRPA Phase 2 Housing Amendments.
- Comments in favor of allowing deed-restricted housing in Ponderosa Ranch.
- Discussion of proposed changes to regulations for accessory dwelling units (ADUs). Some comments were in favor, and some expressed apprehension about increased ADU allowances. Other topics of discussion related to ADUs were potential parking impacts and the potential for residents to move into an ADU and rent their primary home as a short-term rental (STR).
- Concerns regarding the capacity of TRPA to enforce deed restrictions and the transparency of their deed restriction program and enforcement.
- Comments supporting policies that would require parking in commercial areas to be in the back of a parcel and to reduce the number of driveways onto SR 28 in the Incline Village town center area.

If people have further questions or comments, please reach out to Kat Oakley at koakley@washoecounty.gov.

2025 Tahoe Area Plan Update—4/21/25 Workshop summary

Kat Oakley, Eric Young, Kelly Mullin, and Trevor Lloyd from the Washoe County Planning Division conducted a workshop on the 2025 Tahoe Area Plan update at the Incline Village Library Meeting Room from 5:30 to 7:30 p.m. Approximately 8 members of the public attended. Planning representatives gave a presentation which covered background on the Tahoe Area Plan and update process, public feedback received so far, information on key topics, and an overview of draft amendments. After some questions and answers, the group broke up to look at informational posters, talk to staff, and write comments on comment cards and comment sheets. The following topics were discussed and/or commented on:

- Discussion of temporary uses and concern regarding approving Tahoe Regional Planning Agency (TRPA)-approved temporary uses.
- Clarifying questions regarding residential allocations and bonus units.
- Concern about potential traffic and intersection safety impacts from development of residential uses in Ponderosa Ranch.
- Concerns regarding Incline Village/Crystal Bay residents ultimately bearing the financial burden of developing an area wide stormwater management system.
- Concern about the definition of achievable housing and the ability of the incentives to create opportunities for affordable housing.
- Concern about TRPA deed restriction enforcement and the transparency of their deed restriction program.
- Suggestion that an evacuation impact statement be required for all new development housing a certain number of people.
- Concern about the impacts of short-term rentals (STR) on housing affordability.
- Suggestion for inclusionary zoning that requires residential development to provide a certain number of affordable units or provide in-lieu money that would go towards the creation of affordable housing through land acquisition and/or development.
- Suggestion to incentivize subterranean parking by allowing an extra story of height when such parking is utilized.

If people have further questions or comments, please reach out to Kat Oakley at koakley@washoecounty.gov.

2025 Tahoe Area Plan Update—4/30/25 Workshop summary

Eric Young, Julee Olander, and Trevor Lloyd from the Washoe County Planning Division conducted a workshop on the 2025 Tahoe Area Plan update at the Chateau at Incline Village from 5:30 to 7:30 p.m. Approximately 6 members of the public attended. Planning representatives gave a presentation which covered background on the Tahoe Area Plan and update process, public feedback received so far, information on key topics, and an overview of draft amendments. After some questions and answers, the group broke up to look at informational posters, talk to staff, and write comments on comment cards and comment sheets. The following topics were discussed and/or commented on:

- Clarifying questions regarding residential allocations and bonus units.
- Concern about the definition of achievable housing and the ability of the incentives to create opportunities for affordable housing.
- Concern about TRPA deed restriction enforcement and the transparency of their deed restriction program.
- Concern about the ability of changes in accessory dwelling unit (ADU) regulations to provide more employee housing.
- Concern about the impacts of short-term rentals (STR) on housing affordability and the ability for a resident to live in an ADU and rent the main home as an STR.

If people have further questions or comments, please reach out to Kat Oakley at koakley@washoecounty.gov.

Workshop

COMMUNITY
SERVICES DEPARTMENT

2025 Tahoe Area Plan Update

April 21 & 30, 2025

Workshop Agenda

- Presentation (35 minutes)
- Workshop (85 minutes)

Presentation Agenda

COMMUNITY SERVICES DEPARTMENT

- Background on Tahoe Area Plan & 2025 TAP update
- The 2025 TAP update so far
- What we've heard
- Key Topics
- Overview of draft amendments
- Workshop Format

Goals for Today

COMMUNITY SERVICES DEPARTMENT

- An understanding of what has taken place so far
- An understanding of the proposed amendments
- Opportunity to provide comments on all parts of the amendments
- Everyone has an opportunity to speak/share their thoughts

Background

- Tahoe Area Plan adopted in 2021 after extensive public outreach process
- Serves as the master plan for the Tahoe Area (Incline Village & Crystal Bay)
- Guides future of land use and development
  - Article 220 (Tahoe Development Code Standards) and Article 220.1 (Design Standards) adopted as appendices

WASHOE COUNTY

TAHOE
AREA PLAN

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

Focus of 2025 TAP update

- In 2023, TRPA adopted the "Phase 2 Housing Amendments," focused on supporting deed-restricted affordable, moderate, and achievable multi-family developments
  - Necessitates amendments to Washoe County Code to conform with updated TRPA rules and policies
- Lessons learned from plan implementation since 2021
  - Identified potential code improvements
- Focused update; vision established in 2021 update

2025 TAP Update—Public Events Held

COMMUNITY SERVICES DEPARTMENT

- Kick off at IV/CB CAB on December 16th, 2024
- "Pop-up" events at Incline Village Community Center
  - January 6th, 2025—approximately 16 attendees
  - January 14th, 2025—between 40 and 50 attendees

What we've heard

COMMUNITY SERVICES DEPARTMENT

- Concerns about Phase 2 Housing Amendments
  - Potential for 0 parking required in Town Centers
  - Negative community impacts of increased height
  - Coverage impacts on lake clarity
  - Increase in people and resulting impacts on infrastructure and evacuation
  - Definitions of achievable housing and TRPA deed restriction enforcement capacity
- General concerns about development and evacuation
- Concerns about providing too many incentives without sufficient benefit
- Support for workforce housing

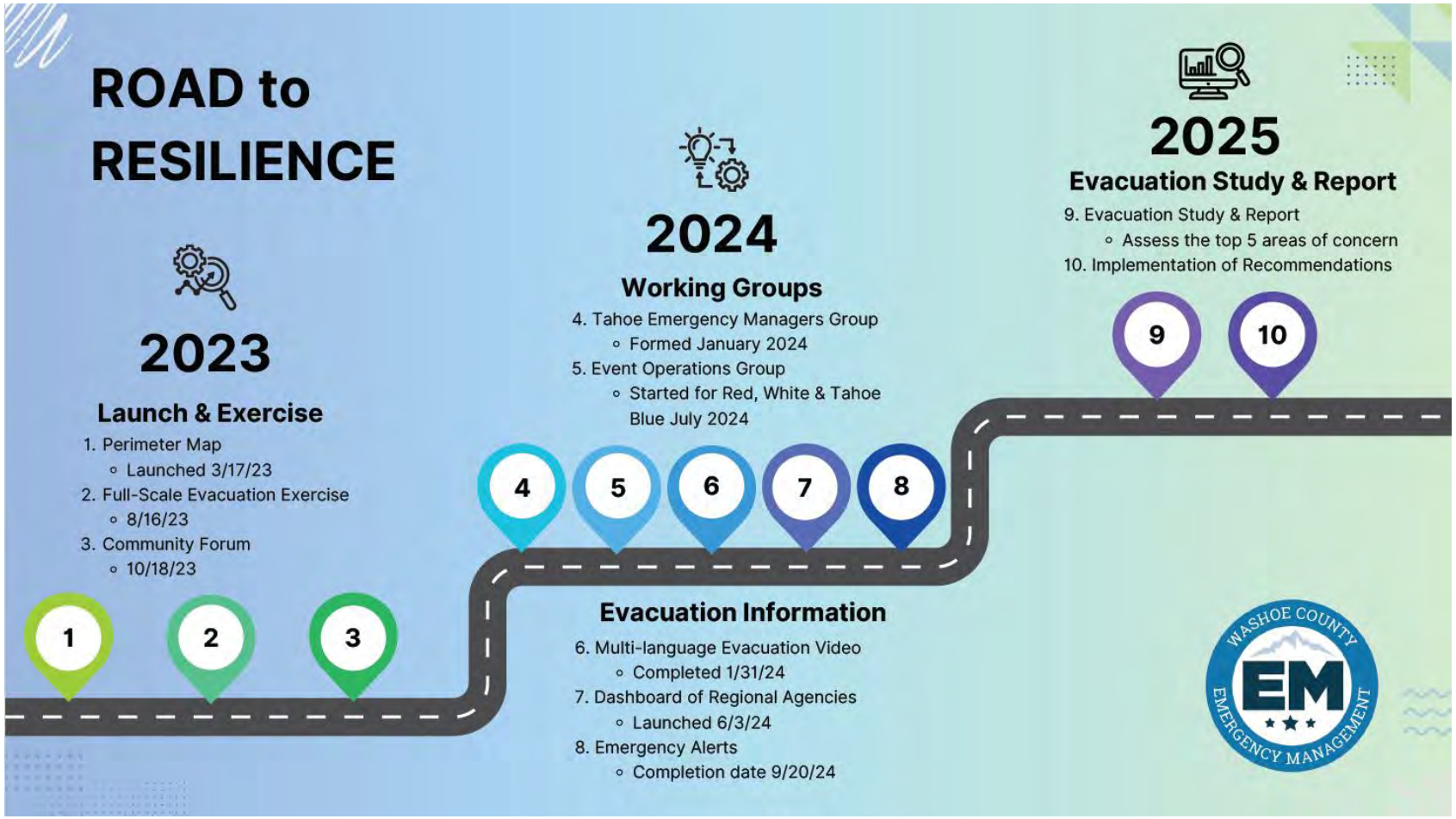
Growth Management

- TRPA caps the amount of residential, tourist, and commercial development
- Washoe County and TRPA have a combined **235** residential allocations remaining
- Washoe County has **116 bonus units**, and TRPA has **415 unreserved bonus units** remaining
- The Tahoe Basin is approaching caps on growth
- **None of the proposed changes would increase allowed growth**

Evacuation Planning

COMMUNITY SERVICES DEPARTMENT

- Washoe County Emergency Management responsible for evacuation planning and response support/coordination in a disaster



TRPA Phase 2 Housing Amendments

- Does not increase development potential in the Tahoe Basin
  - Only so many additional residential units can be developed in the Tahoe Basin; incentives so that more of those units will be achievable
- At existing densities, Town Centers in IV/CB have capacity for over 7,400 residential units
  - Washoe County has **116 bonus units**, and TRPA has **415 unreserved bonus units** remaining
- TRPA requirement: Washoe County can "opt in" and adopt all Phase 2 Amendments or propose an alternative that they can prove will have an equal or greater **financial impact** on **incentivizing achievable housing**
  - No available option to not adopt the amendments, or to adopt something that does not have a proven equal or greater financial impact on achievable housing

COMMUNITY
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Draft Changes

Scheduled Amendments

COMMUNITY SERVICES DEPARTMENT

- 2021 adoption of TAP identified needed amendments
  - Delete Tyrolian Village Special Area
  - Include the Tahoe Transportation District (TTD) in the parking management plan
  - Identify which regulatory zones can receive transferred development rights (TDRs)
  - Apply Code of Ordinance rules for Community Plans to Ponderosa Ranch

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

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

TRPA Phase 2 Housing Amendments

- Creates incentives for affordable, moderate, and achievable housing in Town Centers and multifamily areas.
  - Requires jurisdictions to "opt-in" or propose alternative and prove that it will be equally or more financially effective in encouraging achievable housing
  - Incentives relate to height, coverage, density, and parking
- Based on feedback during previous public outreach, staff exploring an alternative proposal which:
  - Does not allow additional 9' of height in Town Centers and only allows parking reductions in Town Centers down to an average of 0.5 space per dwelling unit
  - Allows affordable, moderate, and achievable housing only in Ponderosa Ranch
- Seeking feedback from TRPA to determine direction

TRPA Phase 2 Housing Amendments (2)

- Incentives for 100% achievable deed restricted housing in Town Centers.
  - Up to **100% coverage**, with an area wide stormwater treatment system.
  - Allow parking below residential parking minimums with a **parking analysis**.
  - No maximum residential density.
  - Additional 9' in height.
- Incentives for 100% achievable deed restricted housing outside of Town Centers.
  - Up to **70% coverage**, with an area wide stormwater treatment system.
  - Allow parking below residential parking minimums with a **parking analysis**, with no less than **0.75 spaces** provided per dwelling unit.
  - No maximum residential density.
  - Allow additional height for buildings with a shallower roof pitch.

TRPA Phase 2 Housing Amendments (3)

- Other changes to support achievable housing.
  - Allow 100% achievable deed restricted multifamily housing in the Ponderosa Ranch regulatory zone.
  - Allow multifamily housing through the administrative review (AR) process or by right in preferred affordable areas.
  - Align residential and commercial setbacks in mixed-use development and reduce minimum lot width to 25' in preferred affordable areas for residential and mixed-use development.
  - Addition of specific standards for review of parking analyses.

(b) Parking Analysis. ... The study must demonstrate that the parking reduction will not impact surrounding roadways. The criteria considered by the Director in determining whether to allow a reduction in parking minimums will include, but not be limited to:

(1) Whether the applicant has demonstrated that parking demand generated by the project, as determined by a parking analysis or information from similarly situated projects, will be accommodated.

(2) Whether the applicant has demonstrated sufficient parking supply through parking management strategies, including but not limited to executed shared parking agreements, unbundling parking and rent, or contributing to alternative transportation methods such as public transit.

(3) Whether the applicant has demonstrated that the parking analysis does not rely upon the utilization of parking spaces in adjacent or nearby roadways.

(4) Mixed-use projects shall meet parking requirements for the non-residential portion of the development.

(5) The parking analysis shall assume 100% year-round occupancy for all dwelling units.

(6) The parking analysis shall not use public street parking or the privatization of existing public street parking to justify a reduction in on-site parking.

(7) Any presumption of lower parking rates per dwelling unit than the minimum required by Washoe County Code shall be supported by availability of other transportation options, local data on parking demand for similar developments, or other appropriate means.

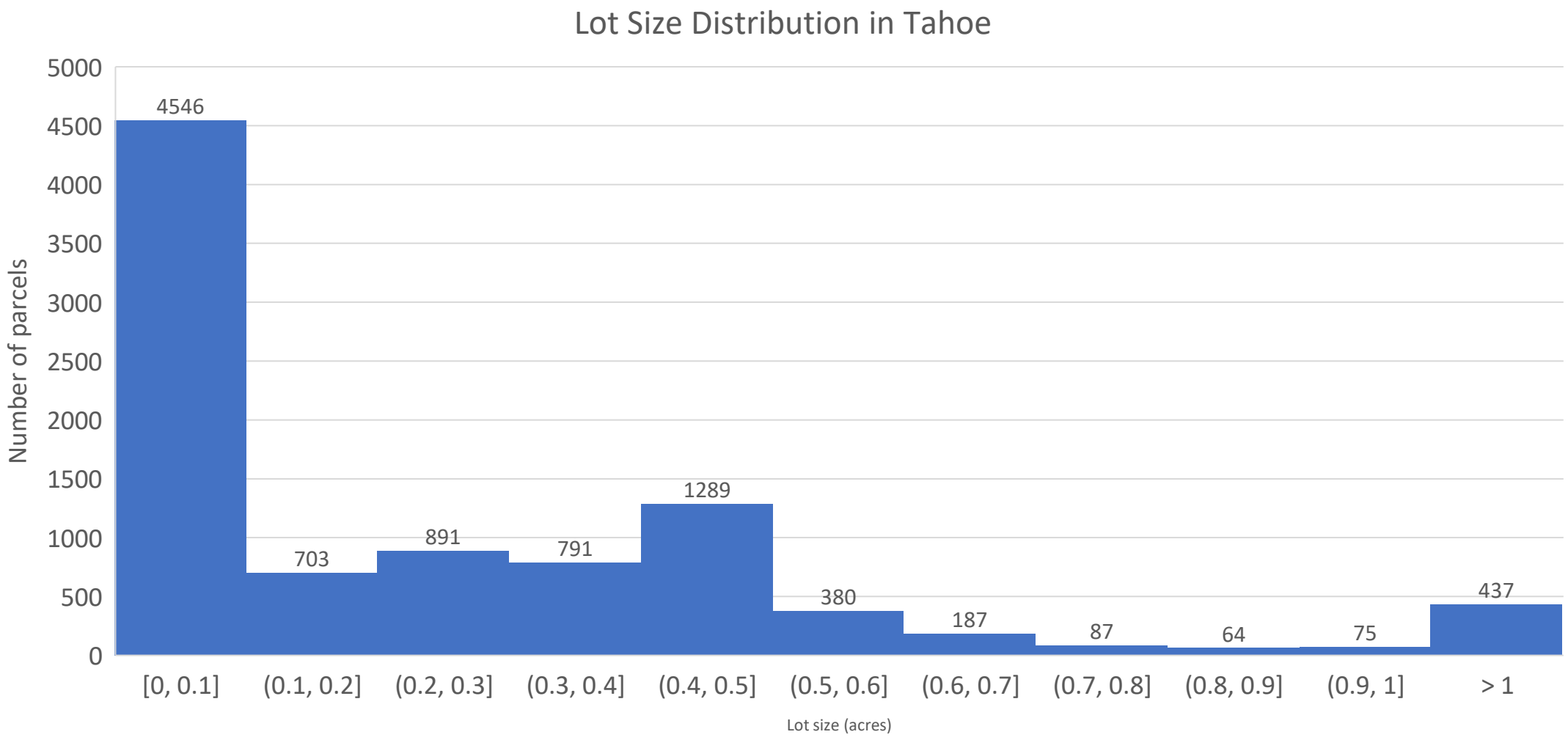
(8) For projects outside of Town Centers, the parking analysis can request no less than an average of .75 spaces per dwelling unit.

Accessory Dwelling Units

- In 2021, regional minimum lot size of 1 acre for an ADU was removed
- ADU's compatible with single-family development and provides flexibility for multigenerational living and opportunities for people to downsize without leaving their neighborhood (aging in place)
- Proposed changes:
  - Allow ADU's up to 1,200 square feet in size on parcels smaller than 1 acre
  - Remove minimum lot size of 1 acre
  - Allow detached ADU's under 500 square feet and 12' tall to be 5' from side and rear property lines

Accessory Dwelling Units

COMMUNITY SERVICES DEPARTMENT



Typographical Errors & Clarifications

- Development Code Amendments (DCA's) are also master plan amendments, requiring regional review and approval.
  - Fix an error in the section explaining use table abbreviations to **clarify that "A" means "allowed,"** rather than "allowed subject to an administrative permit."
  - Add clarification that **development code amendments (DCA's) are also master plan amendments**, and thus subject to both application requirements and fees.
  - Add clarification that the **special areas in use tables have an entirely separate list of allowed uses**, rather than being additional to uses allowed in the rest of the regulatory zone.
  - **Allow "Schools—Kindergarten through Secondary Schools" in Incline Village Tourist** by special use permit (inadvertently removed after a 2002 area plan amendment added the use)

Code Improvements

- **Remove the requirement for a special use permit for a single-family home or for all development**. Require hold harmless agreements as needed to address potential avalanche and other natural hazard risks. This includes changes to the Crystal Bay, Incline Village 5, and East Shore regulatory zones.
- **Decrease the minimum density in Town Centers from 15 to 10 and allow 100% deed restricted achievable housing developments to be below the minimum density**. This will lower an existing barrier to redevelopment and small additions of housing units in Town Centers.

