

Ponderosa Ranch Community Plan



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Regional Plan for the Lake Tahoe Basin Ponderosa Ranch Community Plan



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Chapter One

INTRODUCTION

PLAN AREA LOCATION

The Ponderosa Ranch Community Plan Area is located in Washoe County, Nevada, on the northeast shore of Lake Tahoe (refer to the Community Plan Area Location map). It is located at the east entrance to Incline Village. It includes the Ponderosa Ranch, the industrial/commercial businesses along State Route 28 immediately north of the Ponderosa Ranch, and the Incline Village General Improvement District (IVGID) maintenance and sewer treatment facilities.

ROLE OF THE COMMUNITY PLAN

The Incline Village/Crystal Bay Community Plan Team, Washoe County, TRPA, and other interested persons have coordinated their efforts in the preparation of this plan. The community plan is intended to guide development in the Ponderosa Ranch Community Plan Area for at least the next ten years. It serves as an integrated land use plan addressing physical design, commercial growth, housing, transit, traffic circulation, the environment, recreation and public services. The Washoe County Comprehensive Plan and the Tahoe Regional Planning Agency (TRPA) Regional Plan address their respective regions. Within those, Washoe County's Tahoe Area Plan addresses issues specific to the Tahoe portion of Washoe County. The community plan is a supplement to and consistent with these plans. It replaces the existing TRPA Plan Area Statement 054 Incline Village Industrial and Washoe County regulatory zones. The plan contains special policies. All projects implemented under the community plan will be responsible for implementation of the special policies. The plan also establishes allocations of additional development (i.e. commercial floor area, tourist accommodation units and residential bonus units). The TRPA Code of Ordinances specifies the expiration dates of all allocations of development.

HISTORY OF INCLINE VILLAGE

Incline Village began as a community of loggers and their families during the late 1880's. It was also the center of a 100,000 acre lumbering empire that supplied timber and cord-wood fuel to the thriving Comstock Lode at Virginia City. In 1878, two years before the building of the Great Tramline of Tahoe, Walter Scott Hobart organized the Sierra Nevada Wood and Lumber Company. He appointed Captain John Bear Overton, then superintendent of the Virginia and Gold Hill Water Company, general manager. Hobart and engineer Captain Overton completed both the tramway and steam powered lumber mill around October of 1880. Operations were ended in 1896 with the moving of lock, stock and barrel across the lake to Bay City and then to Hobart Mills.

Captain Overton took the credit for both design and building of the Incline Tramline. Alpine funicular and cable car railways of the time actually furnished the pattern. The machinery and equipment consisted of 8,000 feet of 1-1/8 inches endless wire cable fed around two twelve-foot, eight-spoke bull wheels driven by sprocket and gear, turned by a forty horsepower steam engine. Twelve combination cordwood and lumber cars were

used. The double track was eighteen feet in overall width. The rails were spiked to cross the ties on a solid log bed. The company used twelve cars, two going up and two coming down simultaneously. A maximum of three hundred cords of wood or its equivalent could be transported up the grade to the V-flume each day. A car could hold about 1 1/2 cords of wood and the trip was about twenty minutes. The V-flume ran the full four thousand feet of the tunnel through the mountain to Washoe Valley.

From the top, the logs floated down water flumes to Lakeview, Nevada, and were then carried to Virginia City via the famous Virginia-Truckee Railroad. The enormous "Incline" became so well known that daily boat trips ran from Tahoe City to Crystal Bay, taking tourists to watch the tramway at work. With the decline of Virginia City, the company began to slow down, and by 1893, had stopped operations. During the company's history, enormous amounts of trees were cut. Since that time, a second growth has covered the area.

In 1960, the Crystal Bay Development Company acquired 9,000 acres in "Incline Valley" and immediately began plans for the new Incline Village -- a modern, carefully designed residential and resort community on Lake Tahoe. In 1961, an economic analysis was prepared to guide the development plans. As stated in this report:

"This beautiful site at Crystal Bay provides the foundation for development of a superior residential, cultural and resort community... Careful consideration has been given to planning Incline Village in order to emphasize the advantages of its setting and to provide the most desirable arrangement of its community and resort facilities for the benefit of its residents and guests".

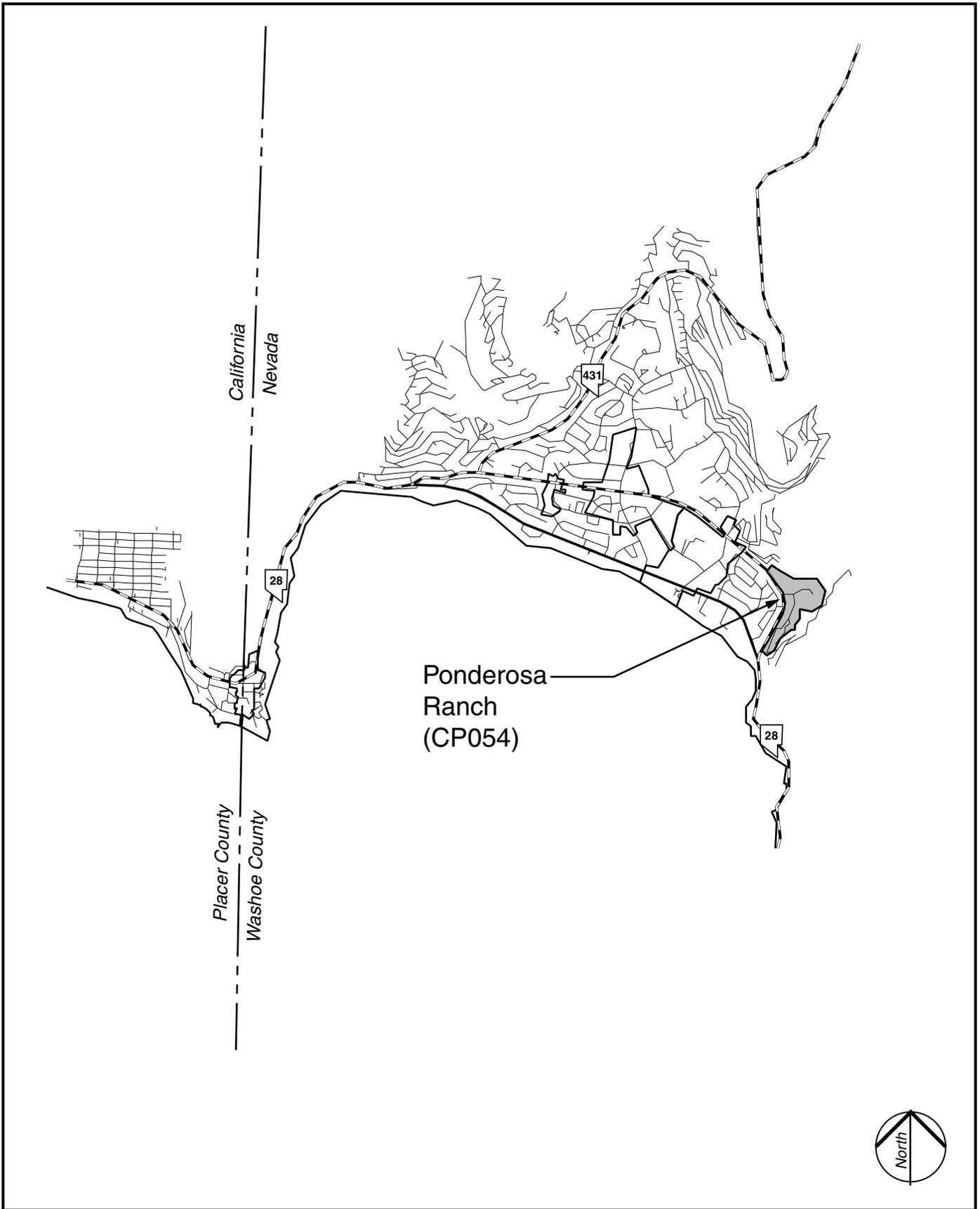
Today, thirty years later, Incline Village has become a residential, resort community with a wide array of recreation opportunities. It is served by four commercial neighborhoods, each providing a different commercial service to residents and visitors. The Ponderosa Ranch Community Plan Area is one of these. This plan area provides industrial uses for the residents and equestrian/theme park uses for the visitors. This plan area also encompasses public facilities.