Code Improvements (2)

COMMUNITY SERVICES DEPARTMENT

- **Align the processes for accessory structures and main structures to encroach into the front yard setback on sloped and corner lots**, and update requirements for encroachment related to roadways to encompass roadways managed by entities other than Washoe County (e.g. Nevada Department of Transportation) and other types of infrastructure.
  - Allow through building permit
  - Require consultation with any agencies with infrastructure adjacent to front yard
- Allow Washoe County to recognize TRPA approved **temporary uses**
- Add **requirements for long- and short-term bike parking** within and outside of Town Centers.

Code Improvements (3)

COMMUNITY SERVICES DEPARTMENT

- Short-Term Bicycle Parking: for visitors, customers, and others expected to depart within two hours.
- Long-Term Bicycle Parking: for users who park their bicycles for a period longer than two hours. Provides a higher level of security.

Land Use/Location	Bicycle Parking Location	Short-Term Bicycle Parking	Long-Term Bicycle Parking
Multi-family Residential (with private garage for each unit)	Near building entrance with good visibility	0.05 spaces for each bedroom (2 spaces minimum for complex)	0
Multi-Family Residential (without private garage for each unit)	Near building entrance with good visibility	.05 spaces for each bedroom (2 spaces minimum for complex)	.15 spaces for each bedroom (2 spaces minimum)
Park	Adjacent to restrooms, picnic areas, fields, and other attractions	8 spaces	0
Schools	Near office entrance with good visibility	8 spaces	4 spaces per Classroom
Public Facilities (libraries, community centers, etc.)	Near main entrance with good visibility	8 spaces	1 space per 20 employees
Commercial, retail, and industrial developments over 10,000 gross square feet	Near main entrance with good visibility	8 spaces per 10,000 square feet	2 locker spaces per 10,000 square feet
Transit stations and/or mobility hubs	Near boarding area or security guard	8 spaces	21 locker spaces for every 30 parking spaces

Clean-up Changes

- Changes since 2021 that should be updated in the Tahoe Area Plan
  - Updates in organization names (e.g. Sierra Nevada College => University of Nevada, Reno at Tahoe)
  - Incorporating references to the Active Transportation Plan (ATP)
  - Updating references to the Washoe County Master Plan
  - Adding dates to tables containing point-in-time data
  - Other fixes to typographical errors and clarifications.

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Workshop Format

Today's Workshop

COMMUNITY SERVICES DEPARTMENT

- Posters throughout room on different topics
- Drafts of amendments and comment cards on tables
- Comment boards at each station
  - Write comments
  - Read other people's comments and use sticky dots to agree/disagree
- Staff available for questions

Workshop Guidelines

COMMUNITY SERVICES DEPARTMENT

- **Try to go to all stations—**We want to hear people's feedback on all parts of the proposed amendments. Make sure you walk around to the different stations to ask questions and provide comments.
- **Write things down—**Comment cards and boards are provided. Feel free to comment on either/both, but make sure to write your thoughts down for consideration.
- **Look at other people's comments—**Get a sense of what your fellow citizens have to say and let us know whether you agree or not. We will give a fifteen-minute warning so that you have time to look at others' comments.
- **Remember, this is not your only opportunity to engage with us—**If there are questions or comments you don't get to, fill out the survey or reach out to Kat Oakley at koakley@washoecounty.gov.

Thank you

Kat Oakley, Senior Planner
Washoe County CSD – Planning Division
koakley@washoecounty.gov
775-328-3628

COMMUNITY
SERVICES DEPARTMENT

2025 Tahoe Area Plan (TAP) Update

Come in for a workshop on a draft of the TAP update!

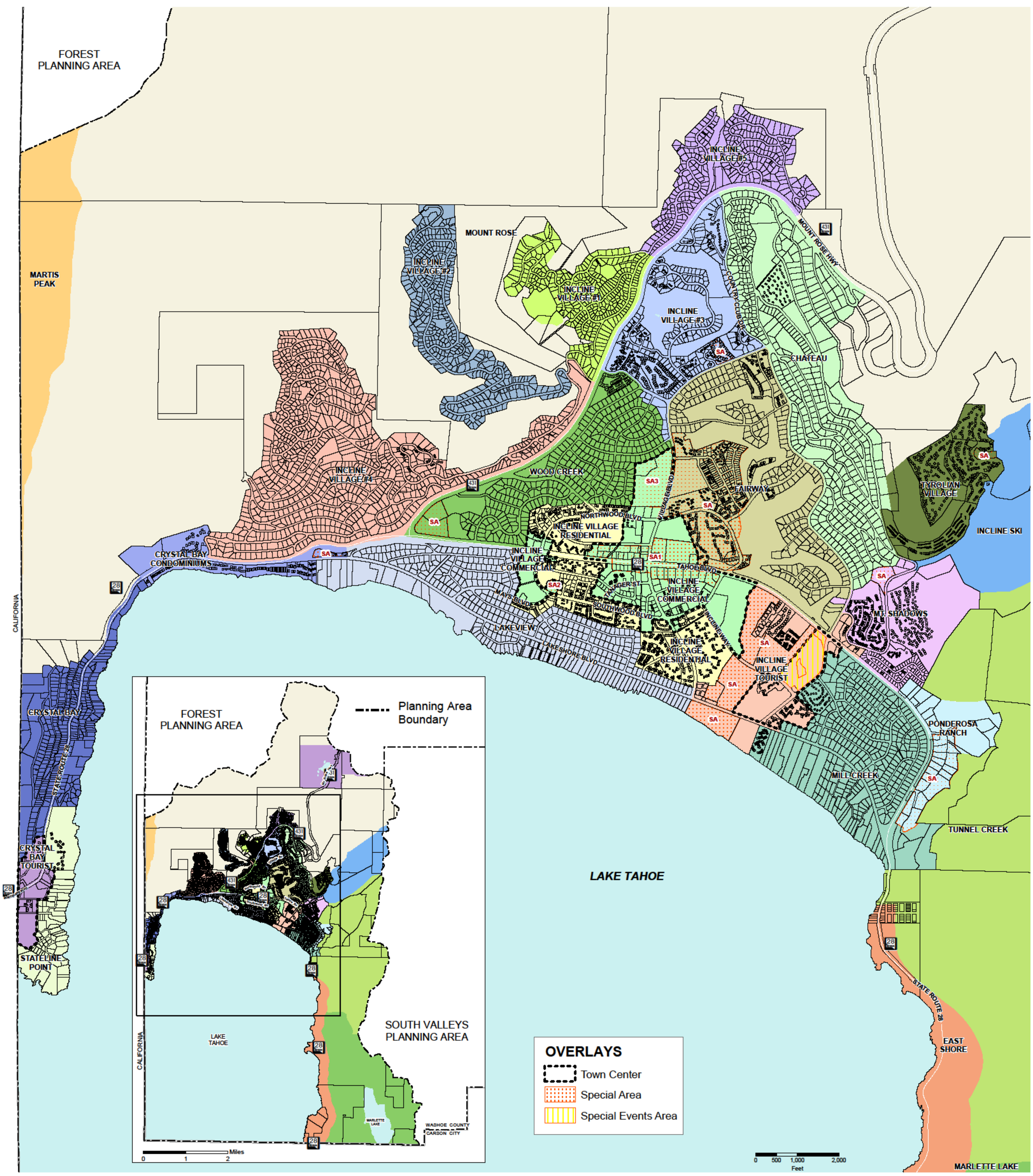
WASHOE COUNTY

TAHOE AREA PLAN

WASHOE COUNTY ADOPTED – JANUARY 26, 2021
TRPA ADOPTED – MAY 26, 2021
AMENDED – JUNE 28, 2023

For information and to keep informed about the TAP update, visit our website here!

TAHOE REGIONAL PLANNING AGENCY



TAHOE

REGULATORY ZONE MAP

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

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

PC Date: February 4, 2020
BCC Adoption Date: January 26. 2021
TRPA Adoption Date: May 26, 2021

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

PATH: G:\arcdata\planarea\tta\taRegzone_final\WRZA19-0007.mxd

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

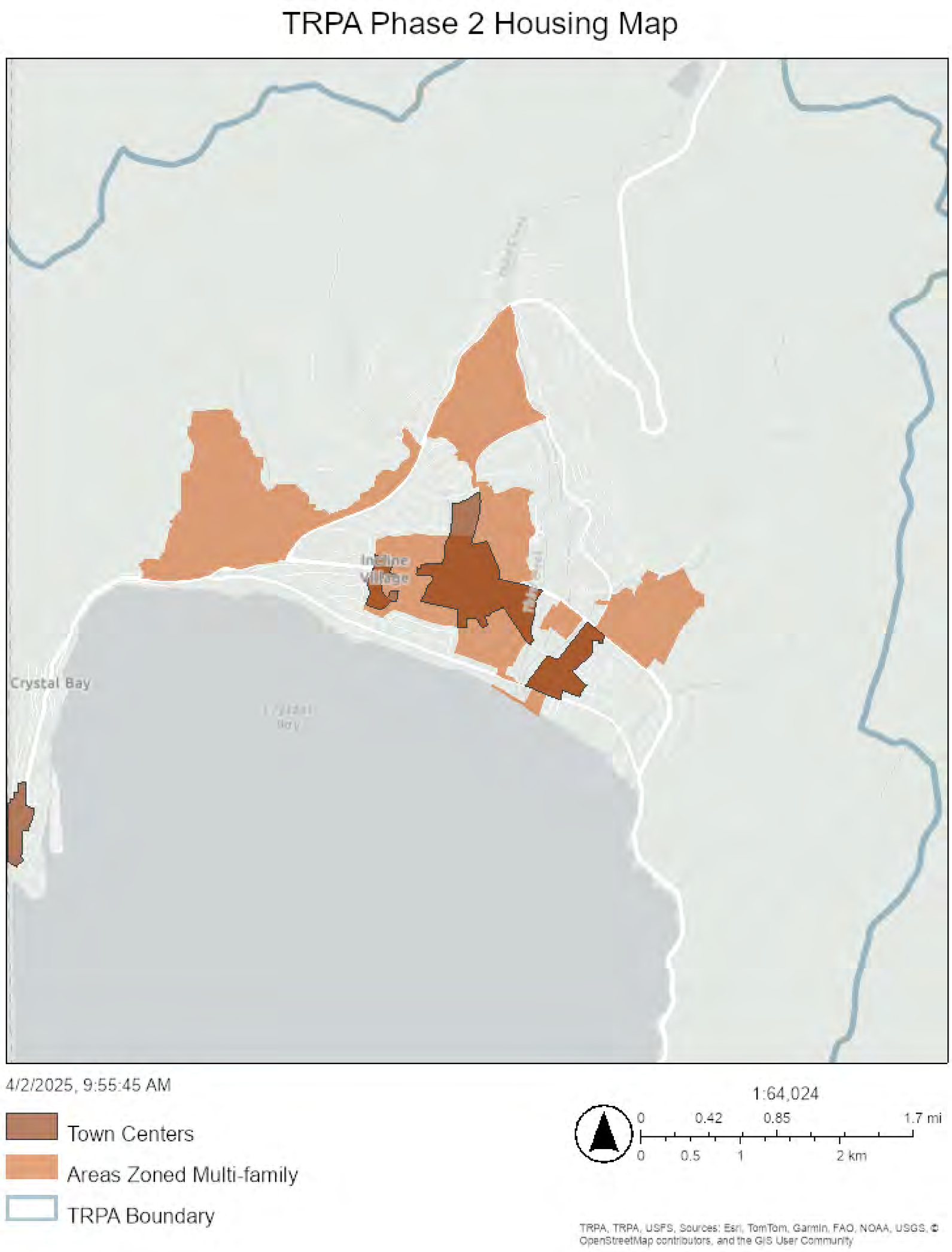
DATE 5/26/21 DIRECTOR

Community Services Department

WASHOE COUNTY
NEVADA

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

Comment	Agree	Disagree



Phase 2 Housing Map

Incline Village/Crystal Bay Town Centers and Areas Zoned for Multifamily

TRPA Required Phase 2 Housing Amendments

Town Centers

Parking

Existing requirement: Approximately 1-2 spaces per dwelling unit

New Requirement: Allow alternative parking standard with parking analysis

Coverage

Existing requirement: 70% maximum

New Requirement: No maximum with stormwater treatment system (none exist in Washoe Tahoe)

Height

Existing requirement: 56 feet

New Requirement: 65 feet

Density

Existing requirement: 25 units per acre

New Requirement: No maximum (development rights still required)

Areas Zoned Multifamily

Parking

Existing requirement: Approximately 1-2 spaces per dwelling unit

New Requirement: Allow alternative parking standard with parking analysis, down to 0.75 spaces per unit

Coverage

Existing Requirement: 30% maximum

New Requirement: 70% maximum with stormwater treatment system (none exist in Washoe Tahoe)

Height

Existing Requirement: 3 stories

New Requirement: Additional height for shallower roof pitch

Density

Existing Requirement: 25 units per acre

New Requirement: No maximum (development rights still required)

Washoe County Alternative Proposal

Process

Propose alternative to some Phase 2 Housing Amendments → Get feedback from Tahoe Regional Planning Agency (TRPA) (current step) → Finalize proposed amendments based on TRPA and public feedback

Additional Standards for Parking Analyses

- Parking analysis cannot utilize parking spaces in roadways
- Parking analysis shall assume 100% year-round occupancy of dwelling units
- Parking analysis cannot utilize the privatization of currently public parking spaces in roadways
- Presumption of lower parking rates per unit than those in code shall be supported by other transportation options, local data, or other appropriate means

Allow 100% affordable, moderate, and achievable deed-restricted housing in the Ponderosa Ranch regulatory zone (adds development potential for achievable housing in exchange for modifications to parking and height incentives)

Parking

TRPA Proposal

- Parking reduction with parking analysis in Town Centers

County Modification

- Parking reduction with parking analysis, down to 0.5 spaces per unit in Town Centers

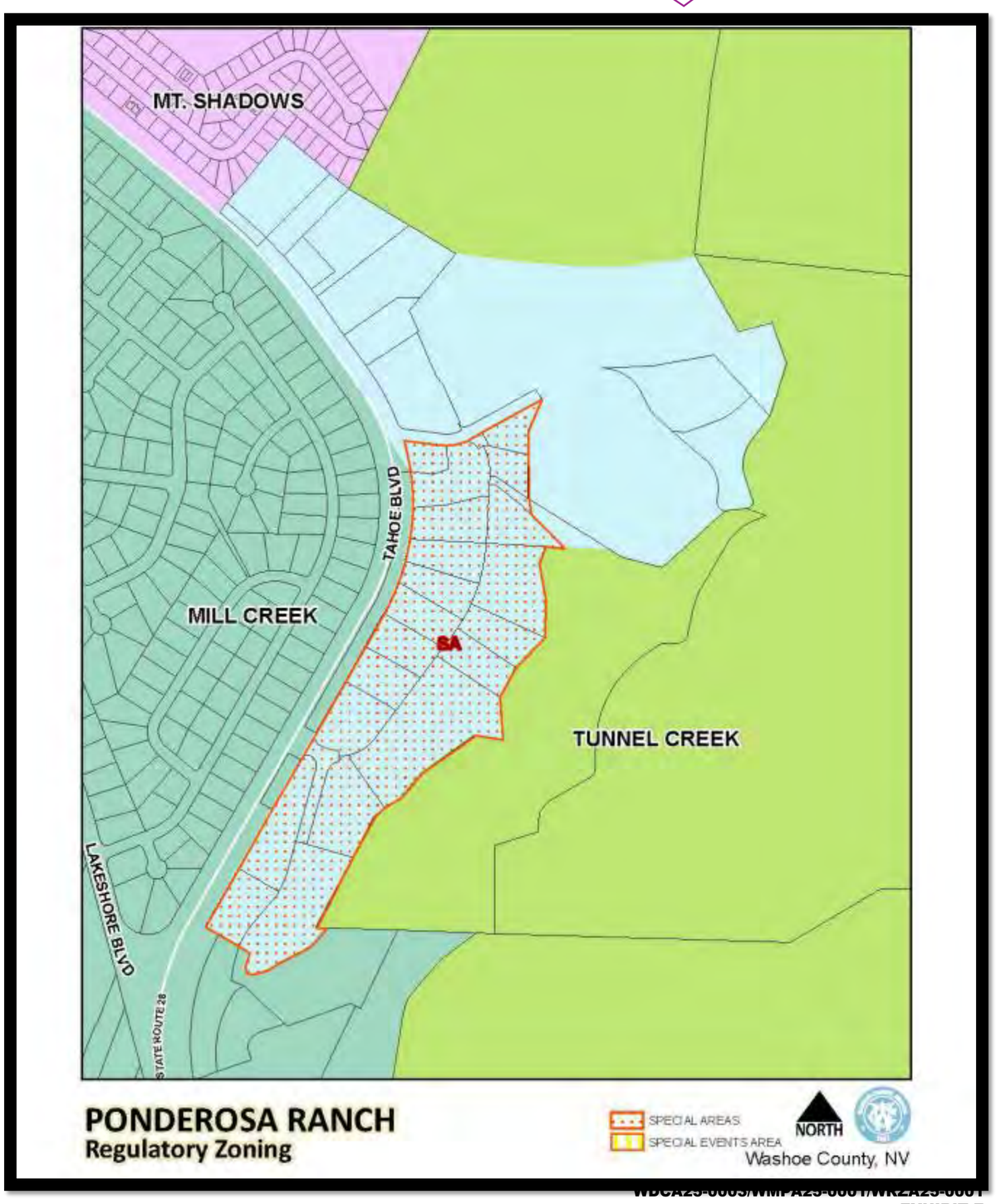
Height

TRPA Proposal

- Additional 9' of height in Town Centers

County Modification

- No height incentive in Town Centers



Accessory Dwelling Units

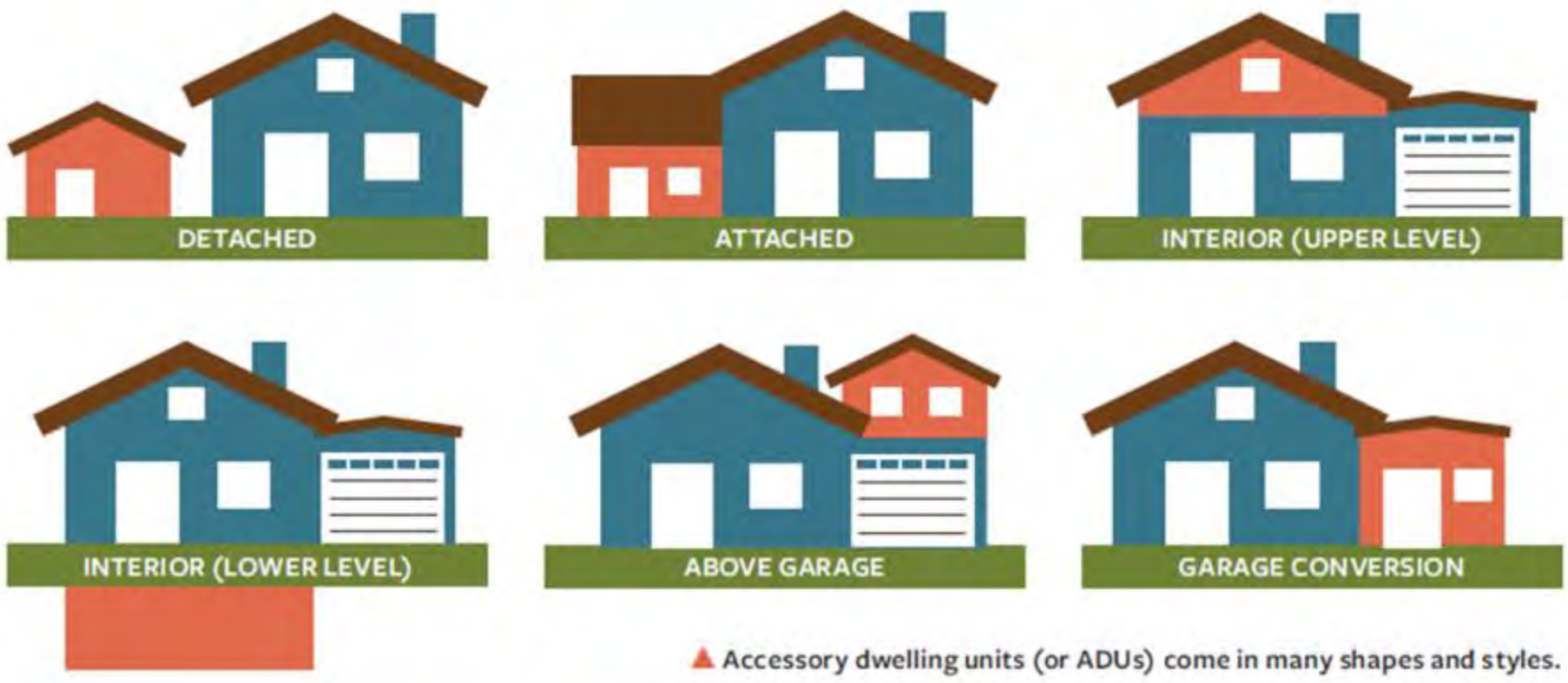


Image Source: AARP

Parcels 1 acre or larger (existing)	Parcels smaller than 1 acre (proposed)
•Attached and detached ADUs allowed by administrative review •Maximum ADU size: 1,500 sf or 50% the size of the main dwelling •Off-street parking space required	•Attached and detached ADUs allowed by administrative review •Maximum ADU size: 1,200 sf •Off-street parking required

Image Source: AARP

Proposed: Accessory structure setbacks for **small detached ADUs** under 500 sf and under 12' tall (5' from side and rear property lines)

Remove ADU Minimum Lot Size

Code Improvements

Single-family permitting requirements in single-family oriented zones

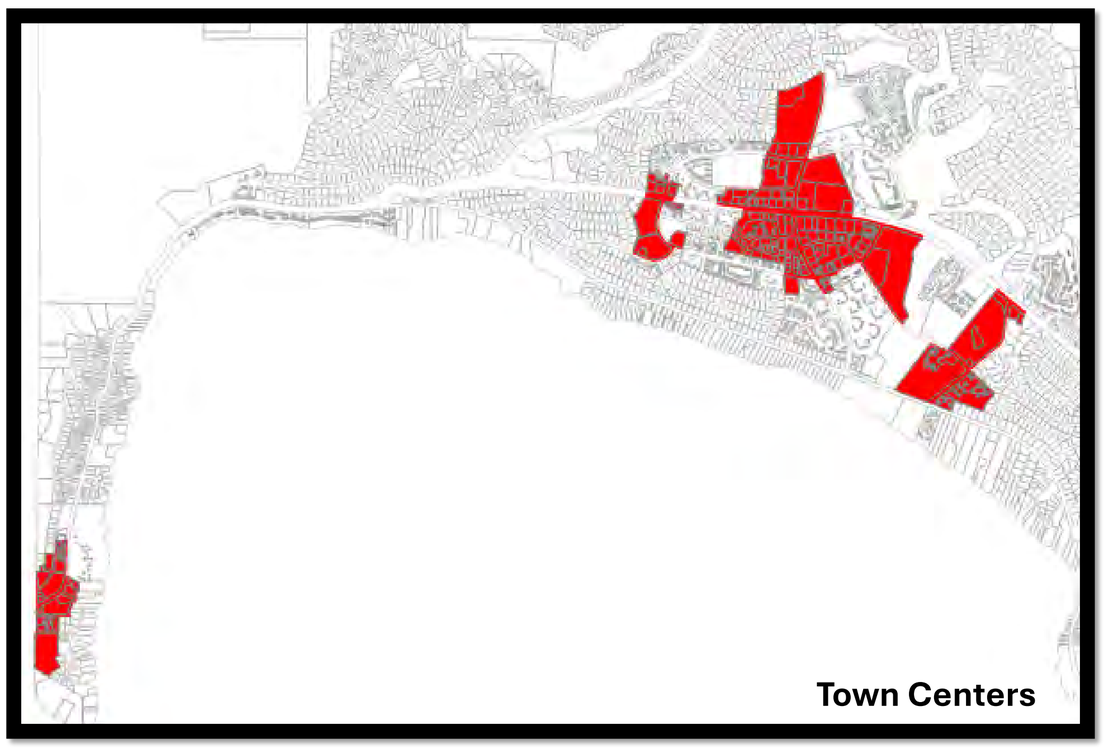
Allowable Land Uses by Land Use Classification	Land Use Permit	Density
Residential		
Single Family Dwelling	~~S~~A	1 unit per parcel + 1 accessory dwelling where allowed by Section 110.220.85

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

Remove SUP requirement for single-family dwellings in zones where that is the predominant use; address potential natural hazard risk through hold-harmless requirement instead (changes to Incline Village #5, Crystal Bay, and East Shore regulatory zones)

Density and Lot Standards

- Reduce minimum density in Town Centers from 15 to 10 units per acre
- Allow affordable, moderate, and achievable housing to develop under the minimum density in Town Centers
- Allow lot width flexibility for residential and mixed-use developments in preferred affordable areas
- Allow multifamily with administrative review (AR) or by right (4 units or less) within Town Centers



Temporary Use

- Allow Washoe County to approve TRPA-approved temporary uses
  - Resolves existing conflict between TRPA and Washoe County Code

Sloped Lots

- Allow primary and accessory structures to encroach into the front yard setback on sloped and corner lots through the same building permit process (currently primary structures require administrative review permit)
- Expand consultation regarding infrastructure impacts to all agencies with adjoining infrastructure

Use Table

- Remove erroneous reference to administrative permits in use table to clarify that “A” means “allowed by right”
- Clarify that special area use tables are separate from those for the rest of the regulatory zone

New Bicycle Parking Standards

Land Use/Location	Bicycle Parking Location	Short-Term Bicycle Parking	Long-Term Bicycle Parking
Multi-family Residential (with private garage for each unit)	Near building entrance with good visibility	0.05 spaces for each bedroom (2 spaces minimum)	0
Multi-Family Residential (without private garage for each unit)	Near building entrance with good visibility	.05 spaces for each bedroom (2 spaces minimum)	.15 spaces for each bedroom (2 spaces minimum)
Park	Adjacent to restrooms, picnic areas, fields, and other attractions	8 spaces	0
Schools	Near office entrance with good visibility	8 spaces	4 spaces per Classroom
Public Facilities (libraries, community centers, etc.)	Near main entrance with good visibility	8 spaces	1 space per 20 employees
Commercial, retail, and industrial developments over 10,000 gross square feet	Near main entrance with good visibility	8 spaces per 10,000 square feet	2 locker spaces per 10,000 square feet
Transit stations and/or mobility hubs	Near boarding area or security guard	8 spaces	21 locker spaces for every 30 parking spaces

Short Term Bike Parking Requirements:

-Support the bike in two places

-Placement requirements for bike rack

-Allow frame and one wheel to be locked with u-lock

Long Term Bike Parking Requirements:

-Minimum dimensions for bike lockers

-Standards for restricted access bike parking areas

-Placement standards for bike lockers

Other Changes

Change Sierra Nevada College to University of Nevada, Reno at Tahoe (and other updates to organization names)

Incorporate references to the Active Transportation Plan details in the Tahoe Area Plan transportation section

Update references to the Washoe County Master Plan (Envision Washoe 2040)

Fixes to typographical and formatting errors

Identify which areas receive transferred development rights (TDR's) (TRPA directed)

Delete the Tyrolian Village special area (TRPA directed)

Apply community plan regulations to Ponderosa Ranch (TRPA directed)

Add Tahoe Transportation District to creation of any parking management plan (TRPA directed)

Specify that development code amendments to the Tahoe Modifiers are also master plan amendments

Add back Schools as special use in Incline Village Tourist. This was added in 2002 but inadvertently removed with a later update.

Comment	Agree (# of people)	Disagree (# of people)
Ponderosa Ranch--concern about traffic impacts and intersections. Intersection safety existing challenge with hill. Concern about who will pay for an area wide stormater management system	N/A	N/A
Concern about workforce housing--these amendments seem to be geared to achievable. How will we even get it? Very concerned about enforcing the deed restrictions. TRPA is not transparent about sharing info on what parcels are deed restricted and whether it is being enforced (due to privacy concerns).	N/A	N/A
Concern about ADU's--primary home becoming an STR. Concern about parking analysis--who approves? Is there avenue for public comment?	N/A	N/A
Require an evacution impact statement for all new development housing (source reasonable number) people.	2	0
Concern that TRPA will change growth management system (e.g. increase allocations and coverage)	1	0
STR negative impact on affordable housing	2	0
TRPA enforcement	2	0
Incentivize subterranean parking with extra story of height	2	0
(concern about) achievable housing definition	1	0

Washoe311@WashoeCounty.gov

Subject: Public Comment – Proposed Washoe County Tahoe Area Plan Amendments, Workshop/Neighborhood Meeting #2: Wednesday April 30, 2025; The Chateau at Incline Village, 955 Fairway Blvd, Incline Village, NV 89451; 5:30-7:30 p.m. of which public comment is due May 2, 2025.

Dear Washoe County Planning Staff and Commission Members,

TahoeCleanAir.org submits this email **and its attachment comment letter** for the record in connection with the Incline Village, NV, Washoe Tahoe Area Plan Workshop/Neighborhood Meeting #2, scheduled for today April 30, 2025.

Sincerely,
Doug Flaherty, President
Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.org)
A Nevada 501(c)(3) Non-Profit Corporation
Registered to do Business in California
Incline Village, NV

TahoeCleanAir.org Organizational Purpose
Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.Org) is a Nevada 501 (c) (3) non-profit corporation registered to do business in the State of California. Our organizational purpose extends beyond protecting clean air, and includes, among other purposes, protecting and preserving natural resources, including but not limited to clean air, clean water, including lake and stream clarity, soils, plants and vegetation, wildlife and wildlife habitat including wildlife corridors, fish and fish habitat, birds and bird migration, insects, forest and wilderness from adverse environmental impacts and the threat and potential of adverse environmental impacts, including cumulative adverse impacts, within the Nevada and California Sierra Range, and its foothill communities, with corporation/organization geographical purpose priority being that of the Lake Tahoe Basin. Our purpose further extends to all things incidental to supporting environmental impact assessments and studies, including the gathering of data necessary to analyze the cumulative adverse environmental, health and safety impacts from public and private projects inside and outside the Lake Tahoe Basin, and addressing and supporting safe and effective evacuation during wildfire. Our purpose further extends to supporting transparency in government to ensure that our purpose and all things incidental to our specific and primary purposes are achieved.

TAHOECLEANAIR.ORG

April 30, 2025

To: Washoe County Planning Staff and Washoe County Commissioners

planning@washoecounty.gov

Washoe311@WashoeCounty.gov

Subject: Public Comment – Proposed Washoe County Tahoe Area Plan Amendments,
Workshop/Neighborhood Meeting #2: Wednesday April 30, 2025; The Chateau at Incline Village, 955 Fairway Blvd, Incline Village, NV 89451; 5:30-7:30 p.m. of which public comment is due May 2, 2025.

Dear Washoe County Planning Staff and Commission Members,

TahoeCleanAir.org submits this comment for the record in connection with the Washoe Tahoe Area Plan Workshop/Neighborhood Meeting #2, scheduled for April 30, 2025.

I respectfully urge the WC Planning Staff and County Commissioners to consider the significant wildfire evacuation public safety risks and substantial adverse impacts associated with adopting the proposed amendments. A TRPA mandate to increase height, density, coverage, reduce parking and add Accessory Dwelling Units (ADU's) to parcels under an acre, is no excuse to jeopardize public safety by making it harder to escape deadly wildfires. To support this concern, I reference two documents that constitute new and **substantial evidence**, as defined by Nevada State Supreme Court Case 25727 [Link here]:

1. **Independent Lake Tahoe Basin Wildfire Evacuation Analysis** (October 23, 2024) [link here]
2. **Letter from Retired Fire Department Professionals to Placer County Board of Supervisors** (October 2023) [link here]

The second document, though part of the Placer County record, is highly relevant to Washoe Tahoe, as it underscores the critical wildfire evacuation risks posed by traffic evacuation "**choke points**[1] [2]" particularly in **town centers**. These dangerous traffic choke point conditions have been known to cause panic among evacuees causing them to flee their vehicles, as they fear being trapped by a fast moving no-notice[3] [4]

[1] Choke Point letter from Retired Fire Department Professionals
[2] Choke Points – Page 6, October 2024 Independent Lake Tahoe Basin Wildfire Evacuation Analysis
[3] Page 3, October 2024 Independent Lake Tahoe Basin Wildfire Evacuation Analysis
[4] US Department of Transportation, Federal Highway Administration - A **no-notice** wildfire evacuation refers to an evacuation that occurs with little or no warning due to an unexpected or rapidly developing fire incident. These situations require quick action and immediate response because there is not enough time for emergency responders to prepare or for residents to receive advance notice. **No-notice** evacuations can be

wildfire, often a result of red flag weather conditions[5]. As we all know, Washoe Tahoe wind and slope conditions are commonplace.

Both documents highlight Lake Tahoe Basin's evacuation challenges within its unique and capacity constrained public peril limited roadway system, and as discussed more specifically, here in Washoe Tahoe.

TRPA's own leadership acknowledges the urgency the previously released Independent Evacuation Analysis highlights. On September 26, 2024, the TRPA Executive Director Julie Regan emailed me, stating, "**Your study is raising more awareness of the urgent need for regional evacuation planning.**"

NO GOVERNMENT AGENCY, INCLUDING WASHOE COUNTY AND THE TRPA, OR ANY DEVELOPER SHOULD MAKE IT HARDER FOR ME, OTHER NEVADANS OR ANYONE ELSE TO SAFELY ESCAPE DEADLY WILDFIRES."

Washoe County approval of future Washoe Tahoe Area Plan amendments, including approval of increases in height, density, coverage and reduced parking within Incline Village / Crytal Bay, **Town Center and intersection evacuation "Choke Points"**, will have substantial adverse effects on the Washoe Tahoe population including making it harder for Washoe Tahoe Nevadan's as well as visitors to escape deadly fires, thereby jeopardizing their lives and violating Nevadans right to pursue and obtain their safety under Article 1, Section 1 of the Nevada State Constitution.

This includes any future approvals of Area Plan Amendments, including population increases from Accessory Dwelling Units (ADU's), international destination recreation projects, and public and private projects, that individually or cumulatively make it harder to safely escape deadly wildfires.

NV State Constitution *Art 1. Sec 1.* ***Inalienable rights*** **states.** *All men are by Nature free and equal and have certain inalienable rights among which are those of enjoying and defending life and liberty; Acquiring, Possessing and Protecting property* ***and pursuing and obtaining safety*** *and happiness[.]*

Additionally, as applied Tahoe Basin wide, adoption of which will run counter to *TRPA Regional Plan Goal "LU-3.2 Which States: "NO PERSON OR PERSONS SHALL DEVELOP PROPERTY SO AS TO ENDANGER THE PUBLIC HEALTH, SAFETY, AND WELFARE".*

Washoe Tahoe residents and visitors are well aware of common daily and seasonal traffic bottlenecks within Washoe Tahoe, including along Hwy 28, Sand Harbor intersections, and other key routes, resulting in significantly extended traffic jam travel times from Washoe Tahoe.

Proposed amendments—allowing increased height, density coverage within Incline's "**town center**" as well as population increases from ADU's on parcels under one acre—will significantly exacerbate current

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particularly challenging because they demand rapid assessment, quick decision-making, and efficient coordination to ensure the safety of affected populations. Examples of such incidents include wildfires that suddenly change direction and or move toward populated areas.

[5] National Weather Service definition of Fire Weather Watch and Red Flag Warning.

evacuation timing. Existing **choke points**, such as the SR 28/Southwood Blvd and Northwood Blvd intersections (rated Level of Service "F") and roundabouts, which are already critically public peril strained. Adoption of the proposed amendments will intensify public safety risks in connection with these already constrained but vital evacuation routes.

County Acknowledged Current Evacuation Times

According to Washoe County's own calculation, [Link Here]**,** the wildfire evacuation time for Incline Village/Crystal Bay is currently six + hours, but is currently outdated.

This according to Washoe County Spokesperson Bethany Drysdale in an August 28, 2024 Nevada Current News article, "The six-hour estimate was for the resident base, but it is now outdated, and we don't have an updated estimate because we do not have the funding for a study," "Washoe County spokeswoman Bethany Drysdale said via email", adding "the county is seeking funds for the study, which she says is expensive". "Make no mistake that the minute the funding comes through we will engage in a study to improve our data, planning, and response actions as appropriate." **Source Nevada Current News Article Dana Gentry Reporter, August 28, 2024 [Link Here]**

The article goes on to state: "A community member with knowledge of the county's process who asked not to be identified in order to provide information, says a presentation on the necessity for an evacuation plan never went anywhere. We were told it was not going to get into the budget. The priorities had already been set."

Based on the County's own, admittedly outdated six-hour estimation, County approval of the proposed Area Plan Amendments, will have a significant and substantial impact on public safety during a fast moving no-notice slope and wind driven wildfire, including potential loss of life.

Therefore, before the proposed amendments are adopted, a joint TRPA/Washoe County cumulatively comprehensive EIS must be developed, which includes but is not limited to a Washoe Tahoe roadway wildfire evacuation capacity timing analyses under a variety of directional wind and slope events, as well as impact considerations during a variety of evacuation route road closures, of which road closures commonly occur daily during summer months in the normal course of public projects.

The evacuation analysis must also include the potential adverse evacuation impact and evacuation timing in connection with thousands of daily Washoe Tahoe trail users both on foot and wheels as well Sand Harbor users.

New significant information concerning wildfire risks and evacuation challenges[6], as well as significant

[6] Independent Lake Tahoe Basin Wildfire Evacuation Analysis

degradation[7] to the environment[8] [9] , and substantial adverse plastic pollution as discussed here, was not available in connection with the adoption of the 2012 TRPA Regional Plan EIS. Nor was this new significant information available in connection with the January 26, 2021 Washoe Tahoe Area Plan adoption, or the Hwy 28 Corridor Management Plan. New recent significant information extends to East Shore trail and Sand Harbor Trail user data as well as the shutdown of Hwy 431 during the Davis Creek fire.