A VISION FOR THE FUTURE

The overall vision for Incline Village/Crystal Bay is strengthening the residential nature of the community and creating a more complete tourist destination area while achieving a balance between the residential and tourism aspects of the community. This is consistent with the original intent for Incline Village/Crystal Bay. As stated in the 1961 economic analysis, "The basic concept for Incline Village is that of a new residential and resort community to provide a full spectrum of community facilities and recreational opportunities."

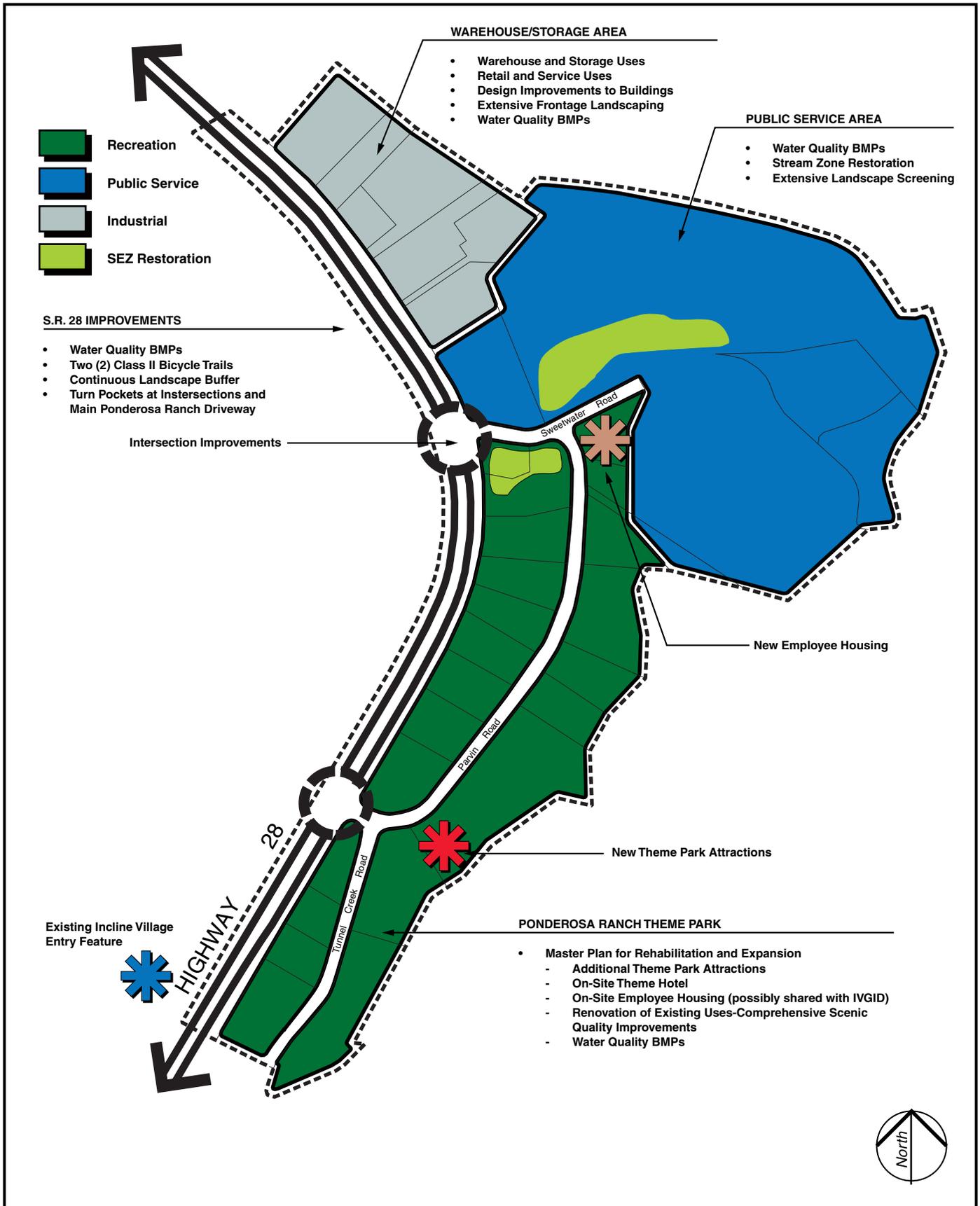
The concept has been further defined by goals addressing specific issues. In terms of transportation, the plan seeks to improve the quality of the environment by adjusting circulation patterns and increasing biking, walking and transit opportunities. For urban design, the goal is to maintain and enhance the beauty of the built and natural environment of Incline Village/Crystal Bay. With respect to the economy, the plan intends to create stable, long-term economic health for Incline Village/Crystal Bay.

The plan's specific vision for the Ponderosa Ranch Community Plan Area is creating a beautiful entry to Incline Village with an attractive historical "era of the old west" theme park. The Ponderosa Ranch theme park may be upgraded with added attractions, improved displays, the possible addition of a funicular railway, and landscaped parking lots, with the potential of becoming a year-round resort/attraction. The possible addition of a funicular railway may be considered without specifically relating it to approving a Ponderosa Ranch Master Plan. In the long term, the plan envisions the commercial businesses north of the Ponderosa reoriented into an industrial business park with an internal road system, landscaping, and only one or two entrances onto State Route 28. For the short term, the plan envisions the front yards of the industrial/commercial businesses being landscaped, buffering views of pavement and autos from State Route 28 views. Bicycle paths along both sides of the highway should be added, connecting this area to other areas of Incline Village. The vision is illustrated on the Concept Plan following.



Ponderosa Ranch Community Plan
COMMUNITY PLAN AREA LOCATION
 Figure 1





Chapter Two

LAND USE

The majority of land use policies and improvements, applicable to properties in the Ponderosa Ranch Community Plan Area, are found in this chapter. The Ponderosa Ranch Community Plan Area map (following) identifies all parcels within the plan area. Existing conditions, goals, policies and action programs, and proposed improvements are established for community design, economic development, housing and land use patterns. The Ponderosa Ranch Community Plan Area Statement supersedes TRPA's Plan Area Statement 054 and Washoe County regulatory zones. Those standards excluded by the community plan are addressed by the Washoe County Development Code or the TRPA Code of Ordinances.

LAND USE PATTERNS

EXISTING CONDITIONS

This area includes the Ponderosa Ranch, the IVGID maintenance and sewer treatment facilities and an warehouse/storage area. This area serves both residents and visitors. The storage, auto and hardware/lumber retail uses serve residents. The Ponderosa Ranch, an outdoor amusement park, serves primarily visitors. This area also serves as one of the main entrances into Incline Village. The area is approximately ninety-five (95) percent built out.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for land use patterns is to preserve and maintain the quality of life and character of Incline Village/Crystal Bay by promoting orderly and balanced relationships between land use designations that are sensitive to existing environmental, social, and economic conditions. This area should continue to accommodate light industrial and public service uses. The Ponderosa Ranch should be upgraded and continue as an outdoor amusement theme park. This area should also serve as a scenic entry to Incline Village. The following policies and action programs reflect the goal.