This then demands that a new, cumulatively comprehensive joint Washoe Tahoe / TRPA EIS, in connection with not only the proposed Washoe Tahoe Area Plan amendments, but also in connection with the proposed extension of the East Shore trail, the newly proposed Sand Harbor State Pak Plan and all other Washoe Tahoe related private as well as public transportation projects.

Cumulative impacts refer to the tyranny of combined effects of multiple incremental, potentially minor actions or stressors, which taken together over time, lead to significant environmental, health and safety consequences.

Wildfire evacuation does not stop at Tahoe Basin political subdivision State, County or Area Plan lines.
Yet Washoe County and TRPA fail to cumulatively analyze, consider, document, recognize or discuss possible adverse evacuation delays from wildfires on cross-county and cross-state evacuating populations. This, both individually and regionally cumulatively within and outside of Washoe Tahoe, Placer Tahoe and Douglas Tahoe Area Plans geographic boundaries. This includes impacts from the effects of wildfire on those who may need to evacuate during a fast moving no-notice wildfire evacuation across county, state, and Area Plan boundaries.

Mitigation Measures
While forest thinning, unified command exercises, home hardening, shelter-in-place strategies, contra-flow, and implementation of agency operational response plans can be helpful, **no substantial evidence** confirms these measures can substantially prevent (mitigate) the occurrence of a Washoe Tahoe **no-notice** evacuation from an unplanned rapidly advancing wildfire wind- and slope-driven event that typically involves firebrand storms, of which historically result in widespread loss of life, catastrophic property, public infrastructure and economic loss. [Link Here – Recent LA Fires]

As a retired fire professional, I find it unconscionable that Washoe Tahoe government officials would otherwise make such mitigation assumptions without substantial evidence as part of a cumulatively comprehensive EIS. Anything less would be dangerously misleading to the Washoe Tahoe community *(Link*

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[7] What's Changed in Tahoe Since 2012? By Pamela Mahoney Tsigdinos December 11, 2023, the Nevada Current

[8] Lake Tahoe: A Tarnished Jewel – March 2025 By Renowned Environmental Reporter Julie Cart – and Natasha Uzcategui-Liggett Cal Matters.

[9] Los Angeles Times Cari Spencer July 14, 2023, Article - Lake Tahoe has higher concentration of microplastics than ocean trash heap.

to three back to back short but intense videos of families escaping the Paradise, CA fire – Guardian News).

Historically, firebrand storms play a critical role in complicating and necessitating wildfire evacuations, particularly in **no-notice** scenarios. They occur when strong winds and intense wildfire conditions loft burning embers (firebrands) into the air, carrying them miles ahead of the main fire front. Historically firebrands ignite numerous spot fires in areas, including residential, commercial, and outbuildings far from the primary fire, creating new fire fronts that spread rapidly and unpredictably. *[Link to Firebrand storm Photo 2 – Recent LA Fires].*
This phenomenon significantly impacts evacuations in several ways:

1. **Rapid Fire Spread**: Spot fires can ignite in residential areas, forests, or grasslands, blocking evacuation routes and creating sudden, widespread threats that reduce the time available for safe evacuation.
2. **Overwhelmed Resources**: The multiplicity of new fire fronts stretches firefighting and emergency response resources thin, delaying or hindering evacuation support.
3. **Unpredictable Fire Behavior**: Firebrand-driven spot fires can bypass natural or man-made barriers (e.g., thinned forests or firebreaks), making it difficult to predict safe evacuation paths or defend communities.
4. **Increased Urgency**: The speed and scale of firebrand storms often necessitate immediate, no-notice evacuations, leaving residents and responders with little time to prepare or coordinate.

In regions like Washoe Tahoe, where fast moving wildfires have encroached close to and within the Tahoe Basin, and where local fire authorities commonly state that "fire knows no season" fast-moving, wind- and slope-driven wildfires have been an unfortunate reality[10]. Firebrand storms heighten the risk of chaotic evacuations by creating hazardous conditions that outpace mitigation efforts and overwhelm preparedness plans.

In fact, germane to Washoe Tahoe, although and as stated in neighboring Placer County's Tahoe Basin Area Plan:

"Emergency evacuation conditions **would likely** result in traffic demand that exceeds roadway capacities under any scenario and at any hour, not just at normal peak traffic periods."

"Such policies **do not directly affect the issue of emergency evacuation**, they serve to reduce the severity and extent of wildfires, improve the ability to control and fight wildfires, improve the ability to shelter in place in appropriate structures, and ultimately reduce the potential for loss of life and property."

[10] Pages 10 through 15 – Tahoe Basin Area Fire History - Independent Lake Tahoe Basin Wildfire Evacuation Analysis.

Increase in Vehicle Miles Traveled in Violation of the TRPA Regional Plan

Additionally, permitting ADU's on parcels of less than an acre will result in a significant increase in population resulting in significantly substantial Vehicle Miles Traveled (**VMT's**). This would be in violation of the TRPA Regional Plan.

Additional Supporting Evidence

The contents of the following supportive evidence in favor of a cumulatively comprehensive EIS before the proposed amendments are approved:

1. KCRA News 3 – Where the Camp Fire Victims Died https://www.kcra.com/article/these-are-the-victims-of-camp-fire/32885128

2. You Tube – Paradise Lost CHP Officers recall the tragedy. https://www.youtube.com/watch?v=JSAHEhtlA-0

3. Numerous Tahoe Basin News Articles by Nevada Tahoe resident Pamela Mahoney Tsigdinos

Sincerely,

Doug Flaherty, President (BIO NARRATIVE)

Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.org)

A Nevada 501(c)(3) Non-Profit Corporation

Exhibit E: Attachment C

Tahoe Area Plan Update Quick Survey

Washoe County is updating the Tahoe Area Plan, which is the master plan and zoning code for Incline Village/Crystal Bay. Take this quick survey to provide input on the types of changes you would like to see in Incline Village/Crystal Bay. For more information on the proposed Tahoe Area Plan amendments, see the Quick Info Sheet: https://www.washoecounty.gov/csd/planning_and_development/hot_topics/Files/phase%202%20quick%20info%20sheet.pdf

1. Rate your support for the following policies in Incline Village/Crystal Bay.

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Unsure
Incentives to encourage the development of income-restricted housing	○	○	○	○	○	○
Development of more accessory dwelling units (ADUs)	○	○	○	○	○	○
Efforts to increase housing affordability	○	○	○	○	○	○
Incentives to encourage the development of housing for local employees	○	○	○	○	○	○
Additional requirements for parking analyses used to justify parking reductions	○	○	○	○	○	○
Allowing income-restricted housing and housing for local workers in Ponderosa Ranch	○	○	○	○	○	○
Simplified permitting processes for single-family homes in single-family zones	○	○	○	○	○	○
Simplified permitting processes for multifamily housing in mixed-use zones	○	○	○	○	○	○
Additional standards and requirements for bike parking	○	○	○	○	○	○
Changes to generally increase the clarity of zoning regulations	○	○	○	○	○	○

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Unsure
Removing barriers to developing mixed-use and housing for local workers in Town Centers (e.g. downtown Incline Village and Crystal Bay)	○	○	○	○	○	○

2. Please list up to three of your top concerns related to living/working/spending time in Incline Village/Crystal Bay.

3. Please list up to three of your favorite things related to living/working/spending time in Incline Village/Crystal Bay.

4. Have you struggled with the cost of housing in Incline Village/Crystal Bay in the last year?

- ○ Yes
- ○ No
- ○ Uncertain
- ○ Other

5. Select all of the categories below that apply to you.

- ☐ Live in Incline Village/Crystal Bay
- ☐ Work in Incline Village/Crystal Bay
- ☐ Live in another part of the Tahoe Basin
- ☐ Work in another part of the Tahoe Basin
- ☐ Own property in Incline Village/Crystal Bay
- ☐ Visit Incline Village/Crystal Bay
- ☐ Visit or recreate in the Tahoe Basin
- ☐ Retired
- ☐ None of the above

6. Please share any additional comments you would like to provide regarding the Tahoe Area Plan.

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Tahoe Area Plan Update Survey

Thank you for your interest in the 2025 Tahoe Area Plan (TAP) update. This survey is a way to review and provide comments on the draft amendments. Information on the amendments and other opportunities for engagement can be found on the Tahoe Area Plan update website: https://www.washoecounty.gov/csd/planning_and_development/hot_topics/Tahoe%20Area%20Plan%20Update.php This survey organizes the different components of the TAP update by topic. Each section will include a summary of the amendments and an opportunity to provide comments. You can skip sections for which you have no comments and will have an opportunity at the end of the survey to provide comments that were not covered by other questions. Depending on the number of topics you are interested in, the survey could take thirty minutes or longer. Comments and questions can also be sent to koakley@washoecounty.gov. Thank you for taking the time to provide feedback on the 2025 TAP update.

TRPA Phase 2 Housing Amendments

In December of 2023, TRPA adopted the Phase 2 Housing Amendments. In short, these amendments create incentives for affordable, moderate, and achievable housing in town centers and multifamily areas (for a map showing impacted areas, see the Tahoe Regional Planning Agency mapper: https://gis.trpa.org/housing/). Affordable housing is for those with a household income under 80% of the area median income (AMI), moderate housing for those with a household income under 120% of the AMI, and achievable housing for those in the previous two categories, those with at least one household member working at least 30 hours per week for an employer in the Tahoe Basin whose physical presence is required in the Tahoe Basin, or a retired person who has lived in the Tahoe Basin for more than seven years. The overarching goal is to increase housing affordability in the Tahoe Basin.

TRPA requires all local jurisdictions to either "opt in" and adopt the amendments, or to propose an alternative and demonstrate that the alternative will provide equal or greater financial benefits to the development of achievable housing. Based on public input, Washoe County is currently working with TRPA to get feedback on an alternate proposal which would not incorporate the Town Center incentive allowing an additional 9' in height and would only allow parking reductions in Town Centers down to an average of 0.5 parking spaces per dwelling unit. Based on direction from TRPA, staff will either proceed with an alternate proposal or fully incorporate the TRPA Phase 2 Housing Amendments, which include the following incentives:

Incentives for 100% achievable deed restricted housing in Town Centers. (1) Up to 100% coverage, with an area wide stormwater treatment system. **(2)** Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand. **(3)** No maximum residential density. **(4)** Additional 9 feet of building height.
Incentives for 100% achievable deed restricted housing outside of Town Centers. (1) Up to 70% coverage, with an area wide stormwater treatment system. **(2)** Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand, with no less than 0.75 spaces provided per dwelling unit. **(3)** No maximum residential density. **(4)** Allow additional height for buildings with a shallower roof pitch.

The following changes are also proposed by Washoe County and part of the potential alternative Phase 2 Housing standards:
Other changes to support achievable housing. (1) Allow 100% achievable deed restricted housing in the Ponderosa Ranch regulatory zone. **(2)** Allow multifamily housing through the administrative review (AR) process in preferred affordable areas. **(3)** Align residential and commercial setbacks in mixed-use development and reduce minimum lot width to 25' in preferred affordable areas for residential and mixed-use development, to allow flexible site design. **(4)** Addition of specific standards for review of parking analyses.

1. Rate your support of these amendments.

A draft of the proposed changes, including maps of affected areas, can be viewed online: https://www.washoecounty.gov/csd/planning_and_development/hot_topics/Files/draft_compiled%204.8.25_public%20outreach_annotated.pdf

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose
Incentives for deed restricted housing in Town Centers	○	○	○	○	○
Incentives for deed restricted housing outside of Town Centers	○	○	○	○	○
Allowing deed restricted housing in Ponderosa Ranch	○	○	○	○	○
Reducing planning permitting requirements for multifamily in preferred-affordable areas	○	○	○	○	○
Aligning setbacks and minimum lot width for residential and commercial components in mixed use developments	○	○	○	○	○
Adding standards for the review of a parking analysis	○	○	○	○	○

2. Please mark which parking incentive for deed-restricted affordable, moderate, or achievable housing in Town Centers you would prefer.

Current minimum parking requirements for Multiple Family Dwellings are 1 space per two beds and 1/2 space per bedroom.

○ Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand, with no less than 0.5 spaces provided per dwelling unit

○ Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand

○ No preference

3. Please mark which height incentive for deed-restricted affordable, moderate, or achievable housing in Town Centers you would prefer.

- ◯ Additional 9 feet of height (maximum of 65 feet)
- ◯ No height incentive (existing maximum of 56 feet)
- ◯ No preference

4. Please mark which policy relating to housing in Ponderosa Ranch you would prefer.

A draft of the proposed changes, including maps of affected areas, can be viewed online: https://www.washoecounty.gov/csd/planning_and_development/hot_topics/Files/draft_compiled%204.8.25_public%20outreach_annotated.pdf. A map showing Ponderosa Ranch can be found on page 10. Limited housing types are currently allowed in the Ponderosa Ranch special area.

- ◯ Allow affordable, moderate, and achievable housing in Ponderosa Ranch
- ◯ Do not allow affordable, moderate, and achievable housing in Ponderosa Ranch
- ◯ No preference

5. Which aspects of the Phase 2 Housing Amendments do you like and/or dislike and why? Please include any suggestions for alternatives.

Accessory Dwelling Units

In 2021, TRPA removed the previously region-wide requirement that a parcel be at least 1 acre in size to allow an accessory dwelling unit (ADU). ADUs are secondary, subordinate dwellings on the same parcel as a main dwelling and can provide additional housing that is compatible in scale with single family development. They also provide flexibility for multigenerational living arrangements and opportunities for those who wish to downsize without leaving their neighborhood. In Washoe County, ADU's are prohibited from being used as short-term rentals. The following changes are proposed to ADU regulations, in order to expand opportunities where appropriate: **(1)** Allow ADUs up to 1,200 square feet in size on parcels smaller than 1 acre. **(2)** Remove the minimum lot size of 1 acre. **(3)** Allow detached ADUs under 500 square feet and under 12' tall to be located as close as 5 feet from the side and rear property lines.

6. Rate your support of these amendments.

A draft of the proposed changes can be viewed online:
https://www.washoecounty.gov/csd/planning_and_development/hot_topics/Files/draft_compiled%204.8.25_public%20outreach_annotated.pdf

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose
Maximum ADU size of 1,200 for parcels under an acre	○	○	○	○	○
Remove minimum lot size for ADUs	○	○	○	○	○
Reduced setbacks for small ADUs	○	○	○	○	○

7. Which aspects of the amendments to accessory dwelling unit regulations do you like and/or dislike and why? Please include any suggestions for alternatives.

Updates Identified During the 2021 Tahoe Area Plan Adoption

When the Tahoe Area Plan was originally adopted in 2021, the Tahoe Regional Planning Agency (TRPA) identified specific amendments that would need to be made for conformance with the regional plan: **(1) Delete the Tyrolian Village Special Area**. The Tyrolian Village Special Area was approved by TRPA in 2004 to allow certain tourist uses on a single parcel. In 2006, Washoe County denied that request, creating a conflict between the two plans. The special area was included in the 2021 adoption in error which can be corrected by its removal. This change would apply to only one parcel. **(2) Include the Tahoe Transportation District (TTD) in the parking management plan.** Adding clarification that TTD should be included in the development of any parking management plan. This is a change to language in the Area Plan, not to the Washoe County Development Code. **(3) Identify which regulatory zones can receive Transferred Development Rights (TDRs).** Identification of areas that can receive TDRs was accidentally excluded during the 2021 adoption of the TAP. Such identification has been added to the special policies of the applicable regulatory zones. There are no changes to which areas can receive TDRs from what was allowed prior to the 2021 Area Plan adoption. **(4) Apply Code of Ordinance rules for Community Plans to Ponderosa Ranch.** Ponderosa Ranch is the only former Community Plan area that did not become a town center with the 2021 Area Plan adoption. As such, applying the Community Plan regulations to the area would allow continued application of incentives that have historically applied to the area.

8. Rate your support of these amendments.

A draft of the proposed changes can be viewed online:
https://www.washoecounty.gov/csd/planning_and_development/hot_topics/Files/draft_compiled%204.8.25_public%20outreach_annotated.pdf

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose
Delete the Tyrolian Village Special Area	○	○	○	○	○
Include Tahoe Transportation District in parking management plan	○	○	○	○	○
Identify which regulatory zones can receive transferred development rights	○	○	○	○	○
Apply Code of Ordinance rules for Community Plans to Ponderosa Ranch	○	○	○	○	○

9. Which aspects of the updates identified during the 2021 area plan adoption do you like and/or dislike and why? Please include any suggestions for alternatives.

Code Improvements

The Tahoe Modifiers (Article 220)—the Tahoe-specific zoning code—is part of the Tahoe Area Plan (TAP) and therefore can only be amended through the full regional review process. Since other updates to the TAP are necessary, there is an opportunity to make improvements to the code that have been identified through implementation since its adoption in 2021. These proposed changes include: **(1)** Remove the requirement for a special use permit for a single-family home in regulatory zones intended for/with existing single-family development. Require hold harmless agreements as needed to address potential avalanche and other natural hazard risks. This includes changes to the Crystal Bay, Incline Village 5, and East Shore regulatory zones. **(2)** Decrease the minimum density in Town Centers from 15 to 10 and allow 100% deed restricted achievable housing developments to be below the minimum density. This will lower an existing barrier to redevelopment and small additions of housing units in Town Centers. **(3)** Align the processes for accessory structures and main structures to encroach into the front yard setback on sloped and corner lots, and update infrastructure requirements for allowing setback encroachment to encompass roadways managed by entities other than Washoe County (e.g. Nevada Department of Transportation) and other types of infrastructure. **(4)** Update requirements for long- and short-term bike parking within and outside of Town Centers. **(5)** Update temporary use requirements to allow Washoe County to recognize temporary uses allowed by the Tahoe Regional Planning Agency (TRPA). This resolves an existing conflict between TRPA and Washoe County codes.

10. Rate your support of these amendments.

A draft of the proposed changes can be viewed online:
https://www.washoecounty.gov/csd/planning_and_development/hot_topics/Files/draft_compiled%204.8.25_public%20outreach_annotated.pdf

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose
Remove special use permit requirement for single-family homes in residential zones	○	○	○	○	○
Decrease minimum density in Town Centers and create exception for deed-restricted housing	○	○	○	○	○
Align process for front yard setback encroachment on sloped and corner lots for primary and accessory structures	○	○	○	○	○
Add requirements for long- and short-term bike parking	○	○	○	○	○
Allow Washoe County to recognize TRPA approved temporary uses	○	○	○	○	○

11. Which aspects of the code improvements do you like and/or dislike and why? Please include any suggestions for alternatives.

Typographical Errors and Clarifications

The Tahoe Modifiers (Article 220)—the Tahoe-specific zoning code—is part of the Tahoe Area Plan (TAP) and therefore can only be amended through the full regional review process. Since their original adoption in 2021, a number of typographical errors and necessary clarifications have been identified by staff. Since other updates to the TAP are necessary, it is important to make those identified changes as part of that process. The proposed changes are: **(1)** Fix an error in the section explaining use table abbreviations to clarify that "A" means "allowed," rather than "allowed subject to an administrative permit." **(2)** Add clarification that development code amendments (DCA's) are also master plan amendments, and thus subject to both application requirements and fees. **(3)** Add clarification that the special areas in use tables have an entirely separate list of allowed uses, rather than being additional to uses allowed in the rest of the regulatory zone. **(4)** Allow schools by special use permit in the Incline Village Tourist regulatory zone. This allowance was inadvertently removed after a 2002 area plan amendment which added the use.
The amendments also include various other typographical error fixes, such as updating references to organization whose names have changed (e.g. changing Sierra Nevada College to University of Nevada, Reno at Tahoe). All changes can be viewed in the full draft redline online:
https://www.washoecounty.gov/csd/planning_and_development/hot_topics/Files/Compiled%20TAP%20draft%204.9.25.pdf.