PRCP.1.1 ENCOURAGE COMPATIBILITY OF ADJACENT LAND USES.

PRCP.1.2 BUFFER ADJACENT RESIDENTIAL USES FROM THE NON-RESIDENTIAL USES THROUGH SITE DESIGN, LANDSCAPING, VEGETATION AND SCREENING.

NSCP.1.2.1 Non-residential and employee housing projects shall provide buffering from existing, surrounding residential uses.

PRCP.1.3 ENCOURAGE LAND USE PATTERNS THAT REDUCE THE NEED FOR TRAVEL AND INCREASE ACCESS TO TRANSIT.

PRCP.1.2.1 Ponderosa Ranch employee housing development is encouraged.

PRCP.1.4 FOLLOWING COMMUNITY PLAN ADOPTION, AN ADDITIONAL 16,560 SQUARE FEET OF COMMERCIAL FLOOR AREA MAY BE ALLOCATED WITHIN THE PONDEROSA RANCH COMMUNITY PLAN AREA. THE METHOD OF DISTRIBUTION IS ADDRESSED BY WASHOE COUNTY COMMERCIAL ALLOCATION PROGRAM.

PRCP.1.4.1 Projects seeking an allocation of additional commercial floor area shall be subject to the Washoe County Commercial Allocation Program.

PRCP.1.4.2 TRPA shall only consider, for approval of new commercial floor area, those projects which have been recommended by Washoe County.

PRCP.1.4.3 Only projects that make substantial progress toward developing the area-wide improvements listed in Chapter Seven of this community plan shall be eligible for commercial floor area allocations. Substantial progress shall be based on one square foot of allocation equals five dollars or more worth of improvements.

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

PRCP.1.5 FOLLOWING COMMUNITY PLAN ADOPTION, FIFTY (50) RESIDENTIAL BONUS UNITS MAY BE ALLOCATED WITHIN THE PONDEROSA RANCH COMMUNITY PLAN AREA. THE BONUS UNITS ARE ENCOURAGED TO USED FOR AFFORDABLE AND/OR EMPLOYEE HOUSING.

PRCP.1.5.1 Projects utilizing the bonus unit incentive program provided under Chapter 35 of TRPA's Code of Ordinances to acquire residential bonus units shall participate in capital improvement projects within the community plan area provided under Section 35.3 of the Code.

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

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

PROPOSED IMPROVEMENTS

Consistent with the policies above, the following land use improvements are proposed for the plan area:

- Buffering provided between non-residential and existing residential uses.
- Development of Ponderosa Ranch employee housing supported.

COMMUNITY DESIGN

EXISTING CONDITIONS

There are three different zones in this plan area: a tourist commercial zone of the Ponderosa Ranch; an heavy commercial/warehouse area of the lumber yard, auto body shop and warehouses; and a public service area of the IVGID maintenance and sewer treatment plant. Community design addresses only the Ponderosa Ranch and the industrial area as they are visible from State Route 28, a TRPA designated scenic corridor.

Generally, there is little similarity of style between buildings, the architecture varies greatly and results in a lack of cohesive urban design. The opportunities of setting appear to have been overlooked. The visual quality of the plan area is unattractive. Automobiles and building facades dominate the plan area. There is a predominance of asphalt and concrete. Landscaping is limited. Little consideration has been given to the pedestrian, resulting in an unfriendly pedestrian environment. It should be noted that, in 1995, landscaping was added along State Route 28 and the frontage of the Ponderosa Ranch parking area.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for community design is to maintain and enhance the beauty of the built and natural environment of the existing Incline Village/Crystal Bay communities. The following policies and action programs reflect this goal.

PRCP.2.1 IMPROVE AND UPGRADE THE PONDEROSA RANCH.

- PRCP.2.1.1 Master plan developed for additional development and enhancement of existing facilities is encouraged.
- PRCP.2.1.2 The Ponderosa Ranch shall provide landscaped screening of on-grade parking areas. Such screening may consist of either man-made or plant materials, or combinations of both, and shall be effective year round.
- PRCP.2.1.3 Signs shall be brought into conformance with TRPA's Scenic Quality Improvement Program (refer to Chapter Four, Conservation, further detail) consistent with the amortization scheduled outlined in Chapter 26, TRPA Code of Ordinances.
- PRCP.2.1.4 Incentives for upgrades and improvements, such as commercial floor space, are provided.
- PRCP.2.1.5 The placement and display of the antique equipment at the Ponderosa Ranch shall be fully screened, as required by the TRPA design standards, if this function is merely outdoor storage. If the function is interpretation, the equipment shall be suitably arranged for interpretation purposes (e.g., grouped in one area or enclosed in a structure), be accompanied by perimeter landscaping with screening value, and be set back from the highway a minimum of 100 feet.
- PRCP.2.1.6 Additional development on the visible narrow benches above the parking lot which may be approved by TRPA shall include adequate mitigation measures to mitigate scenic impacts caused

by the development when viewed from scenic threshold travel routes.

PRCP.2.1.7 New uses at the Ponderosa Ranch shall share existing driveways.

PRCP.2.1.8 Frontage landscaping along the Ponderosa Ranch parking lot shall be a minimum twenty (20) foot width. Other frontage landscaping is encouraged to be twenty (20) feet wide.

PRCP.2.1.9 A minimum width of three (3) feet at entry areas between curb and sidewalk is not sufficient to support plant life unless turfgrass is used.

PRCP.2.2 IMPROVE THE AESTHETICS OF THE WAREHOUSE AREA AT WEST END OF THE PLAN AREA.

PRCP.2.2.1 Existing buildings shall be screened with landscaping. Design improvements to the buildings are encouraged.

PRCP.2.2.2 Parking, asphalt and open storage areas shall be screened with landscaping from State Route 28 views.

PRCP.2.2.3 All overhead utility lines and poles along State Route 28 and all new connections and lines shall be placed underground. Washoe County shall 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.

PRCP.2.2.4 All new and remodeled projects shall provide landscaped screening of on-grade parking areas. Such screening may consist of either man-made or plant materials or combinations of both, and shall be effective year round.

PRCP.2.2.5 All new and remodeled projects shall be required to completely screen from public views all ground and roof-mounted mechanical and communications equipment.

PRCP.2.2.6 All non-conforming signs shall be removed and/or replaced consistent with the amortization schedule outlined in Chapter 26, TRPA Code of Ordinances.

PROPOSED IMPROVEMENTS

Consistent with the policies above, the following community design improvements are proposed for the Ponderosa Ranch Community Plan Area:

- ❑ Ponderosa Ranch upgraded and improved. Includes:
 - Master plan developed for additional development and enhancement of existing facilities.
 - Parking lots landscaped.
 - Signs brought into conformance with TRPA Code.
 - Incentives, such as commercial floor area, for upgrades and improvements provided.

- ❑ Warehouse area aesthetics improved. Includes:
 - Scale and bulk of buildings minimized through landscaping and design improvements.
 - Parking, pavement and asphalt screened from State Route 28 views.
 - Utility lines along State Route 28 undergrounded.
 - On-grade parking areas screened with landscaping.
 - Ground and roof-mounted mechanical and communications equipment screened.
 - Non-conforming signs removed and replaced.

ECONOMIC DEVELOPMENT

EXISTING CONDITIONS

As noted above under Community Design, this community plan area includes two zones of economic uses (the third being public service facilities): tourist commercial (the Ponderosa Ranch) in the southern portion, and warehouse/storage in the northern portion of the plan. The Ponderosa Ranch is an outdoor amusement park that serves primarily visitors. The industrial area includes storage, auto and hardware/lumber retail uses, as well as a recycling facility. The industrial uses serve primarily residents.