12. Rate your support of these amendments.

A draft of the proposed changes can be viewed online:
https://www.washoecounty.gov/csd/planning_and_development/hot_topics/Files/draft_compiled%204.8.25_public%20outreach_annotated.pdf

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose
Correct "A" in use table to mean "allowed by right"	○	○	○	○	○
Clarify that DCA's in Tahoe are also master plan amendments	○	○	○	○	○
Clarify that special areas have separate lists of allowed uses	○	○	○	○	○
Add schools as a special use in Incline Village, Tourist	○	○	○	○	○

13. Which aspects of the amendments related to typographical errors and code clarifications do you like and/or dislike and why? Please include any suggestions for alternatives.

Other questions

14. Have you or are you intending to attend one of the scheduled workshops?

- ◯ Yes
- ◯ No
- ◯ Maybe

15. Select all of the categories below that apply to you.

- ☐ Live in Incline Village/Crystal Bay
- ☐ Work in Incline Village/Crystal Bay
- ☐ Live in another part of the Tahoe Basin
- ☐ Work in another part of the Tahoe Basin
- ☐ Own property in Incline Village/Crystal Bay
- ☐ Visit Incline Village/Crystal Bay
- ☐ Visit or recreate in the Tahoe Basin
- ☐ Retired
- ☐ None of the above

16. Do you have any other comments on the Tahoe Area Plan update?

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AFFORDABLE WORKFORCE HOUSING SURVEY

The results of this survey will be used to determine the type of affordable workforce housing that is needed in Incline Village and Crystal Bay. Current residents should complete it as well as anyone interested in moving to Incline Village or Crystal Bay. This survey is confidential and anonymous.

What is your gender?

_____ Male

_____ Female

What is your age?

_____ 18-24

_____ 25-34

_____ 35-44

_____ 45-54

_____ 55 and above

What is your annual **household** income:

_____ Less than $30.000

_____ Between $30,000 - $60,000

_____ Between $60,000 - $90,000

_____ More than $90,000

Do you currently work in the Tahoe Basin?

_____ Yes _____ No

Do you currently live in the Tahoe Basin?

_____ Yes _____ No

What is your current housing:

_____ Rental Apartment

_____ Rental House

_____ Owned Condo

_____ Owned House

_____ Other: _____

How long have you resided at your current address?

_____ Less than a year

_____ 1 to 3 years

_____ 3 to 10 years

_____ Over 10 years

How much do you pay in rent or mortgage? If you share your home, list the TOTAL rent or mortgage:

_____ Under $1000

_____ $1000 to $1499

_____ $1500 to $1999

_____ $2000 to $2499

_____ $2500 to $2999

_____ Over $3000

How many people live in your unit/house?

_____ Total Number of Adults _____ Total Number of Children (18 and under)

What is the TOTAL number of vehicles owned by the people living in your unit/house and parked there overnight? _____

Do you have enough onsite parking spaces at your house/unit for your vehicles?

_____ Yes _____ No

If not, where do you park your vehicles?

_____

What kind of work do you do?

_____ Construction, Painting, Plumbing, Electrician or other Trade

_____ Grounds Maintenance, Landscaping, or Handyman

_____ Healthcare

_____ Housekeeper, House Cleaning, or Janitorial

_____ Office or Computer Work

_____ Personal Care (Hair, Nails, Spa, or Fitness)

_____ Public Service (including Sheriff, Fire, First Responder, Courts)

_____ Restaurant or Food Service

_____ Retail – Grocery or other type of store

_____ Teacher or Child Care

_____ Transportation, Moving Occupations or Delivery

_____ Other: _____

Do you have a second job?

_____ Yes Please list type of job: _____

_____ No

Do you need to use your personal vehicle during working hours for your job to get to various work locations or carry supplies?

_____ Yes

_____ No

Does anyone in your unit/home use public transportation to get to or from their job?

- o TART Bus service
- o TART Express
- o Uber or Ride Share
- o Other: _____
- o None

Where would you like to see housing for Tahoe's workforce located in Incline Village?

_____

Do you have any other comments regarding housing in Incline Village or Crystal Bay?

_____

_____

_____

Thank you for your participation in this survey.

Exhibit E: Attachment D

Quick Survey Results

ID	Incentives to encourage the development of income-restricted housing	Development of more accessory dwelling units (ADUs)	Efforts to increase housing affordability	Incentives to encourage the development of housing for local employees	Additional requirements for parking analyses used to justify parking reductions	Allowing income-restricted housing and housing for local workers in Ponderosa Ranch
1	Strongly Support	Unsure	Support	Support	Unsure	Unsure
2	Strongly Support	Neutral	Support	Strongly Support	Support	Neutral
3	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Support	Strongly Oppose
4	Strongly Support	Neutral	Strongly Support	Strongly Support	Strongly Support	Strongly Support
5	Strongly Support	Strongly Oppose	Strongly Support	Strongly Support	Strongly Support	Strongly Support
6	Strongly Support	Strongly Support	Strongly Support	Strongly Support	Unsure	Strongly Support
7	Strongly Support	Strongly Oppose	Strongly Support	Strongly Support	Unsure	Strongly Support
8	Strongly Oppose	Strongly Oppose	Strongly Oppose	Oppose	Support	Strongly Oppose
9	Unsure	Neutral	Support	Support	Support	Unsure
10	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Support	Strongly Oppose
11	Strongly Support	Strongly Support	Strongly Support	Strongly Support	Strongly Support	Strongly Support
12	Support	Support	Strongly Support	Strongly Support	Support	Strongly Support
13	Strongly Support	Strongly Support	Strongly Support	Strongly Support	Strongly Oppose	Support
14	Strongly Oppose	Strongly Oppose	Strongly Support	Support	Strongly Support	Strongly Support

15	Strongly Support	Neutral	Strongly Support	Strongly Support	Unsure	Unsure
16	Strongly Support	Strongly Support	Strongly Support	Strongly Support	Neutral	Strongly Support
17	Strongly Support	Neutral	Strongly Support	Strongly Support	Strongly Oppose	Strongly Support
18	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose
19	Support	Strongly Oppose	Support	Strongly Support	Support	Support
20	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose
21	Oppose	Oppose	Oppose	Neutral	Support	Oppose
22	Strongly Support	Support	Strongly Support	Support	Neutral	Strongly Support
23	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Support	Strongly Oppose
24	Unsure	Unsure	Strongly Support	Strongly Support	Unsure	Unsure
25	Support	Oppose	Support	Support	Support	Support
26	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Support	Strongly Oppose

27	Oppose	Strongly Oppose	Neutral	Oppose	Strongly Support	Strongly Oppose
28	Unsure	Strongly Oppose	Strongly Support	Strongly Support	Strongly Support	Support
29	Neutral	Strongly Oppose	Support	Strongly Support	Support	Support
30	Support	Support	Strongly Support	Strongly Support	Strongly Support	Strongly Support
31	Strongly Support	Neutral	Strongly Support	Strongly Support	Neutral	Strongly Support

32	Support	Strongly Oppose	Neutral	Strongly Support	Strongly Support	Unsure
33	Oppose	Strongly Oppose	Neutral	Neutral	Strongly Support	Oppose
34	Support	Support	Support	Support	Strongly Support	Support
35	Strongly Support	Neutral	Strongly Support	Strongly Support	Support	Support
36	Strongly Oppose	Strongly Oppose	Support	Strongly Oppose	Strongly Oppose	Strongly Oppose
37	Strongly Support	Support	Support	Support	Neutral	Neutral
38	Strongly Oppose	Strongly Oppose	Strongly Support	Strongly Oppose	Strongly Oppose	Strongly Oppose

Simplified permitting processes for single-family homes in single-family zones	Simplified permitting processes for multifamily housing in mixed-use zones	Additional standards and requirements for bike parking	Changes to generally increase the clarity of zoning regulations	Removing barriers to developing mixed-use and housing for local workers in Town Centers (e.g. downtown Incline Village and Crystal Bay)
Strongly Support	Strongly Support	Unsure	Support	Support
Support	Strongly Oppose	Neutral	Strongly Support	Support
Strongly Oppose	Strongly Oppose	Neutral	Strongly Support	Strongly Oppose
Strongly Support	Strongly Support	Neutral	Neutral	Support
Unsure	Unsure	Strongly Support	Strongly Support	Support
Strongly Support	Strongly Support	Neutral	Strongly Support	Strongly Support
Strongly Support	Strongly Support	Strongly Oppose	Strongly Support	Strongly Support
Oppose	Oppose	Strongly Support	Neutral	Strongly Oppose
Unsure	Unsure	Neutral	Neutral	Unsure
Strongly Support	Strongly Oppose	Support	Support	Strongly Oppose
Strongly Support	Strongly Support	Support	Support	Strongly Support
Support	Support	Strongly Support	Support	Strongly Support
Support	Strongly Support	Neutral	Support	Strongly Support
Neutral		Neutral	Support	Strongly Support

Support	Support	Strongly Support	Support	Support
Strongly Support	Unsure	Neutral	Support	Unsure
Oppose	Oppose	Neutral	Neutral	Oppose
Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose
Support	Support	Support	Neutral	Support
Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose
Neutral	Oppose	Support	Support	Neutral
Support	Neutral	Neutral	Strongly Support	Strongly Support
Strongly Support	Strongly Oppose	Strongly Support	Support	Strongly Oppose
Oppose	Oppose	Unsure	Support	Support
Support	Oppose	Support	Support	Oppose
Strongly Oppose	Strongly Oppose	Strongly Oppose	Neutral	Strongly Oppose

Strongly Oppose	Strongly Oppose	Neutral	Unsure	Strongly Oppose
Unsure	Unsure	Oppose	Strongly Support	Unsure
Oppose	Oppose	Oppose	Support	Oppose
Strongly Support	Neutral	Neutral	Strongly Support	Support
Strongly Support	Strongly Support	Strongly Support	Strongly Support	Strongly Support

Oppose	Oppose	Unsure	Unsure	Strongly Oppose
Neutral	Neutral	Neutral	Support	Support
Support	Support	Unsure	Support	Support
Support	Support	Neutral	Strongly Support	Strongly Support
Neutral	Strongly Oppose	Strongly Oppose	Oppose	Strongly Oppose
Support	Support	Strongly Oppose	Support	Support
Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose

Please list up to three of your top concerns related to living/working/spending time in Incline Village/Crystal Bay.	Please list up to three of your favorite things related to living/working/spending time in Incline Village/Crystal Bay.	Have you struggled with the cost of housing in Incline Village/Crystal Bay in the last year?
O no safe bike lanes	Sand Harbor, Tunnel Creek Cafe & Bike Shuttle to Spooner,	We only have timeshares there
Concerned about developments other than workforce housing- concerned about lack of environmental stewardship- concerned about fire & evacuation safety	The beauty & quiet of the lake & forest, night time stars. The community of small business & non profits. Our recreationalnopportunities for hiking , snow sports eyc	Not personally bought some time ago - but unaffordable for middle & lower economic groups now
Lack of parking, increased traffic, increased pollutants going into Lake Tahoe	Beautiful scenery, beaches, clear lake	No
Making rent more affordable for people. $1000 a room is not affordable. There needs to be a cap. There also needs to be more places that are affordable. I think they're here. People have just jacked the prices up. And finally, we really need to have a better evacuation plan, or at least have evacuation plan because as far as I know there isn't one.	The beaches! Being so close to everything, hiking skiing biking rollerblading… The strong neck community	I don't struggle yet, but I'm lucky that I have a very nice landlord unfortunately, Sunbear Realty, Who are horrible and very mean, keeps encouraging them to jack the rent up on me. Not OK!
Traffic and speeding on SR28, unsafe for pedestrians, no true affordable housing (rentals for service workers))	the beach, proximity to hiking trails, shoulder season when it's less overrun with visitors	No
It's extremely expensive and no longer accessible to the middle class	Tahoe is beautiful and nostalgic of my childhood	I would never be able to afford to live here
Traffic, cost of living, parking		Yes
Increased population in Incline Village with problems related to evacuation due to emergency response and fire risk. Increased insurance rates due to issues related to increased population threats and higher crime	Privacy, open space and focus on environment	No
Traffic, fire protection & safe evacuation, tourist garbage	Lake Tahoe IV Beaches, Diamond Peak, Bike Trails	No
No more feelings! Would crests more littering, fighting, ruining the lake and the I don't care attitude someone else will do it like during the Fourth of July!	Beauty	No
1. Control number of visitors - make the visiting and living experience reasonable; minimize impact to the lake; educate visitors to care for environment. 2. Affordable housing for workers and "missing middle" - teachers, safety professionals, etc. 3. Transportation policies that control visitation and environmental impact	1) Hiking, skiing, water activities; 2) Social interaction; 3) Entertainment - music, performances, film, food, etc.	Uncertain
lack of consistent transportation (7a-6p), lack of affordable housing seasonal & long term, isolation/due to limited snow removal or construction	drinking water, outdoor activities, smaller mountain community	Yes
lack of public access to even one beach; minimum parking req's should be eliminated; lack of true "town center"	great bike/ped pathways; business community is getting tighter thanks to IVCBA	Yes
Wildfire evacuation; development of high-end condos that further exacerbate workforce housing/evacuation risk; rising property prices	Sense of residential community, recreation, not like SLT with dense, multi-story tourist development	Yes

The extreme wealth makes the area a desert when it comes to community. Too many second homes and no middle/low income people can afford to live there	Very beautiful	No
traffic congestion, lack of separate bicycle and walking paths	shopping, hiking, restaurants	live in reno
Increased congestion of traffic, parking, buildings close to a natural resource - the lake; increased heights of buildings	Natural beauty of lake and mountains	No
It is hard to get to work in the snow. Food is expensive.	It is pretty.	Supply and demand drives housing costs, right?
	XC skiing at NV Nordic, weather, access to mountains and lake	No
Overdevelopment, infrastructure deficiencies, Proper fire abatement.	Shopping, restaurants, the view.	No
There is a tipping point where we lose the quaintness of our community in favor of more housing, people, traffic and chaos. There are a finite amount of resources and we should use those restriction to guide our housing plans. This build more and more is not sustainable nor healthy.	The unique and non commercialized aspects of our area is becoming more and more scarce.	No
Becoming non affordable for families and local workers, electric bikes causing more problems .	Pleasant and caring community in general, good amenities	No
Need to minimize development of new high income housing and tourist development. All efforts to minimize plastic waste into the lake	beauty of the area	No
Affordable housing for locals, over development in the name of tourism and profit, lack of emergency escape routes from the Tahoe Basin especially during wildfire season when there are 1000s of visitors.	Generally well-maintained beauty and small town vibe… not a tourist magnate like South Lake Tahoe, visitors pass through Incline and that's fine with me. Appreciate homeowner benefits from private beaches to recreation discounts.	No
Washoe County destruction of the peace and quiet of North Lake Tahoe. TRPA's efforts to destroy Lake environment. Hypocritical rubbish of affordable housing where government defines all the law.	Quiet, lack of tourists, fewer noisy boats on the water.	No

1) Wildfire evacuation first and foremost complicated by unlimited STRs with ill-informed visitors ignorant of wildfire dangers. 2) Too much outside pressure to overdevelop and turn IVCB into an artificial tourist mecca further endangering those of live and work here. 3) Lack of true representation on the county commission. In any decision-making about the future of IVCB resident concerns are routinely ignored. The county crassly treats IVCB as a cash cow.	1) The rural, laid-back open space character of the area. 2) The lack of dependence on tourism (e.g. it's NOT South Lake Tahoe). 3) The dark skies and quiet, peaceful, natural surroundings (e.g. tall trees, NOT tall buildings).	No
1. CA SB 9 and 10 should NOT control development in IVCB. CA legislation controls TRPA's regulations. Then because TRPA demands 'uniformity around the lake'... we in IVCB now are controlled by SB 9 and 10 and because WC Commissioners make the rules, we have zero say over development in our village. 2. WC sees IVCB as a cash cow. WC promotes development in IVCB under the guise of 'replacing legacy development.' Well 947 Tahoe Blvd didn't replace anything, but WC changed the entire TAP to allow 947 to sell multi-million $ condos. We protested, but the WC Commission is bought & paid for by developers. 3. Rather than reducing the WC budget, WC is looking for ways to raise property taxes and other taxes. Now we're also threatened with a BID.	1. The view of Lake Tahoe inspires me to do what I can to stop its degradation which is directly related to overtourism, the lack of parking outside the basin with transit into the basin, and wrong-headed development (like ADUs). I like the 'non-urban' feel of our small village, which is unlike SLT, Tahoe City or Truckee. 3. Having lived here for decades we have great friends and share good times.	No
1. Fire evacuation danger 2. Overtourism at EST & Sand Harbor 3. TTD putting in a big parking lot at the OES and forming a BID..	Rebuilding old cars, gardening, socializing with friends.	Property taxes are too high.
Proliferation of STRs, difficulty of evacuating from the Basin during a wildfire, parking in residential and recreational areas	enjoying exercising in nature (hiking, XC skiing, kayaking)	No
Evacuation route in case of a fire, affordable, housing, and unnecessary spending on our private beaches(everything is fine just the way it is)	Our private beaches, so close to two awesome ski resorts and are wonderful community	The owner of my cabin goes through a realtor and they want to jack up my rent, he does not. He’s a nice man. Realtor suck! There were only out to make a buck and could care less about humans.