Washoe County and the Incline Village/Crystal Bay Chamber of Commerce established a local Economic Task Force, to evaluate the local economy. The task force reviewed demographic and economic conditions, analyzed problems and opportunities of the local economy, and created an economic strategy for the future. Their work is summarized in a document titled, Incline Village/Crystal Bay 2000: An Economic Blueprint, March 1990 (included as part of the Washoe County Preliminary Community Plan). The report notes that, Recreational theme parks are a growing segment of the resort industry nationwide, and the Ponderosa Ranch remains a major summertime draw. Nevertheless, the Ranch has not kept pace with trends in the theme park industry which emphasize more participant venues.

The Economic Blueprint discussed general commerce stating, General commerce includes local sales of goods and services including ... automotive supplies and services; and a variety of other types of retail, consumer, and professional businesses ... unlike the resort sector or other base industries, businesses engaged in general commerce do not primarily function to attract new dollars in the local economy. However, these businesses do capture a significant amount of local spending by other local businesses, seasonal and year-round residents, and visitors. In so doing, they keep dollars circulating locally, instead of leaving the area to Reno and Carson City, Sacramento, or points beyond. By spending money on employee wages and local services and supplies, these businesses create additional income in the community. This, in turn, multiplies the economy without adding more visitors or base industry. While spanning many different industries, there are many more general commerce businesses in Incline Village ... than those in resort or other base industries. Therefore, the health of general commerce businesses is vital to the overall economic health of the community. The industrial uses are examples of general commerce businesses in Incline Village.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for economic development is to create stable, long-term economic health for Incline Village/Crystal Bay. The following policies reflect this goal.

- PRCP.3.1 ENCOURAGE THE PONDEROSA RANCH TO PREPARE A MASTER PLAN. ENCOURAGE THE PONDEROSA RANCH MASTER PLAN TO ADDRESS THE RANCH DEVELOPING INTO A MORE DIVERSE AND COMPLETE "PARK" WHICH IS LESS SEASONAL AND ADDS TO THE CREATION OF A YEAR-ROUND INCLINE VILLAGE ECONOMY.**
- PRCP.3.2 ENCOURAGE GENERAL COMMERCE BUSINESSES TO LOCATE IN THIS AREA WHICH SERVE RESIDENTS OF INCLINE VILLAGE.**

PROPOSED IMPROVEMENTS

Consistent with the policies above, the following economic development improvements are proposed for the plan area:

- The Ponderosa Ranch upgraded through a Master Plan. As noted in the Economic Blueprint, a major upgrade will be necessary to ensure the Ponderosa's long-term viability, but whether the financial investment pencils out, vis-à-vis competing uses of the substantial square footage under the Ranch's control, remains to be seen. If it does not, the community will have lost a major visitor attraction and the only local access point to the area's extensive network of horseback trails. For reference, only a portion of the Ponderosa Ranch properties are located within the community plan area.

HOUSING

EXISTING CONDITIONS

There is no year-round housing located within this plan area. The Ponderosa Ranch does provide for seasonal housing, as part of the Ranch, for a portion of their summer employees. Although there is a large amount of single family housing in close proximity to the plan area, there is limited multiple family housing in close proximity. For employees living elsewhere (i.e. not in close proximity to the plan area), with the exception of the Tahoe Regional Area Transit (TART), the north shore public transit system, transportation between work and home for service sector employees is not provided. Driving to and from work contributes to region-wide vehicle miles traveled (VMT) which adversely affects air quality.

Although the employees of the industrial businesses in the plan area most likely can find housing in Incline Village, the seasonal employees of the Ranch may have difficulty. The Ranch is presently seasonal, being open only in the summer. The Ranch does provide for a portion of their seasonal employees. There may be additional employees that have difficulty finding housing. If the Ranch expands, there may be additional need for employee housing. As noted, the Ranch is open in the summer. Diamond Peak Ski Resort is open only in the winter. Shared housing, for seasonal employees of the Ranch and the Ski Resort, may be a possibility.

Washoe County is preparing a Comprehensive Housing Affordability Study which addresses the need for affordable housing. Washoe County is also preparing a Consolidated Plan which will address the provision of affordable housing. The study and the plan address the entirety of Washoe County, including the Tahoe Plan Area.

For reference, the TRPA Regional Plan offers several incentives to assist in the development of affordable and employee housing projects. They include increased dwelling unit density, providing residential bonus units outside the normal residential allocation limits, additional land coverage opportunities, and redevelopment plan standards requiring affordable housing.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for housing is to encourage a variety of residential areas of different densities and housing types to provide housing opportunities to meet the social and economic needs of the community. The following policies reflect this goal. The Housing Element being prepared for Washoe County will provide additional information. Revisions to the community plan housing policies and action programs may be required.

PRCP.4.1 DEVELOP A COOPERATIVE PLAN BETWEEN IVGID (DIAMOND PEAK) AND THE PONDEROSA RANCH TO PROVIDE AFFORDABLE HOUSING UNITS IN THIS COMMUNITY PLAN AREA.

PRCP.4.2 REDUCE POTENTIAL CONFLICTS BETWEEN RESIDENTIAL USES AND INDUSTRIAL AND PUBLIC SERVICE USES.

PRCP.4.2.1 Proposed employee housing should be buffered from the industrial businesses and the IVGID service facilities through site planning. Techniques include building design, landscaping, vegetation and fences.

PRCP.4.3 ENCOURAGE THE PROVISION OF HOUSING OPPORTUNITIES FOR PONDEROSA RANCH EMPLOYEES.

PRCP.4.3.1 Washoe County efforts, in the preparation of the Comprehensive Housing Affordability Study, the Consolidated Plan and Housing Element are supported.

PRCP.4.3.2 Residential bonus units assigned to the plan area are encouraged to be used for affordable and/or employee housing.

PROPOSED IMPROVEMENTS

Consistent with the policies above, the following housing improvements are proposed for the plan area:

- A cooperative plan developed for sharing employee housing units between IVGID (Diamond Peak Ski Resort) and the Ponderosa Ranch.
- Employee housing buffered from industrial uses and IVGID service facilities.
- Washoe County housing plan completed.

ADDITIONAL GROWTH

TRPA regulates the rate and timing of development in the Tahoe Region. Through the issuance of units of use (termed "allocations"), growth is measured and the amount of development controlled in order to maintain the quality of the environment. Additional residential and tourist accommodation development is measured in units, outdoor recreation in "persons at one time" (PAOT), and commercial development in square feet of commercial floor area. The Ponderosa Ranch Community Plan Area Statement has been assigned additional residential, tourist accommodation and commercial allocations. It has not been assigned additional outdoor recreation allocations. In order to receive an allocation for additional growth, a project must meet the community plan policies which apply to the project's particular type of development. The policies are summarized in Community Plan Area Statement 054 (see Appendix A). Additional growth allocations for the plan area are outlined below.

RESIDENTIAL BONUS UNITS

The maximum number of residential bonus units which may be permitted for this plan area is 50 units. TRPA Code of Ordinances, Chapter 35, outlines additional information on residential bonus units. Following issuance of the Affordable Housing Needs Assessment for the Lake Tahoe Region by TRPA, all or a portion of the residential bonus units may be reserved for affordable and/or employee housing.

COMMERCIAL FLOOR AREA

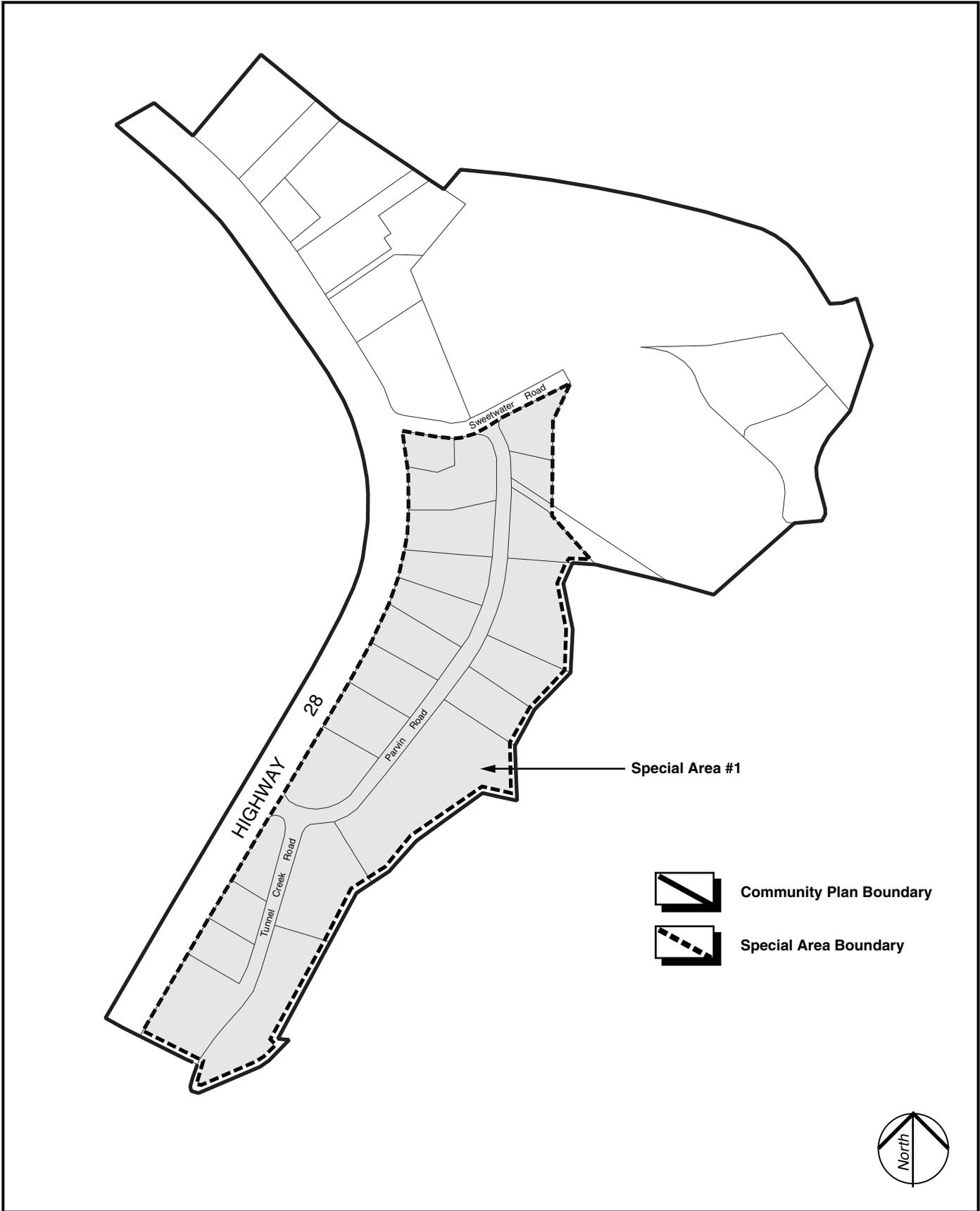
Commercial uses are measured in terms of commercial floor area. . A total of 16,560 square feet of additional commercial floor area has been allocated to this community plan area. This excludes banked or transferred commercial floor area. This commercial floor area may only be used within the Ponderosa Ranch Community Plan Area Statement, CPAS 054. Refer to the Ponderosa Ranch Community Plan map (following) for the boundaries of the plan area. The Washoe County Commercial Allocation Program outlines the method of distribution.

DEVELOPED OUTDOOR RECREATION

TRPA measures outdoor recreation in "persons at one time" (PAOT). PAOTs are allocated to additional summer, winter and overnight uses. No additional developed outdoor recreation projects are proposed for this plan area. Therefore, no PAOTs have been assigned. If projects are proposed, the specific project and its timing are added to the TRPA Five-Year Recreation Program and PAOTs assigned to the plan area. Day use PAOTs may be allocated to the adjacent plan area which adjoins the Ponderosa Ranch (for recreation projects) as part of a master plan expansion.

DEVELOPMENT STANDARDS

Development standards assist in achieving the intended land use patterns of the plan. Maximum densities and permissible uses are included in the plan area statement. Community Plan Area Statement 054 is included in Appendix A. For other development standards, refer to the TRPA Code of Ordinances and the Washoe County Development Code. As part of adopting the Community Plan, TRPA adopted the Signage, Parking and Design Standards and Guidelines for the Community Plans of Washoe County. This document contains specific design, parking and signage standards which shall apply to the Community Plan Area.



Chapter Three

TRANSPORTATION

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

Despite those mandates, traffic is becoming an increasingly serious problem in the Tahoe Basin. VMT rose an estimated 13 percent between 1981 and 1990. Ozone and particulate (PM₁₀) standards are violated. California's Air Resources Board classifies the basin as an air quality "non-attainment" area for carbon monoxide. These air quality problems are caused by vehicle emissions. TRPA requires community plans to specify programs for achieving the basin-wide VMT reduction standard.

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

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

STREETS AND HIGHWAYS

EXISTING CONDITIONS

The private automobile is the primary mode of transportation in the Lake Tahoe Basin. State Routes 431 and 28 are the main vehicle routes through Incline Village/Crystal Bay, with State Route 28 being the main travel route through the Ponderosa Ranch Community Plan Area. State Route 28 (also called Tahoe Boulevard through Incline Village) is the main travel route along the north shore, providing a link between Incline Village and Tahoe City, California. Traveling south of Incline Village along the east shore, State Route 28 connects with State Route 50, providing the link between Incline

Village and South Lake Tahoe. Within the Ponderosa Ranch plan area, State Route 28 is a two-lane facility.

Automobile circulation is generally free flowing. Minor stacking occurs rarely, caused by left turns into the Ponderosa Ranch and Sweetwater Road. Traffic in the plan area is mostly through traffic, with the exception of visitors and customers to the Ponderosa Ranch and the industrial uses.

POLICIES AND ACTION PROGRAMS

The following policies and action programs address the goal stated above and address the Ponderosa Ranch Community Plan Area.

PRCP.5.1 REDUCE EASE OF PRIVATE AUTOMOBILE USE.

PRCP.5.1.1 New or expanded roads, which allow for increased traffic, shall not be constructed with the exception of improvements to existing intersections.

PRCP.5.2 ATTAIN AND MAINTAIN LEVEL OF SERVICE AT KEY INTERSECTIONS IN THE PLAN AREA CONSISTENT WITH THE TRPA REGIONAL TRANSPORTATION PLAN/AIR QUALITY PLAN.

PRCP.5.2.1 The number of existing and future driveways providing access to and from businesses along State Route 28 should be decreased.

PRCP.5.2.2 Existing entrances, especially the main automobile entrance to the Ponderosa Ranch, shall meet the minimum dimension standards in Chapter 24, TRPA Code of Ordinances.

PRCP.5.3 ACHIEVE THE VEHICLE MILES OF TRAVEL FAIRSHARE TARGET WITHIN THE PLAN AREA. THE FAIRSHARE VMT TARGET FOR PONDEROSA RANCH COMMUNITY PLAN IS AN INCREASE OF NO MORE THAN 1,050 VMT. THIS INCREASE IS INCLUDED AS PART OF THE OVERALL WASHOE COUNTY VMT REDUCTION TARGET OF 3,300.