1) wildfire evacuation, 2) need for housing for IVCB workers in IVCB, not for workers from around Lake, 3) adding so man new residents and tourists and providing them parking around the Lake instead of off the hill will increase already unbearable traffic and cause environmental degridation.	1) the rural, open space, quiet living here VERSUS the madhouse in South Lake Tahoe, 2) the beautiful lake and fantastic hiking that is being adversely impacted by the motorized bikes, 3) the fact that the commercially zoned areas on Tahoe Blvd. have not yet been turned into high rise condominium so we can currently get most of the services and things we need in Incline village.	No
PROPERTY INSURANCE NONRENEWALS; focus on visitors over residents (should be equal); knowledge and experience of locals is disregarded by agencies	beauty; small town feel	No
increasing car traffic; overcrowding and traffic in event of evacuation; fire danger; noise and disruptions from short term rentals in single family home neighborhoods	natural beauty of the area; amenities such as park, rec center, beach access, golf and ski options;	No
Essential workers not being able to live here, evacuation during a crises	Knowing my community members, the lack of big box stores	No, but I know plenty of people that have
Must outlaw Short-term rentals, cap how many homes a single person or company can own, limit the size of luxury homes and developments, reduce tourism attractions	Nature, small commercial zone, dark skies, quiet	Housing will never be fixed until we address wealth inequality by taxing and discouraging rich and passive income generation
1. Affordable housing. 2. Seasonal Congestion. 3. Traffic	1. Clean 2. Local community 3. Outdoor acitivies	Yes
too crowded, too noisy, too many rich people	quiet, the old community that still has been able to afford to stay, small town feel	Yes

Select all of the categories below that apply to you.	Please share any additional comments you would like to provide regarding the Tahoe Area Plan.
Visit Incline Village/Crystal Bay;Visit or recreate in the Tahoe Basin;Retired;	
Live in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Retired;	I am very concerned with the pro high end development & lack of development of workforce housing. Too many STRs being allowed. This causes lack of long term rental & stress on infrastructure. Very concerned that TRPA does not seem focused on their environmental impacts as much as in the past. Smart development with oversight is necessary to prevent environmental destruction & evacuation issues. .The requirements for parking are too low- I do not believe it is even a space per bedroom- this causes conflict & issues with snow removal.
Visit or recreate in the Tahoe Basin;Retired;	
Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;	It would be really nice if there weren't so many short term rentals. I've been in Tahoe since 1991 and the amount of people that come here now is astonishing! If we have less places for them to stay, then less people can come up here And that will make for more long-term housing. PUT A CAP ON SRT'S!!!!!!'
Live in Incline Village/Crystal Bay;	We need affordable housing, not moderate and definitely not "achievable". Achievable housing is simply a sham to allow more development without benefitting the service workers who need housing to be able to live locally.
Visit or recreate in the Tahoe Basin;	Tahoe used to be so accessible for locals, including those living in Reno and sparks who wanted to visit. Now it's overrun by millionaires. Visiting Tahoe is so expensive now and parking is hard to come by. When I was a kid we used to visit Tahoe ten times during the summer. As an adult, I go maybe once a year with my kids because it's so expensive and there's nowhere to park
Live in Incline Village/Crystal Bay;Visit or recreate in the Tahoe Basin;	
Live in Incline Village/Crystal Bay;	Limit traffic congestion and limit increased population impact on the lake resources
Live in Incline Village/Crystal Bay;Retired;Own property in Incline Village/Crystal Bay;	Good planning & community input is a start
Visit or recreate in the Tahoe Basin;	
Live in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Visit or recreate in the Tahoe Basin;Retired;	
Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Visit or recreate in the Tahoe Basin;	Please provide support additional opportunities/support for our schools, seniors & those trying to find a way to remain & not have to commute out of the basin they used to live/work in.
Work in Incline Village/Crystal Bay;Live in another part of the Tahoe Basin;Visit or recreate in the Tahoe Basin;	
Live in Incline Village/Crystal Bay;Retired;	Fully support workforce housing, especially rental housing. But TAP updates will do little to support such housing. Deed restrictions are not enforceable. Thus incentives to developers will NOT generate the needed workforce housing and will exacerbate existing shortage/fire risks. ADUs not the answer in IV context. Will be used for STRs/home offices, not worker housing. Limitations not enforceable. Will increase density and fire risk.

Visit or recreate in the Tahoe Basin;Visit Incline Village/Crystal Bay;	
Visit Incline Village/Crystal Bay;Visit or recreate in the Tahoe Basin;Retired;	would love to see a bus system around Lake Tahoe to ease parking issues. Perhaps a bus connection from Reno?
Live in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Visit or recreate in the Tahoe Basin;Retired;	Increased development should be within driving distance of work sites but not adjacent to natural resources of lake and mountains nor increasing height nor increasing traffic on current roads or parking. Additional roads and parking and emergency exits must accompany increased housing.
Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;	
Live in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Retired;	Electric vehicles, e.g. bikes, scooters, etc, are NOT compatible with pedestrians. They should be prohibited from so-called multi-use paths because in Incline Village these paths are SIDEWALKS. Mandate that sellers/renters of those vehicles create/pay for pathways for their use. Either figure out a system to separate off-road hikers from e-mountain bikes or ban the e-bikes! They are MOTORCYCLES and should be registered and licensed as such!
Visit Incline Village/Crystal Bay;Visit or recreate in the Tahoe Basin;Retired;	How about listening to the residents concerns when developing your "plan".
Live in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Visit or recreate in the Tahoe Basin;Retired;	We need to preserve the open wilderness and the rural aspects. We do not want to become another over crowed South Shore or Reno.
Live in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Retired;	
Retired;	
Visit Incline Village/Crystal Bay;Retired;	Please do everything possible to limit more development. There are already too many tourists, with the associated pollution and traffic.
Live in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;	
Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;	Ponderosa Ranch seems like a government bestowed favor on David Duffield and his business interests. Resolve the mess Washoe County made on the East side of IV, reduce the tree falling and parking lots. Washoe County is presiding over the destruction of all the features that make Lake Tahoe attractive. Washoe County created the opportunity to overdevelop at Lake Tahoe. Washoe County is an evil government entity to me - you ruined the place I loved and lived for 30 years. When do I get to destroy other peoples neighborhoods with over-tourism, idiotic placement of industrial businesses on a geologically active area? The stupidity of the TAP, and Washoe County's support demonstrate how little any of the parties involved appreciate Lake Tahoe. Open Space is OK; no traffic is preferred. developing land for someone's ego or business interests is am ethical, moral and environmental fail on Washoe County's part. Bringing Los Angeles sized crowds to the East side of the lake is as foolish as the over build in the south side of the lake. So why repeat past mistakes. Stop with the workshop dog and pony shows to try and sell us the abominable vision.

Live in Incline Village/Crystal Bay;Retired;	This survey is skewed to be either for or against development. There's a middle ground that's missed here. We don't have a lack of housing in IVCB, there are too many short-term rentals and vacant homes. Reduce the number of properties controlled and operated by non-residents. Follow State Senator Dina Neal's lead to prioritize home ownership for individuals not corporations or LLCs. Focus on policies will free up existing housing for people who work in Washoe Tahoe; not tourists. Before any further development and code changes are approved it's imperative that Washoe County and TRPA cumulatively analyze, consider, document, recognize and openly discuss possible adverse evacuation delays from wildfires on cross-county and cross-state populations. This cumulative analysis is essential within and outside of Washoe Tahoe, Placer Tahoe and Douglas Tahoe Area Plans geographic boundaries since (depending on wildfire or other emergency evacuation) Washoe Tahoe residents, workers and visitors will exit the geographically constrained basin with two-lane roads in one of three directions. This analysis must include impacts from the effects of wildfire on those who may need to evacuate during a fast moving no-notice wildfire evacuation across county, state, and Area Plan boundaries. It's unconscionable and reckless to enact any further code changes or allow more development until this analysis, documentation and evacuation work is completed.
Live in Incline Village/Crystal Bay;Retired;	I know none of my comments will make any difference. Washoe County has the power to not only change the TAP but to approve the TAP while ignoring all public input from IVCB voters. We have no voice and certainly no representation on the WC Commission. Public info meetings are just to check the box. Sad but true.
Live in Incline Village/Crystal Bay;Retired;	If I had any influence, I'd put pressure on the owner to upgrade the Village Center. It's a disgrace and it could be a true mixed-use village center with affordable housing and underground parking. And I'd make sure TTD doesn't build a big parking lot at the old elementary school site and instead it gets used for something the IVCB residents want... maybe a park for kids with a small amphitheater for summer concerts.
Live in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Retired;	I am concerned about whether there is enough coordination between various Washoe County Departments and with other entities. Those is most evident in evacuation planning. All road construction on highways exiting the Basin should be stopped whenever one highway is closed due to a wildfire. Because of this, anything which increases population densities is dangerous for permanent residents.
Live in Incline Village/Crystal Bay;	There needs to be a cap on the SRT's. There are too many people coming to Tahoe. We need to support the locals and give them housing first before all these tourist come up here. I have lived in Tahoe since 1992 and the tourism is becoming over the top. They are gonna ruin our lake. we need tourism for our economy, but it needs to be regulated somehow.

Live in Incline Village/Crystal Bay;	before further development in IVCB (other then a single family house on a single family zoned lot), the County and TRPA should cumulatively analyze, consider and address evacuation delays from wildfires. The County should protect its current residents in IVCB as a priority over just following TRPA on the Tahoe Area Plan Amendments. When TRPA came out with Short term Rental Guidelines which would have protected IVCB residents, as they protected residents in all other areas around the Lake, Washoe County did not adopt many of the more protective Guidelines, because Washoe County wanted tourist revenue more then protecting the IVCB residents and said that it did not have to follow TRPA. Now TRPA is proposed TAP Amendments which are going to adversely impact IVCB residents and Washoe County says it has to follow TRPA. County residents in IVCB should be the priority, especially with respect to wildfire evacuation planning before adopting the TAP Amendments.
Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;	
Live in Incline Village/Crystal Bay;Retired;	wildfire risk and challenges to quickly and safely evacuate the area; more building and more people will continue to increase the risks.
Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;	
Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;Work in another part of the Tahoe Basin;Own property in Incline Village/Crystal Bay;	The Tahoe Area Plan will destroy the long-term health of Lake Tahoe. We need to instead focus more on addressing wealth inequality, greedy tourist marketing and building strong and diverse local full-time communities. We also need to move far more money into science monitoring of Lake Tahoe and the watersheds, especially given all the proposed development and changes. Too much emphasis is focused on short-term goals at the long-term damage. While those that believe they are doing this for the long-term health are misguided and don't have scientific backing. The proposed plan damages communities, increases density and opens up more access to environmental degradation. A lot is talked about regarding affordable housing. The answer is NOT giving taxpayer money directly to the wealthy as incentives to rent out their homes. We should not be using taxpayer money to incentivize affordable housing, we should instead be taxing the wealthy to give the lower and middle class more equal opportunity to live and compete. The wealthy just inherit wealth and get richer off of passive income. Middle and lower classes can't equally compete against this pyramid.
Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;	Any Bus Transportation Centers must be situated on town outer limits and away from local community homes. Ideally, across from Incline Village Skate Park or on Ponderosa Ranch Property.
Own property in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;Live in Incline Village/Crystal Bay;	I don't support the Tahoe Area Plan. Please stop increasing tourism and rich people. This plan does not stop that, it only makes it worse

Extended Survey Results

ID	Incentives for deed restricted housing in Town Centers	Incentives for deed restricted housing outside of Town Centers	Allowing deed restricted housing in Ponderosa Ranch	Reducing planning permitting requirements for multifamily in preferred-affordable areas	Aligning setbacks and minimum lot width for residential and commercial components in mixed use developments
1	Oppose	Oppose	Neutral	Neutral	Neutral
2	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Support	Neutral
3	Neutral	Strongly Oppose	Strongly Oppose	Strongly Oppose	Neutral
4	Strongly Oppose	Strongly Oppose	Support	Support	Support
5	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose
6	Strongly Support	Strongly Support	Neutral	Strongly Support	Strongly Support
7	Support	Support	Strongly Support	Neutral	Support
8	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Neutral
9	Strongly Support	Strongly Support	Strongly Oppose	Strongly Oppose	Support
10	Oppose	Oppose	Support	Neutral	Neutral
11	Oppose	Oppose	Oppose	Strongly Oppose	Strongly Oppose
12	Strongly Oppose	Strongly Oppose	Neutral	Strongly Oppose	Support

13	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose
14	Neutral	Oppose	Support	Support	Strongly Support
15	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose

Adding standards for the review of a parking analysis	Please mark which parking incentive for deed-restricted affordable, moderate, or achievable housing in Town Centers you would prefer.	Please mark which height incentive for deed-restricted affordable, moderate, or achievable housing in Town Centers you would prefer.
Support		No height incentive (existing maximum of 56 feet)
Neutral		No height incentive (existing maximum of 56 feet)
Neutral	Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand, with no less than 0.5 spaces provided per dwelling unit	No height incentive (existing maximum of 56 feet)
Support		
Strongly Oppose	Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand	No height incentive (existing maximum of 56 feet)
Support	Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand	Additional 9 feet of height (maximum of 65 feet)
Support	Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand	Additional 9 feet of height (maximum of 65 feet)
Strongly Support	Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand	Additional 9 feet of height (maximum of 65 feet)
Strongly Support	Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand, with no less than 0.5 spaces provided per dwelling unit	No height incentive (existing maximum of 56 feet)
Support	No preference	No height incentive (existing maximum of 56 feet)
Neutral	Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand	No height incentive (existing maximum of 56 feet)
Support	No preference	No height incentive (existing maximum of 56 feet)

Strongly Oppose	No preference	No height incentive (existing maximum of 56 feet)
Strongly Support	Allow parking below residential parking minimums when a parking analysis demonstrates how alternative strategies will meet parking demand, with no less than 0.5 spaces provided per dwelling unit	No height incentive (existing maximum of 56 feet)
Strongly Oppose	No preference	No height incentive (existing maximum of 56 feet)

Please mark which policy relating to housing in Ponderosa Ranch you would prefer.	Which aspects of the Phase 2 Housing Amendments do you like and/or dislike and why? Please include any suggestions for alternatives.
Allow affordable, moderate, and achievable housing in Ponderosa Ranch	I didn't answer question 2 because I didn't understand it. Both the answers are the same. I wish one of the the answers was, have more parking. When it snows parking becomes a problem and you need parking! I love the fact that we're gonna do something about affordable housing, but let's make it blend in with Tahoe. No height increase and we don't need some big huge buildings. People can live in very simple little homes that blend into our surroundings. Just like the homes people built when they first started coming to Tahoe. KEEP IT SIMPLE!!!!
Do not allow affordable, moderate, and achievable housing in Ponderosa Ranch	Am against providing any incentives for additional housing in the Tahoe Basin because of concerns regarding increased population's critical impact on emergency evacuations, environmental impacts, and high season automobile traffic. Prefer measures that incentivize affordable housing using existing housing through severe restriction of short-term rentals and changing zoning to allow "mother-in-law" apartments within existing housing units.
Do not allow affordable, moderate, and achievable housing in Ponderosa Ranch	Incline Village is too small for overdevelopment. We bought here for this reason and do not want to overcrowd this area or make it a tourist town.
Allow affordable, moderate, and achievable housing in Ponderosa Ranch	Don't Like: town center height, density, & parking restrictions which will lead to increased people density & evacuation problems for rest of upper Incline. Makes escape from wildfire more difficult. Blame will land on TRPA. Don't like ADUs for same reason. Plus ADUs destroy zoning. Like STRs they become neighbor nuisances...noise, parking, etc. And even with WC saying no STRs in ADUs... owners can stay in the ADU and rent out the main house as a STR. Plus town infrastructure wasn't built for higher density ADUs in upper residential areas, leading to degradation of waterlines, sewer, cell, etc. Mammals crowded together have more health and mental problems than when separated so each has its own space. Urban planning doesn't work at rural Tahoe. Suggest alternatives: Get Greg Hoff to remodel Village Center with mixed use rentals above commercial and underground parking. Get David Duffield to build affordable/achievable/senior housing on the Ponderosa.
Do not allow affordable, moderate, and achievable housing in Ponderosa Ranch	
No preference	
Allow affordable, moderate, and achievable housing in Ponderosa Ranch	
Do not allow affordable, moderate, and achievable housing in Ponderosa Ranch	WE'RE ALL GOING TO DIE WHEN THE FIRE COMES. There are already TOO MANY PEOPLE HERE. A lovely 4 or more story building with many units crammed into a small area with limited parking is going to RUIN THE BEAUTY OF THE ENTIRE COMMUNITY OF THE NORTH SHORE and lower everyone's property value. THIS IS CRAP. And yet the TRPA will fine you heavily for adding a deck. Absolute nonsense.
Do not allow affordable, moderate, and achievable housing in Ponderosa Ranch	
Allow affordable, moderate, and achievable housing in Ponderosa Ranch	Ponderosa ranch is a great place for affordable housing. It's just been sitting there for years doing nothing. Let's put it to use.
Do not allow affordable, moderate, and achievable housing in Ponderosa Ranch	
Allow affordable, moderate, and achievable housing in Ponderosa Ranch	There is no planning of population density that will allow emergency exits by locals and tourists in cases of wildfires or other events.

Do not allow affordable, moderate, and achievable housing in Ponderosa Ranch	I strongly oppose all amendments in this phase 2 housing. They do nothing to solve our long-term housing problems and will only make living here much worse. Ponderosa Ranch area should be used for the parking nightmare you are creating on the East Shore by opening up access, building trails and creating an extreme fire hazard. Low income families do not deserve to live in the worst and most congested parts of town. Extreme wealth of the area should instead be taxed and discouraged. The wealthy are outcompeting us on all things. We should NOT be incentivizing affordable house. We need to instead TAX and disincentivize wealth. Outlaw short-term rentals. Tax passive income generation. Not permit luxury developments and enormous houses. Make Lake Tahoe a model to help solve the crisis facing the whole world. Don't turn Lake Tahoe into another tourist and wealthy community deteriorating garbage swamp.
Allow affordable, moderate, and achievable housing in Ponderosa Ranch	We need affordable housing, not achievable. People living in affordable housing need parking for their work vehicles.
Do not allow affordable, moderate, and achievable housing in Ponderosa Ranch	You don't have an option for being against parking incentive. We need parking! How is it fair that people living in these places will not be allowed to have a car?