PRCP.5.3.1 The plan shall include specific implementation methods for the following VMT mitigation measures:

- i. Bicycle trail.
- ii. Pedestrian path system.
- iii. Employee housing.
- iv. TART service.

PROPOSED IMPROVEMENTS

New and expanded streets and highways may bring short-term congestion relief, but in the long-term do not contribute towards VMT reduction. Clear, free-flowing streets and highways do not discourage people from using their car. Congested streets and highways provide an incentive for using transit, riding bicycles and walking. Therefore, no new roads should be built, nor existing roads expanded to accommodate additional autos. State Route 28 should remain a two lane facility through the plan area. Traffic improvements, however, have been constructed to provide for safer travel. Specifically, in 1995, left turn pockets on southbound SR 28 at Sweetwater Road and at Ponderosa Ranch entrance were added.

Several minor improvements are required to reduce conflicts and improve safety along State Route 28. First, the number of driveways along the highway should be reduced through consolidation of driveways to the industrial/commercial businesses. This can be done as part of the redesign into an industrial park. Second, the main auto entrance to the Ponderosa Ranch should be clarified through landscaping and signing. Third, a left turn at the Ponderosa Ranch southern entrance should be added.

PARKING FACILITIES

EXISTING CONDITIONS

Parking within the community plan area is primarily privately owned, being located at the Ponderosa Ranch and at the industrial businesses, used primarily by customers to these businesses. Parking movements into and out of these spaces occasionally conflict with State Route 28 through-traffic movements.

POLICIES AND ACTION PROGRAMS

The following policies and action programs are consistent with the goal stated above and address the Ponderosa Ranch Community Plan Area.

PRCP.6.1 IMPROVE THE EFFICIENCY OF PARKING AREA USE, CLEARLY DEFINE PARKING AREAS, AND REDUCE THE VISUAL PROMINENCE OF PARKING LOTS AND ASPHALT ALONG STATE ROUTE 28.

- PRCP.6.1.1 New and expanded projects shall install screening, landscaping and Best Management Practices to their parking areas.
- PRCP.6.1.2 New uses on the Ponderosa Ranch site shall share existing driveways.

PROPOSED IMPROVEMENTS

Large parking lots equate to easy availability of parking which does not provide a disincentive to private auto use. A reduction in parking spaces results in fewer spaces and potential difficulty in parking a private automobile. This difficulty may discourage private automobile use. As such, limiting parking facilities is encouraged. It should be noted that before a reduction in parking can work towards reducing VMT, alternative modes of transportation (e.g., transit, jitney) must be established to provide alternatives to private auto use.

Existing spaces should be used more efficiently such as through shared use. The Ponderosa Ranch and Diamond Peak Ski Resort could share the Ponderosa parking lot seasonally. Ponderosa visitors and/or employees could use the spaces in the summer and Diamond Peak Ski Resort visitors and/or employees could park there in the winter. A convenient shuttle should be established in order that the shared use of the parking area work effectively.

TRANSIT SERVICE AND FACILITIES

EXISTING CONDITIONS

The Ponderosa Ranch Community Plan Area is currently serviced by the Tahoe Area Regional Transit (TART) system. This is the only regularly scheduled public transit system provided on the north shore. TART currently operates six days a week from 6:30 AM to 6:30 PM and connects the plan area to other areas in Incline Village and to Tahoe City. Buses currently circulate through their routes once an hour, servicing bus stops in the plan area every 60 minutes. There are currently four TART stops in this plan area. TART fares are \$1.00 per ride.

POLICIES AND ACTION PROGRAMS

The following policies and action programs are consistent with the goal as stated above and address the Ponderosa Ranch Community Plan Area.

PRCP.7.1 IMPROVE AND INCREASE TRANSIT SERVICE AND USE.

- PRCP.7.1.1 Transit stops shall be improved. A new transit stop shall be added at the entrance to the Ponderosa Ranch. All stops should have covered shelters.
- PRCP.7.1.2 TART hours of operation and frequency of route circulation (i.e., service bus stops more often) shall be increased.
- PRCP.7.1.3 An efficient method for transit stops, which does not interrupt traffic circulation (e.g., bus pullouts), should be determined.
- PRCP.7.1.4 Within 90 days of community plan adoption, a new Incline Village/Crystal Bay Subcommittee of the Truckee/North Tahoe Transportation Management Association will be established for the purpose of coordinating public and private transit services within Incline Village and Crystal Bay. Membership in the subcommittee should include, but not be limited to, Washoe County, TART, IVGID, the Incline Village/Crystal Bay Chamber of Commerce, the Crystal Bay Casino Association, the Hyatt Lake Tahoe, Sierra Nevada College, the Ponderosa Ranch, TRPA and other interested parties.

PRCP.7.2 INCREASE THE SUPPLY OF ALTERNATIVE, NON-POLLUTING TRANSPORTATION MODES.

- PRCP.7.2.1 A free jitney/shuttle between Incline Village and Crystal Bay commercial nodes and tourist accommodations should be established.
- PRCP.7.2.2 Door-to-door Dial-A-Ride (dial-a-taxi) is encouraged.
- PRCP.7.2.3 The implementation of employer based vehicle trip reduction programs is encouraged.

PRCP.7.3 ESTABLISH A RENO - NORTH TAHOE TRANSIT SERVICE.

- PRCP.7.3.1 Interested parties, including the Truckee North Tahoe Transportation Management Association and the Washoe County Regional Transportation Commission, shall discuss the establishment of a Reno - North Tahoe transit service.

PROPOSED IMPROVEMENTS

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

- ❑ Improve transit stops. A new stop should be added at the entrance to the Ponderosa ranch. Transit stops should be accessible year-round and accessible by sidewalk or path. All stops should have covered shelters that are well-lit and safe. Consideration of heated shelters is encouraged.
- ❑ Expand TART service. Conversion of TART to a free service should be considered. Initially, free bus passes could be purchased for transit-dependent groups, including students, the disabled and senior citizens. Frequency of service to bus stops should be increased to 30 minutes year-round. Hours of operation should be increased from current 6:30 a.m. to 6:30 p.m. to longer hours of 6:30 a.m. to 11:30 p.m. year-round. Existing transit stops should be improved through development of covered transit shelters and improved accessibility.
- ❑ Establish a jitney. Recognizing that visitors seldom use TART, the local Chamber of Commerce has discussed the establishment of a "jitney". It is proposed to be a small bus operating a regular route that shuttles visitors around Incline Village and Crystal Bay. Once in place, the jitney should stop at the Ponderosa Ranch main gate entrance.
- ❑ Encourage dial-a-taxi service. A dial-a-taxi service should be implemented in Incline Village. Ideally, it would be subsidized, the subsidy allowing a low fare. Eventually, such a service should be extended to nearby cities.
- ❑ Reno - North Tahoe Transit Service: Transit service should be provided between Reno and Incline Village/Crystal Bay. It should include transportation between tourist accommodations on Tahoe's north shore and the Reno Tahoe International Airport. Establishment of such a service should be initiated by the Truckee North Tahoe Transportation Management Association and/or the Washoe County Regional Transportation Commission.

BICYCLE AND PEDESTRIAN FACILITIES

EXISTING CONDITIONS

With the exception of walkways within the Ponderosa Ranch, pedestrian facilities are almost nonexistent in the plan area. Prior to 1995, there were no designated bicycle facilities within the plan area or providing connections to other areas. There is now a Class II bicycle lane along both sides of State Route 28 through the plan area. Class II bicycle lanes run adjacent to the roadway, are striped and signed, and have a minimum width of four feet.