Maximum ADU size of 1,200 for parcels under an acre	Remove minimum lot size for ADUs	Reduced setbacks for small ADUs	Which aspects of the amendments to accessory dwelling unit regulations do you like and/or dislike and why? Please include any suggestions for alternatives.
Neutral	Neutral	Neutral	If these ADU's won't be used as long-term rentals for lower income people then I think it's absolutely unnecessary! It would just be rich people getting more of what they want. This isn't about rich people this is helping out the people that need it. Rich people don't need help.
Support	Support	Support	I support ADUs as long as they adhere to current regulations with respect to coverage and the use of transferable development rights.
Strongly Support	Strongly Oppose	Strongly Oppose	they should only be allowed on 1 acre plots or more. Otherwise, Incline will look like the King's Beach mess.
Strongly Oppose	Strongly Oppose	Strongly Oppose	
Strongly Support	Strongly Oppose	Neutral	
Support	Neutral	Oppose	while I'm not completely opposed to reduced setbacks, a new building that is just 5 feet from the property line is getting very close to the neighbor's property
Strongly Support	Strongly Support	Support	
Strongly Oppose	Strongly Oppose	Strongly Oppose	WE'RE ALL GOING TO DIE WHEN THE FIRE COMES. There are already TOO MANY PEOPLE HERE. Why are ADUs ok but we can't add a deck or God forbid build a garage on our property? We don't have an exit strategy for even more cars and people!! THIS IS CRAP!
Strongly Oppose	Strongly Oppose	Strongly Oppose	
Oppose	Neutral	Neutral	
Strongly Oppose	Strongly Oppose	Strongly Oppose	
Neutral	Strongly Oppose	Strongly Oppose	

Strongly Oppose	Strongly Oppose	Strongly Oppose	I strongly oppose all amendments. They do nothing to solve our long-term housing problems and will only make living here much worse. Extreme wealth of the area should instead be taxed and discouraged. The wealthy are outcompeting us on all things. We should NOT be incentivizing the rich to get richer off of passive income from ADUs. We need to instead TAX and disincentivize wealth. Outlaw short-term rentals. Tax passive income generation. Not permit luxury developments and enormous houses. Make Lake Tahoe a model to help solve the crisis facing the whole world. Don't turn Lake Tahoe into another tourist and wealthy community deteriorating garbage swamp.
			There is no provision that says the ADU must be used as affordable housing. Home owners will just use the zoning changes to add square footage to their properties and bring more personal guests to visit,
Strongly Oppose	Strongly Oppose	Strongly Oppose	

Delete the Tyrolian Village Special Area	Include Tahoe Transportation District in parking management plan	Identify which regulatory zones can receive transferred development rights	Apply Code of Ordinance rules for Community Plans to Ponderosa Ranch
Neutral	Strongly Support	Neutral	Support
Support	Support	Strongly Support	Neutral
Strongly Support	Strongly Support	Strongly Support	Strongly Support
Strongly Oppose	Strongly Oppose	Strongly Support	Strongly Support
Support	Strongly Support	Support	Support
Strongly Support	Strongly Support	Strongly Support	Support
Support	Support	Support	Support
Neutral	Neutral	Strongly Oppose	Strongly Oppose
Strongly Oppose	Strongly Oppose	Support	Support
Neutral	Neutral	Neutral	Neutral
Oppose	Support	Strongly Oppose	Neutral
Oppose	Strongly Oppose	Support	Support

Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose
Neutral	Strongly Oppose	Neutral	Support
Strongly Oppose	Strongly Oppose	Strongly Oppose	Strongly Oppose

Which aspects of the updates identified during the 2021 area plan adoption do you like and/or dislike and why? Please include any suggestions for alternatives.	Remove special use permit requirement for single-family homes in residential zones	Decrease minimum density in Town Centers and create exception for deed-restricted housing	Align process for front yard setback encroachment on sloped and corner lots for primary and accessory structures
The Tyrolean village is very unclear. Not sure what. Allowing certain tourist Uses on a single parcel means. Does that mean if we vote for it tourist can't stay in Tyrone in Village? I'm very unclear. I like that we're gonna address the parking, very important	Support	Support	Neutral
I support all plan updates that help restrict further population growth in the Tahoe Basin in order to reduce the current times required for emergency evacuation, environmental impacts, and traffic congestion.	Neutral	Neutral	Neutral
	Strongly Oppose	Strongly Oppose	Oppose
	Oppose	Strongly Oppose	Strongly Support
	Oppose	Neutral	Support
	Strongly Support	Strongly Support	Strongly Support
	Support	Support	Strongly Support
GO AWAY, TRPA, and leave our community alone!!!!	Strongly Oppose	Strongly Oppose	Neutral
	Neutral	Strongly Support	Neutral
	Neutral	Support	Neutral
	Oppose	Oppose	Oppose
	Oppose	Strongly Oppose	Support

This plan is a disaster and needs to go back to the drawing board. I do not trust Tahoe Transporation District based on their historic performance and future plan. We need a basin wide wildfire evacuation plan and environmental impact statement. We also need scientific monitoring of the proposed changes for the development out of the East Shore that strongly negatively impacts areas like Incline Village. I do not support any of this without TRPA doing its job to monitor the environmental and social health of the area and conduct an updated population carrying capacity study and wildfire risk assessment. Humans are the cause of starting most wildfires and increasing development and access that comes with marketing and publicity exponentially increases fire risk.	Strongly Oppose	Strongly Oppose	Strongly Oppose
	Support	Support	Oppose
	Strongly Oppose	Strongly Oppose	Strongly Oppose

Add requirements for long- and short-term bike parking	Allow Washoe County to recognize TRPA approved temporary uses	Which aspects of the code improvements do you like and/or dislike and why? Please include any suggestions for alternatives.	Correct "A" in use table to mean "allowed by right"
Oppose	Neutral	We don't need bike parking unless you talk about motorcycles we need car parking	
Support	Oppose	I dislike code changes that have the effect of encouraging growth in the Tahoe Basin. I consider growth detrimental to environmental protections, auto traffic, and the feasibility of evacuations during emergencies.	Neutral
Support	Support		Neutral
Oppose	Strongly Support		Strongly Support
Strongly Support	Strongly Support		Support
Strongly Support	Strongly Support		Strongly Support
Support	Support		Support
Neutral	Strongly Oppose	Stop. Just stop.	Neutral
Strongly Support	Strongly Oppose		
Support	Neutral		Support
Support	Neutral		Neutral
Support	Neutral		Support

Strongly Oppose	Strongly Oppose	Are you kidding? This sounds horrible. It sounds like you are using double negatives to make things confusing. "Decreasing minimum density". Doesn't that mean increasing density? The deed-restriction housing should equally be burdened onto luxury home owners and multi-parcel property owners. Why are you burdening and making it worse for the lowest income while allowing free reign of luxury homes and passive income generating ADUs? This is all illogical.	Strongly Oppose
Support	Strongly Oppose		Support
Strongly Oppose	Strongly Oppose	What does decreasing minimum density mean? Does it mean reducing the minimum threshold? If so, that would imply increasing vacancy allowance. It doesn't make sense. The Tahoe Area Plan increases density in town centers and I strongly oppose that.	Strongly Oppose

Clarify that DCA's in Tahoe are also master plan amendments	Clarify that special areas have separate lists of allowed uses	Add schools as a special use in Incline Village, Tourist	Which aspects of the amendments related to typographical errors and code clarifications do you like and/or dislike and why? Please include any suggestions for alternatives.
Support	Support	Support	
Neutral	Neutral	Support	
Strongly Support	Strongly Support	Strongly Oppose	
Support	Support	Support	
Strongly Support	Strongly Support	Strongly Support	
Support	Support	Support	
Strongly Oppose	Strongly Oppose	Strongly Oppose	
Support	Support	Support	
Oppose	Neutral	Neutral	
Support	Support	Support	

Strongly Oppose	Strongly Oppose	Strongly Oppose	I do not support the TAP. It is based on addressing symptoms and not the root problems.
Neutral		Neutral	
Strongly Oppose	Strongly Oppose	Strongly Oppose	Why are short term rentals allows in residential zones? Those are a commercial purpose. I oppose this rezoning unless it outlaws STRs in residential and puts tourists in tourism and commercial zoning. That would put tourists close to the services they need. All this would be solved if you simply helped restore the dilapidating motels and hotels rather then allowing luxury resorts being built often in their place.

Have you or are you intending to attend one of the scheduled workshops?	Select all of the categories below that apply to you.
Maybe	Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;
Yes	Live in Incline Village/Crystal Bay;
No	Live in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;
Yes	Live in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Retired;Work in Incline Village/Crystal Bay;
Yes	Retired;Live in Incline Village/Crystal Bay;
No	Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Visit or recreate in the Tahoe Basin;
Maybe	Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;
No	Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Retired;
Yes	Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;
No	Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;
No	Live in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Visit Incline Village/Crystal Bay;Retired;
Maybe	Live in Incline Village/Crystal Bay;Retired;

Maybe	Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;Work in another part of the Tahoe Basin;Own property in Incline Village/Crystal Bay;
Yes	Live in Incline Village/Crystal Bay;Own property in Incline Village/Crystal Bay;Retired;
No	Live in Incline Village/Crystal Bay;Work in Incline Village/Crystal Bay;Work in another part of the Tahoe Basin;

Do you have any other comments on the Tahoe Area Plan update?
Don't ruin Incline Village by making more dense or a tourist area.
Yes: THE PLAN SUCKS!
There is no provision for emergency exits in the event of wildfires or other emergencies.

I find the Tahoe Area Plan to be outrageous and illogical. It does not support the long-term health for future generations. It is out of line with TRPA thresholds of deteriorating quality of life. It puts life and limb at greater risk due to increasing tourism incentives, increasing fire danger and promoting passive income generation for more wealth inequality. As an environmental and social scholar, the future of Lake Tahoe right now looks dark and dystopian.

San Luis Obispo Survey Results

Survey #	Gender		Age					Household Income				Work in Tahoe		Live in Tahoe		Housing					How Long at Current Address?				Rent or Mortgage						Living in Household			Enough Parking?	
	MALE	FEMALE	18-24	25-34	35-44	45-54	55+	-$30k	$30-$60k	$60-$90k	+$90k	Yes	No	Yes	No	Rent Apt	Rent Hm	Own Con	Own Hm	Other	-1 yr	1-3 yr	3-10 yr	+10 yr	-$1K	$1K-$1.5K	$1.5K-$2K	$2K-2.5K	$2.5K-$3K	+$3K	Adults	Child	Vehicles	Yes	No
1		1		1				1				1		1			1					1						1			2	0	2		1
2	1			1				1				1		1			1						1					1			2	2	2		1
3		1		1				1				1		1		1						1							1		2	1	2		1
4		1		1				1				1		1			1					1								1	4	1	2		1
5	1			1				1				1		1		1							1			1					2	2	2		1
6		1		1				1				1		1		1							1			1					4	0	2	1	
7		1					1	1				1		1		1							1			1					4	0	2	1	
8		1					1	1				1		1		1								1			1				2	3	2		1
9	1			1				1				1				1								1				1			2	3	1	1	
10		1					1	1				1		1			1							1			1				3	2	2	1	
11		1				1		1				1		1			1							1				1			5	0	5	1	
12	1					1				1		1		1		1								1		1					2	2	1	1	
13		1			1				1			1		1		1								1		1					2	2	1	1	
14		1				1			1			1		1			1						1				1				6	3	3		1
15	1					1		1				1		1		1								1			1				2	1	2		1
16		1				1		1				1		1		1						1					1				2		1		1
17		1				1						1				1							1				1						3		1
18		1			1			1				1		1		1								1		1					7	3	4		1
19		1		1				1				1		1		1								1				1			2	1	3		1
20	1				1			1				1		1		1								1			1				4	0	2		1
21	1						1	1				1		1		1						1				1					4	1	2		1
22	1					1		1				1		1		1								1				1				1	2		1
23	1						1		1			1		1		1								1		1					2	1	1		1
24		1				1			1			1		1		1								1		1					2	1	1		1
25		1					1	1				1		1		1								1		1					2	2	1		1
26	1						1	1				1		1		1							1			1					2	0	1		1
27		1					1					1		1		1							1			1					2	0	1		1
28	1				1							1		1		1								1				1			2	3	1		1
29	1				1			1				1		1		1								1		1					5	3	1		1
30		1		1								1		1		1							1			1					5	3	1		1
31		1			1				1			1		1		1								1				1			4	2	2		1
32	1			1					1			1		1		1							1			1					2	1	2		1
33	1				1				1			1			1	1						1						1			3	1	2	1	
34		1				1				1			1		1	1						1						1			3	1		1	
35		1			1			1				1		1		1								1				1			3		2		1
36		1			1			1				1		1		1								1			1				4	3	1		1
37		1	1					1				1		1			1					1				1					3	0	2		1
38		1	1						1				1	1		1								1			1								
39		1				1		1				1		1		1								1				1			3	1	2		1
40		1			1				1			1		1						1				1		1					3	1	2	1	
41		1				1			1			1		1		1								1		1					2	1	1		1
42		1			1			1				1		1		1								1		1					4	2	1	1	
43		1				1			1			1		1			1						1							1	3	2	2	1	
44		1				1			1			1		1			1						1							1	4	1	2	1	
45		1				1			1			1		1		1								1			1				5	2	2		1
46		1				1			1			1		1		1								1		1					2	0	2		1
47		1					1		1			1		1		1								1		1					2	2	2		1
48		1			1			1					1	1		1						1					1				5	3	1		1
49		1					1	1				1		1			1							1			1				4	1	4		1
50		1			1				1			1		1			1							1		1					5	2	2		1
51		1			1			1				1		1		1								1			1				2	1	1	1	
52		1	1					1				1		1		1								1		1					2	2	1	1	

San Luis Obispo Survey Results

Survey #	Gender		Age					Household Income				Work in Tahoe		Live in Tahoe		Housing					How Long at Current Address?				Rent or Mortgage						Living in Household			Enough Parking?	
	MALE	FEMALE	18-24	25-34	35-44	45-54	55+	-$30k	$30-$60k	$60-$90k	+$90k	Yes	No	Yes	No	Rent Apt	Rent Hm	Own Con	Own Hm	Other	-1 yr	1-3 yr	3-10 yr	+10 yr	-$1K	$1K-$1.5K	$1.5K-$2K	$2K-2.5K	$2.5K-$3K	+$3K	Adults	Child	Vehicles	Yes	No
53		1				1		1					1		1	1								1			1				3	1	1	1	
54		1			1			1				1		1		1								1					1		2	2	2		1
55		1			1			1				1		1		1					1					1					2	1	1		1
56		1			1			1				1		1		1						1						1			2	3	2		1
57	1						1	1				1		1		1								1			1				3	2	2	1	
58	1					1							1	1		1							1			1							1		
59	1		1						1			1		1		1							1			1					2	0	3		1
60		1					1	1				1		1		1								1		1					2		3		1
61		1						1				1				1							1					1			5	4			1
62	1						1	1				1		1		1							1				1				4		2		1
63		1					1		1				1	1					1					1							1		1	1	
64		1					1				1		1	1					1					1	1						2	2	2	1	
65		1				1		1				1		1		1							1				1					0	1		1
66	1				1				1			1		1		1								1				1			3		2		1
67		1				1		1				1		1		1								1			1				5	1	2		1
68																																			
69		1			1				1			1		1		1							1				1				2	2	2		1
70		1			1			1				1		1		1								1				1			4		2		1
71		1				1		1					1	1					1				1		1						4	4	2		1
72		1			1			1				1		1			1							1			1				3	1	1		1
73	1					1				1		1		1					1				1							1	4		3		1
74		1			1					1		1		1			1						1					1			6	2	2	1	
75		1					1		1			1		1					1					1					1		7	2	3		1
76		1			1			1				1		1		1								1		1					5	2	2	1	
77	1					1			1			1		1		1								1			1				3	3			1
78	1					1			1			1		1		1								1			1				3				
79	1						1		1			1		1			1							1		1					3			1	
80	1					1		1				1		1		1	1					1						1			3	1	1		1
81		1				1		1				1		1		1								1		1					4	1	2		1
82		1		1						1		1		1		1								1					1		4		2		1
83	1						1		1			1		1						1			1			1					5	3	2	1	
TOTALS	25	57	4	11	23	25	18	46	25	5	1	74	8	76	3	61	15	0	5	2	1	11	22	48	2	31	22	18	4	4	249	107	141	23	56
																															avg= 3.23	avg= 1.57	avg= 1.86		
																															5 no reponse	13 no reponse	7 no reponse		

San Luis Ob

Survey #	If not,	If not,		Second Job?			Use car for Work?		Use Public Transportation?					Like to see for housing?	Like to see for housing? (original Spanish)	Other Comments
	Where do you park?	Where do you park? (original Spanish)	Occupation	Yes	No	Type?	Yes	No	TART Bus	TART Exp	Uber etc	Other	None			
1	on the street	En la calle	grounds maitenance		1		1		1					in King's Beach	en Kings Beach	lower rents
2	on the street	En la calle	grounds maitenance		1		1		1					Kings Beach	Kings Beach	That there are more affordable rents
3	on the street	la calle	housekeeper		1		1		1					Kings Beach	Kings Beach	That there are more accessible rents and places
4	on the street	En la calle	housekeeper		1		1		1					Kings Beach	Kings Beach	more afforable - rents are increasing
5	on the street	en la calle	grounds maitenance		1		1							Incline Village	Incline	
6			office work		1		1						1	Old Elementary School	In the old elementary school!!!	need parking - even for low earners
7			house cleaning		1		1						1	Old Elementary School	In the old elementary school.	
8	on the street	calle	house cleaning		1		1		1					Near Raley's	Cerca de Raleys	rentals within my budget
9			restaurant		1		1		1					Near the bus stop	(illegible) cerca la parada del bus	low cost housing
10			house cleaning		1		1		1					Close to the shops	Lo más cerca de los comercios	low cost housing
11			house cleaning		1		1		1					Kings Beach	Kings Beach	few houses and very expensive
12			custodian	1		custodian	1						1			need reasonable prices
13			custodian		1			1					1	Kings Beach	Kings Beach CA	
14	on the street	en la calle	house cleaning		1		1			1				Incline Village	en Incline	Incline Village
15	on the street	en la calle	construction	1		gardener		1	1					Incline Village	en Incline Village	It's too expensive to live in an apartment
16			house cleaning		1				1					yes	sí	
17			house cleaning		1		1		1							
18	on the street	en la calle	construction		1		1			1						
19	wherever it goes in the street	por la calle donde aiga	house cleaning		1			1	1					around Incline Village	donde se en Incline Village	more for low income families
20	where it can on the street	donde incuentren por la calle	restaurant		1			1	1	1				where it will happen	donde sea	more for low income families
21			landscaping		1		1									
22	on the street	en la calle	construction		1		1		1	1				Incline Village	en Incline Village	few places to rent and very pricey
23	on the street	En la calle	house cleaning		1		1		1	1				Kings Beach	en Kings Beach	very high rents
24	on the street	en la calle	house cleaning		1		1		1	1				Kings Beach	en Kings Beach	rents are too high
25			construction		1				1							No
26	on the street	en la calle	grounds maitenance		1		1		1	1				Incline Village	en Incline	rents are high for such small space
27	on the street	en la calle	house cleaning		1		1		1	1				Incline Village	en Incline	rents are high for such small space
28			construction	1		clearing snow	1		1					Reno	Reno	everything is very expensive
29			landscaping		1		1		1							make apartments for our income
30			grounds maitenance		1											rental apartments with various rents
31	on the street	calle	restaurant		1		1			1				Reno	en Reno	small places, high rents; impossible to live here
32	on the street	En la calle	grounds maitenance		1			1	1					anywhere	cualquier lugar	Kings Beach
33			construction		1		1						1	Live in Truckee	vivo en Truckee	
34			transportation		1		1						1	Live in Truckee	Vivo en Truckee	
35	on the street	en la calle	house cleaning				1		1	1				Incline Village	Incline Village	few rentals; there are more for tourists
36			house cleaning		1		1			1						
37			house cleaning		1			1					1			Kings Beach has condos that are affordable
38																
39	on the street		house cleaning	1			1							Kings Beach	Kings Beach	we work here and traveling for work takes a long time
40			house cleaning		1		1						1	No place special	No tengo un lugar especial	no
41	wherever possible	Donde se pueda	restaurant	1				1	1					anywhere	Cual quier lugar	also in Kings Beach
42			house cleaning		1		1		1							We need more low income housing in Kings Beach (single mother)
43			restaurant		1			1	1					Kings Beach	Kings Beach	
44			house cleaning		1			1	1					Kings Beach	Kings Beach. Eal.	none
45	on the street	calle	construction/cleaning		1		1		1							none
46		con el x	office	1			1		1					Truckee	Truckee CA	
47			house cleaning	1			1		1							
48	on the street	en la calle	construction		1		1		1							Rents are very expensive
49	on the street	en la calle	house cleaning		1		1				1					
50	on the street	en la calle	office		1		1		1					Close to shops and public schools	Cerca de tiendas y escuelas publicas	none
51			house cleaning		1		1							Incline Village	en Incline	Would like opportunity for people of low income to have their own place
52			restaurant		1		1		1	1				Incline Village	Incline	Housing is too expensive