POLICIES AND ACTION PROGRAMS

The following policies reflect the goal stated above and address the Ponderosa Ranch Community Plan Area:

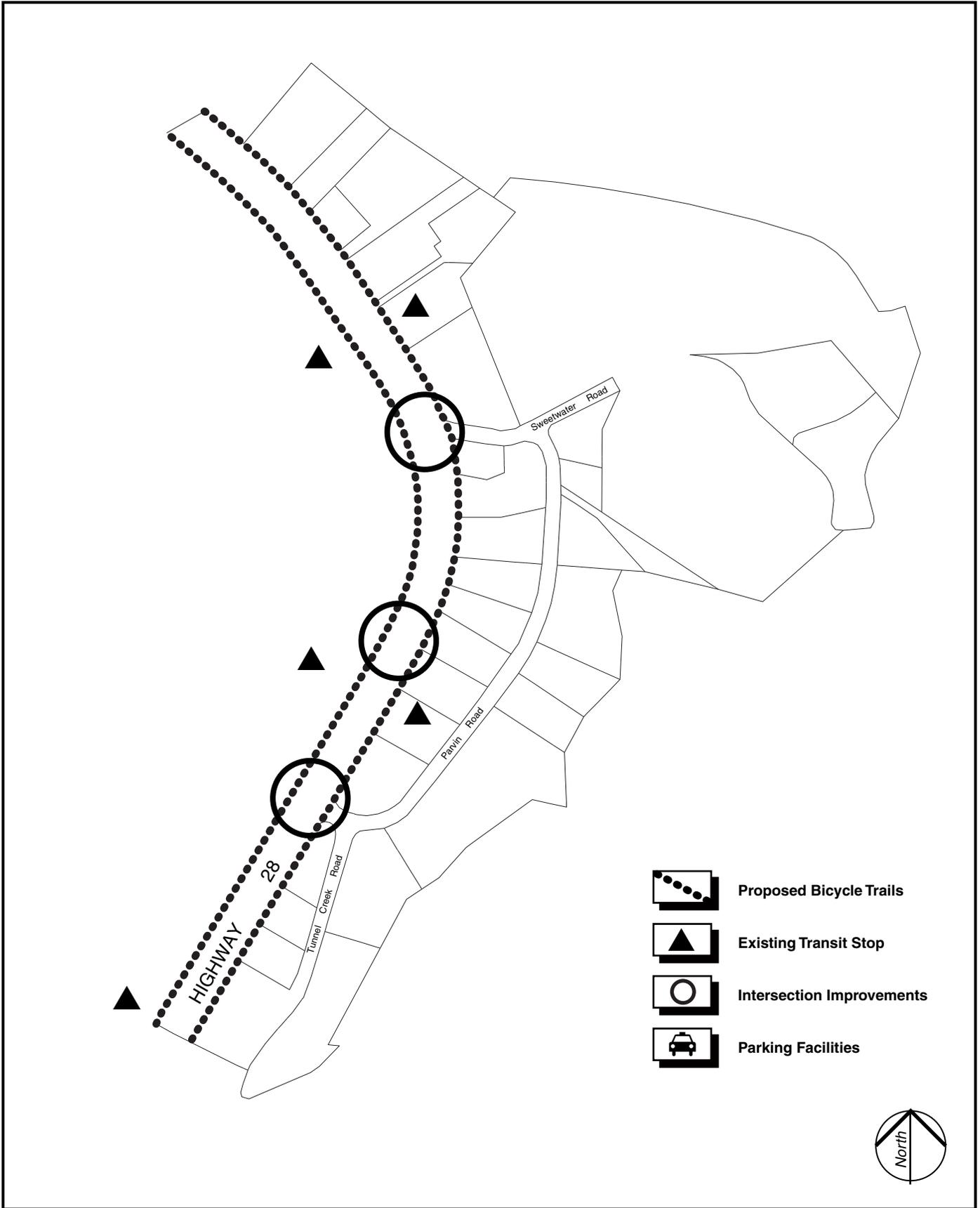
PRCP.8.1 EXPAND BICYCLE PATHS.

PRCP.8.2 EXPAND PEDESTRIAN FACILITIES.

PROPOSED IMPROVEMENTS

A Class II bicycle lane has been added along both sides of State Route 28. Bicycle racks should be installed at parking lots located along the bicycle lane and at the Ponderosa Ranch. In addition, all TART buses should carry bicycle racks.

A four-mile pedestrian path network is being proposed for Incline Village. A portion will be located in this plan area, connecting the Ponderosa Ranch with the entrance park at the intersection of Lakeshore Boulevard and State Route 28. This will provide a connection from the Ponderosa Ranch to the bicycle/pedestrian path along Lakeshore Drive.



Chapter Four

CONSERVATION

The Conservation Chapter is a supplement to the Conservation Elements of the TRPA Goal and Policies Plan and the Washoe County Comprehensive Plan. It contains the plan's environmental conservation and management strategy which is based on the goal, policies and action programs as outlined below. It lists the required environmental improvement targets which the community plan will achieve. The Conservation Chapter contains updated land capability and stream environment zone mapping adopted by TRPA as part of the community plan.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for conservation is to Improve environmental values throughout Incline Village and Crystal Bay. The following policies reflect the goal.

PRCP.9.1 IMPLEMENT ENVIRONMENTAL IMPROVEMENT AND RESTORATION PROJECTS AS PART OF THE COMMUNITY PLAN.

PRCP.9.2 UTILIZE AN INCENTIVE SYSTEM CONTAINING TRADEOFFS BETWEEN LAND COVERAGE AND OTHER UNITS OF USE AND ENVIRONMENTAL THRESHOLD-RELATED AND OTHER COMMUNITY IMPROVEMENTS RECOMMENDED BY THE PLAN. MAKE THE INCENTIVE SYSTEM AVAILABLE TO BOTH NEW AND EXISTING LAND USES.

PRCP.9.3 ATTAIN AND MAINTAIN ENVIRONMENTAL THRESHOLD CARRYING CAPACITY TARGETS CONTAINED IN THE PLAN.

PRCP.9.3.1 The plan recognizes and includes all improvement projects implemented in the plan area since July 1, 1987.

PRCP.9.3.2 All projects, whether the proponent is a private or public entity, shall implement the applicable improvements identified in this chapter.

PRCP.9.3.3 This plan shall request appropriate public agencies to implement public improvement projects identified in this chapter. The policy shall apply to plans and programs which may be contained in an agency's capital improvements program.

PRCP.9.4 ENCOURAGE THE COORDINATED PLANTING OF COLORFUL SPRING FLOWERS AND COLORFUL AUTUMN FOLIAGE.

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

PRCP.9.5 DEVELOP A PROGRAM TO PLACE EXISTING OVERHEAD UTILITY LINES ALONG STATE ROUTE 28 UNDERGROUND WITHIN THE PLAN AREA BY JULY 1, 2007. INCLUDE FUNDING AND IMPLEMENTATION METHODS IN THE PROGRAM.

ENVIRONMENTAL THRESHOLD IMPROVEMENT TARGETS

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

For reference, "regional threshold" is a threshold target set by TRPA for the Tahoe Region. "Community plan target" is the threshold target specific for the Ponderosa Ranch Community Plan Area. Air quality, water quality and soil conservation, noise and scenic resources are outlined below.