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Survey #	If not,	If not,		Second Job?			Use car for Work?		Use Public Transportation?					Like to see for housing?	Like to see for housing? (original Spanish)	Other Comments
	Where do you park?	Where do you park? (original Spanish)	Occupation	Yes	No	Type?	Yes	No	TART Bus	TART Exp	Uber etc	Other	None			
53			landscaping		1			1		1				Incline Village	Incline Village	
54	on the street	en la calle	house cleaning		1		1						1	incline Village - central	en el centro Incline Village	rents are high and salary is not enough
55			house cleaning		1			1	1	1				Near SR28	cerca del boulevar	housing/rents are expensive; difficult to find place to live
56	on the street	on the street	restaurant		1			1								
57			health care		1		1						1			
58			health care and restaurant		1							1				No
59	side of the street	En lado de carretera	grounds maitenance		1			1	1					Incline Village	Incline Village	No
60			clean restaurant		1		1			1						Would like to live in Crystal Bay or Kings Beach
61			house cleaning		1		1									
62	on the street	en la calle	restaurant		1			1						I have no idea	No tengo idea	No
63								1					1			may need to move to someplace cheaper (in Tahoe City)
64			retired	1		painter		1					1	OES or Tunnel Creek	Down where the old school was or in the area near tunnel creek where the Bonanza used to be	
65			house cleaning		1		1		1							
66	on the street	en la calle	grounds maitenance		1		1		1							
67	on the street	calle	house cleaning		1		1			1						
68																
69	side of the street	on side of road	retail		1			1					1	any area of Incline Village	any area of Incline Village	
70	on the street	calle	house cleaning		1		1									
71	[illegible]		house cleaning	1		home nurse	1						1			
72	on the street	calle	house cleaning		1		1		1					an acessible place	un lugar acesible	
73	on the street	calle	grounds keeping	1			1						1	Ponderosa Ranch	por el blvd asia donde tirran la basura	Housing is extremely expensive and it would be great if there were apartments with low rents.
74			house cleaning		1		1		1							
75	in the house	en la casa	house cleaning		1		1		1							
76	in the house	en casa	personal care		1		1							Tahoe Vista	Tahoe vista	
77			grounds keeping		1				1							yes
78																
79																
80			construction				1									
81	on the street	en la calle	construction and houscleaning	1		residential		1	1					entrance or exit of Incline	en la entrada o salida de incline	
82	at friends	friends	construction	1		drywall	1		1							no longer affordable/we are being forced out
83			grounds keeping		1		1							in Incline Village	en Incline Village	
TOTALS				12	64		56	18	43	16	1	1	15			

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Survey #	Other Comments (original Spanish or English)
1	Rentas más a la posibilidad de las personas
2	Que haya rentas más accesibles
3	Que haya rentas, lugares más accesibles
4	Rentas más accesibles ya que pooco a poco van aumentando
5	
6	It would be nice to have enough parking space, cars are needed, even for those who are low income
7	
8	favor de proveer casas de renta al alcanse de mi presupuesto
9	crear viviendas de bajos recursos
10	favor de construir vivienda para bajos recursos
11	Claro no hay viviendas y las pocas muy quiquitas y exajeradomente caro no se puede mas los servicios de luz gas ex. Es muy difícil.
12	Que sean precios rasonables
13	
14	Incline Villlage
15	es demasiado caro para vivir por un apartamento
16	
17	
18	
19	que aíga mas hogares para familias de bajos recursos
20	que aiga mas para las personas de bajos recursos
21	
22	hay muy pocos de renta y las rentas estan caras
23	Rentas muy caras.
24	Las rentas están demasiado altas.
25	No
26	que la rentas son muy caras y el espacio es muy chico
27	que las rentas son muy caras y los espacios son muy chiquitos
28	Muy caro todo
29	que agan apartamentos vajos ingresos
30	que agan apartamentos rentas variadas
31	Q están muy pequeñas y muy caras las rentas. La luz y todo es casi imposible vivir aquí
32	Kings Beach
33	
34	
35	Si hay muy pocos de renta hay mas para los turistas
36	
37	Que en Kings Beach haya condominios o casas de renta accesible
38	
39	pues es necesaria puesto que muchos trabajamos en la area y mobernos a otro lugar toma mucho tiempo
40	No
41	Tambien en Kings Beach.
42	Si en Kings Beach senesita viviendas para bajos recursos soy una madre soltera y nuca me diera algo por que no ay sufisiente
43	
44	0
45	no
46	
47	
48	esta muy cara la renta
49	
50	
51	Me gustaría que tengamos alguna oportunidad para tener un techo propio el el lugar que vivimos para las personas de bajos recursos
52	Housing is too expensive we need more financial homes

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Survey #	Other Comments (original Spanish or English)
53	
54	que ultimamente las rentas estan muy caras y el sueldo no alcanza
55	la vivienda es muy cara. La venta es muy cara. Es difícil adquirir un lugar para vivir.
56	
57	
58	no
59	No
60	si me gustaría vivir por el cristal bay o Kings Beach
61	
62	No
63	Incline and Tahoe City, Placer county, my taxes are [illegible] are too high. I may have to move in with a son to be fine. Water, gas, elec may go so high take most of my social security. I may leave to move to somewhere much cheaper and sell my home.
64	
65	
66	
67	
68	
69	
70	
71	
72	
73	es extremadamente costoso la venta y estaría muy bien que ubiera departamentos de bajos ingresos. Gracias.
74	
75	
76	
77	sí
78	
79	
80	
81	
82	It´s no longer affordable. We are being forced out.
83	

TOTALS	

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
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www.trpa.org

April 23, 2025

Katherine Oakley
Washoe County Planning Program
PO Box 11130
Reno, NV 89520
Delivered via Email

Subject: TRPA Recommendation on Proposed Amendments to the Washoe County Tahoe Area Plan

Dear Ms. Oakley:

This letter is in response to the information we have received to date on the proposed amendments to the Tahoe Area Plan. Our understanding is Washoe County (the County) is proposing the amendments described below to the Tahoe Area Plan (TAP). The proposed amendments cover a wide assortment of topics including, but not limited to incorporating the TRPA Phase 2 Housing Amendments with alternatives to lessen building height and increase required parking, expand land uses in specific regulatory zones, allow accessory dwelling units on parcels between 1 acre and 12,000 square feet in size, reduction of density for new developments within Town Centers, increased bicycle and vehicular parking in various land uses and locations, and various grammatical corrections and terminology clarifications.

TRPA staff conducted a preliminary review of the proposed TAP amendments for conformance with the Regional Plan and Code of Ordinances. TRPA staff will review a final amendment package as described in Section 3.2, *Procedural Steps*, of the Area Plan Handbook when that is submitted by Washoe County. Note that the information provided in this letter is intended to address preliminary considerations and is in no way a complete determination nor a conceptual approval of what has been submitted to date. That will require submittal of a complete set of Area Plan documents to TRPA and staff review of the full record.

TRPA area plan review procedures are designed to provide preliminary feedback on proposed area plans or area plan amendments prior to going forward with formal approval hearings at the local and regional levels. TRPA staff conducted this preliminary review of the amendments, and staff suggestions are summarized in this memo. The County will need to work with TRPA staff to further develop the amendment package before bringing it to the Advisory Planning Commission (APC) and Regional Planning Committee (RPC) for recommendation prior to the Governing Board making a final determination on the proposed amendments. Our review and analysis of the information we have received to date is as follows.

TRPA Phase 2 Affordable and Workforce Housing Amendments
Staff reviewed Washoe County's proposed alternative to the Phase 2 Amendments. Table 1 includes a summary of TRPA's approved Phase 2 Amendments in town centers and Washoe County's proposal, with the differences highlighted in blue. It is the staff's understanding that Washoe County will

incorporate the full Phase 2 Amendments in areas zoned for multi-family housing outside of town centers.

Table 1: Approved Phase 2 Housing Amendments & Washoe County Alternative Proposal in Town Centers

	TRPA Phase 2 Amendments	**Washoe County Proposal**
Height	65 feet	56 feet
Parking	Parking based on demand (must provide parking study if proposed parking spaces are less than county standards)	Parking based on demand (no less than .5 parking spaces per unit with parking study)
Density	No maximum	No maximum
Coverage	100% in town centers where there is a stormwater collection and treatment system maintained by a local entity	100% in town centers where there is a stormwater collection and treatment system maintained by a local entity

Washoe County proposes to allow deed-restricted multi-family as an allowed use in the Ponderosa Ranch Regulatory Zone. While the addition of this use would add acreage that can be developed for deed-restricted housing, it does not create financial incentives that would offset the cost of increased building height and reduced parking standards that the Phase 2 Amendments offer. Therefore, TRPA staff cannot determine that the proposed alternative would have equal or greater reduction in the cost to build deed-restricted housing as required by the Phase 2 Amendments. **Therefore, TRPA staff will not be able to recommend approval of Washoe County's proposal to the TRPA Governing Board.**

Ponderosa Ranch Regulatory Zone
Chapter 11 of the TRPA Code requires local jurisdictions to make a finding when multi-family housing is added as an allowed use in a plan area statement. Since Ponderosa Ranch is covered by an area plan, this finding does not need to be met, however, TRPA staff recommend that Washoe County use this finding as guidance to justify that deed-restricted housing is an appropriate use for this zone.

Finding 11.8.4.C: Addition of Multiple-Family as Permissible Use (this finding does not need to be met, but should be used as justification for the proposal):

If the amendment proposes to add multiple-family as a permissible use to a plan area or for one or more parcels, except as provided for in subparagraph 3 below, the plan area or affected parcel shall be found suitable for transit-oriented development (TOD). When determining TOD suitability, TRPA shall find that the site contains the following features, or functional equivalents, that facilitate TOD in a manner that is equal or superior to the listed features:

a. *Access to operational transit within a one-half mile walk;*
b. *Neighborhood services within a one-half mile walk, (e.g., grocery/drug stores, medical services, retail stores, and laundry facilities);*
c. *Good pedestrian and bike connections;*
d. *Opportunities for residential infill (at densities greater than eight units per acre) or infill with mixed uses; and*

e. *Public facilities adequate to service increased demand from the addition of multi-family units (e.g., public schools, urban or developed recreation sites, government services, and post offices).*

Accessory Dwelling Units
Currently, the TRPA Code prevents accessory dwelling units (ADUs) from being built on parcels less than 1 acre in size on the Nevada side of the Tahoe basin. In 2021, TRPA amended the Code to allow ADUs on smaller lots in California, but did not grant the same allowance to Nevada because of concerns related to the potential use of the properties as short term rentals. The County's proposed amendments to the area plan allow ADUs of up to 1,200 square feet on parcels less than one acre in size, but require a minimum lot size of no less than 12,000 square feet. The proposed amendments prohibit the units from being used as short term rentals. **TRPA staff supports the allowance of ADUs on parcels less than 1 acre in size and recommends removing the minimum lot size of 12,000 square feet, consistent with other jurisdictions in the basin.**

For any policy change to allow ADUs on parcels of less than one acre to take effect in Washoe County or the Nevada side of the basin, TRPA staff will need to prepare an amendment to Chapter 31 of the TRPA Code to be brought forward with the Washoe County area plan package.

Use of "Allowed by Right"
TRPA recommends that the county not use the term "Allowed by Right" as under the TRPA Compact, all activities that are defined as a project require a permit. Instead, the term administrative or non-discretionary permit should be used.

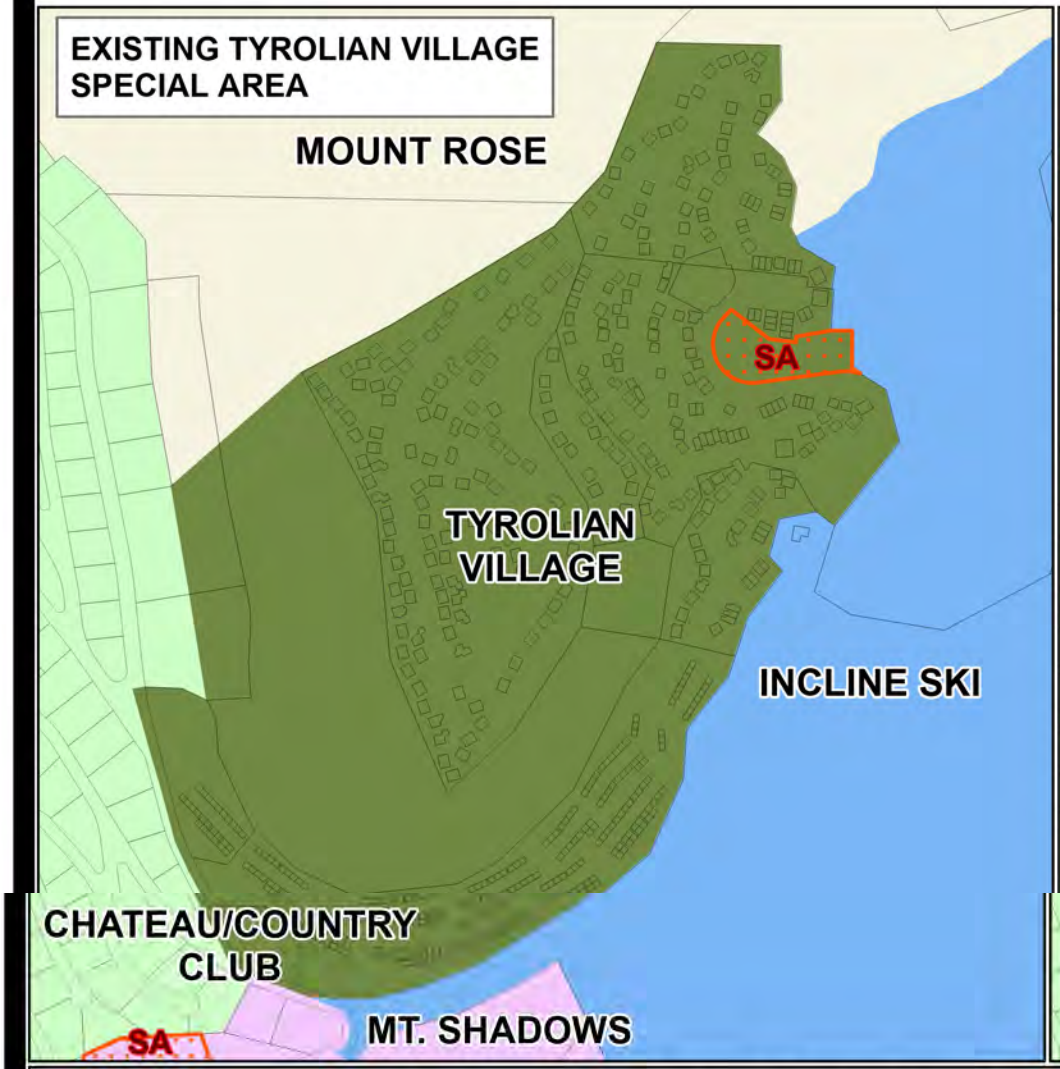
As stated above TRPA typically reviews a comprehensive amendment package that includes the environmental analysis and final area plan language prior to local approval hearings. However, the County will submit the complete area plan amendment package for TRPA review after it has been considered by the Planning Commission and the Board of County Commissioners. If there are aspects of the area plan amendments that do not conform with TRPA's Regional Plan or Code, Washoe County may need to revise the area plan amendments before it can be considered for approval by the Governing Board.

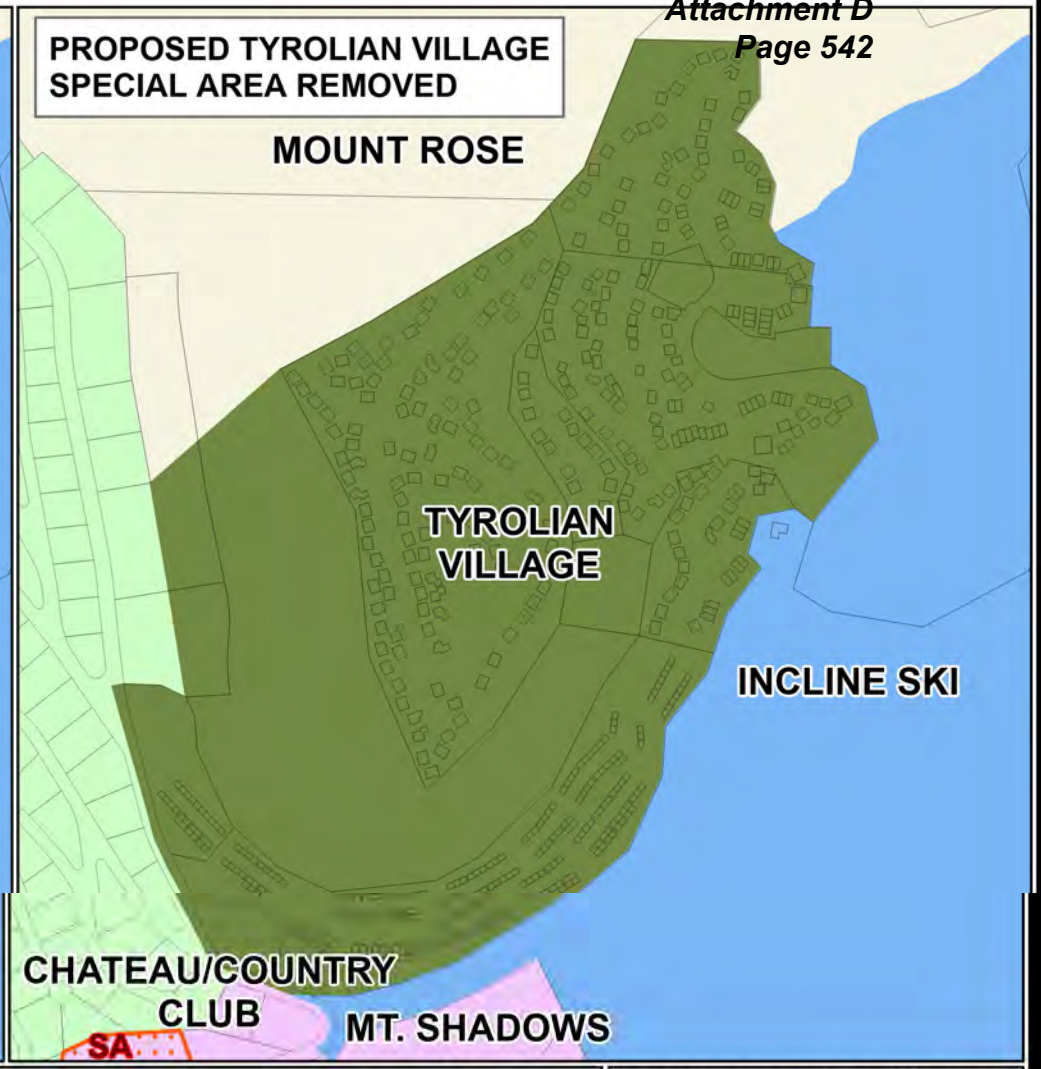
Additional Code Edits
In addition to the high-level comments in this letter, staff has also offered suggestions or recommendations in the document, "Proposed changes by topic_draft_compiled 2.19.25_TRPA 04.23.2025". Please see the attached document.

If you have any questions, please contact me at (775) 589-5226 or mbrown@trpa.gov.

Sincerely,

Michelle Brown
Associate Planner





Tahoe Planning Area
Tyrolian Village Special Area

WDCA25-0003/
WMPA25-0001/
WRZA25-0001 EXHIBIT G

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0 100 200
Scale in Feet

Tahoe Area Regulatory Zones

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

Community Services Department

WASHOE COUNTY NEVADA

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

SOURCE: Planning and Building Division

PC Date: June 3, 2025