AIR QUALITY

Carbon Monoxide

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

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

Ozone

Ozone (O₃) is an end product of complex reactions between a variety of hydrocarbon compounds and oxides of nitrogen (NO_x). Near the earth, ozone is produced primarily from man made compounds of fossil fuel combustion, chemical processing, fuel storage and handling, and solvent usage. In the Tahoe Region during the summer, the evergreen forests can also emit hydrocarbon compounds. Peak ozone concentrations typically occur during the summer months when long days allow the reactions to take place longer. Ozone causes adverse human health effects in the form of respiratory irritation, impaired athletic performance and possible functional changes in the respiratory system. Ozone also causes damage to vegetation.

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

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

Level of Service

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

- ❑ Regional Goal: Maintain LOS D or better at key intersections.
- ❑ Status of Plan Area: No key intersections identified within this plan area.
- ❑ Community Plan Target: Maintain existing LOS.

Vehicle Miles of Travel

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

- ❑ Regional Threshold: Reduce regional VMT by 10 percent of 1981 levels. Within the Tahoe basin, 170,000 VMT's must be reduced, a portion of which is to be reduced within each community plan area. The fairshare VMT target for Ponderosa Ranch Community Plan is an increase of no more than 1,050 VMT. This increase is included as part of the overall Washoe County VMT reduction target of 3,300.
- ❑ Status of Plan Area: 2,699 VMT (1981 estimate)
- ❑ Community Plan Target: Reduce VMT within the Washoe County Community Plan Areas by 3,300 VMT.

Implementation Techniques

The following implementation techniques assist with achievement of the community plan air quality targets as listed above. Also refer to the Transportation Facilities map in Chapter Three.

- ❑ Implement applicable air quality measures identified in TRPA's Regional Transportation Plan/Air Quality Plan.

- ❑ Utilize TRPA/Washoe County air quality mitigation funds and Ponderosa Ranch master plan as implementing tools.
- ❑ Construct three left turn and two right turn pockets along State Route 28.
- ❑ Provide a joint access driveway between the self storage facility and the auto body shop.
- ❑ Improve existing transit stops and develop two new transit stops with bus shelters (locations shown on the Transportation Facilities map).
- ❑ Develop Class II bicycle trails, through the plan area, along State Route 28.
- ❑ Increase TART's hours of operation and reduce headways.
- ❑ Establish a Reno - North Tahoe shuttle service.

WATER QUALITY AND SOIL CONSERVATION

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

Impervious Land Coverage

To protect water quality and maintain natural hydrology in the Tahoe Region, TRPA adopted land capability classifications. A certain amount of base land coverage is allowed on a parcel and is determined by its land capability (also called "Bailey Coefficient"). Bailey's classification and allowable coverage are summarized in the TRPA Code of Ordinances, Chapter 20.

- ❑ Regional Threshold: Comply with TRPA land capability coefficients. Community plans permit greater amounts of land coverage to be used on parcels or project areas within the plan area. With transfers, a maximum of 70 percent coverage may be permitted on vacant parcels and 50 percent coverage may be permitted on developed parcels within the plan area. TRPA Code of Ordinances, Chapter 20, outlines the conditions under which this may be permitted.
- ❑ Status of Plan Area: Public rights-of-way and projects developed prior to 1987 generally exceed maximum allowable land coverage standards. Modifications to the pre-1987 projects are required to gradually mitigate excess coverage. Projects developed after 1987 generally meet land coverage standards. There have been several new projects developed on vacant parcels after 1987.

	<u>Area</u>	<u>Coverage</u>
Parcels	154.49 acres	12.08 acres
Rights-of-Way	20.91 acres	9.57 acres

- ❑ Community Plan Target: Comply with TRPA land capability coefficients. Restore and revegetate 30,000 square feet of existing hard and soft land coverage within the plan area.

Disturbed Lands

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

- ❑ Regional Plan Goal: Restore at least 80 percent of disturbed lands (including stream environment zones). Within stream environment zones, attain maximum concentrations of:

Dissolved inorganic nitrogen	0.025 mg/l
Dissolved phosphorous	0.007 mg/l
Suspended sediment at the 90th percentile	60 mg/l

- ❑ Status of the Plan Area: Disturbed lands within the plan area are located along State Route 28 right-of-way, other road rights-of-way, IVGID lands, Ponderosa Ranch, and the industrial area. No data regarding existing water quality in Mill Creek has been collected.

- ❑ Community Plan Target: Restore and revegetate 5.7 acres of existing disturbed lands at the following locations:

State Route 28 right-of-way	0.3 acres
Other road right-of-way	0.65 acres
IVGID lands	0.7 acres
Ponderosa Ranch	2.65 acres
Industrial Area	1.4 acres

Best Management Practices Installation

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

- ❑ Regional Threshold: Install and maintain Best Management Practices (BMPs) on all developed or disturbed parcels consistent with the adopted Water Quality Management Plan for the Lake Tahoe Region and TRPA Code of Ordinances, Chapter 25.
- ❑ Status of Plan Area: Partially complete on specific project sites. Public right-of-ways not complete.
- ❑ Community Plan Target: Install BMPs on all privately owned properties and in all public right-of-ways.

Stream Environment Zone

A Stream Environment Zone (SEZ) is a biological community that owes its characteristics to presence of surface water or a seasonal high groundwater table. An SEZ is very effective in removing nutrients and sediments from runoff. An SEZ provides additional benefits which include reduce flood peaks, diffuse flow, increase evapotranspiration, and increase retention times of surface water. An SEZ, however, can also act as a source of nutrients and sediment, particularly when disturbed.

- ❑ Regional Plan Goal: Preserve existing and natural SEZ. Restore all disturbed SEZ on undeveloped land. Restore 25 percent of disturbed or developed SEZ. Increase area of naturally functioning SEZ by 5 percent.
- ❑ Status of the Plan Area: 4.9 acres of existing SEZ (Mill Creek).
- ❑ Community Plan Target: Restore approximately 1 acre of disturbed SEZ along Mill Creek.

Fish Habitat

Juvenile fish, whether lake or stream oriented, need quiet protected areas for rearing where food is plentiful, and where they are shielded from predators. Banks, roots, rocks and marshy areas provide the basis for food supply and cover. Activities which disturb SEZs can produce siltation, smothering spawning beds and food supplies and while filling in rearing habitat. To maintain healthy fish populations, all elements of the habitat must be accessible, in good condition, and in reasonable proportions.

- ❑ Regional Plan Goal: Maintain 75 miles of excellent, 105 miles of good and 38 miles of marginal stream habitat. Do not degrade stream flows.
- ❑ Status of the Plan Area: Existing stream habitat quality of Mill Creek (resident) is marginal.
- ❑ Community Plan Target: No improvement targeted. Mill Creek to remain marginal in habitat quality.

Implementation Techniques

The following implementation techniques assist with the achievement of the community plan water quality targets as listed above.

- ❑ As a condition of approval, require excess coverage mitigation consistent with Section 20.5, TRPA Code of Ordinances.
- ❑ Implement substitute Excess Land Coverage Mitigation Program established in Chapter Seven of the community plan (replaces Section 20.5 requirement of TRPA Code of Ordinances).
- ❑ Use TRPA's excess land coverage mitigation account to fund mitigation projects and remove excess coverage.

- ❑ Implement water quality improvements projects as shown on the Water Quality Improvements map (following). The map shows projects included in Volume IV, TRPA Water Quality Management Plan Capital Improvement Program for Erosion and Runoff Control. The projects generally include rocklined ditches, revegetation, curb and gutter.
- ❑ Install BMPs as part of project construction; existing retrofit schedules are generally based on a previous project approval; implementing future BMPs shall be based on schedule in accordance with terms of state or federal storm water discharge permit or a TRPA-issued remedial action plan.
- ❑ Establish a land bank in Nevada and/or Washoe County to track projects and facilitate transfer of coverage.

SCENIC RESOURCES

TRPA's adopted Scenic Quality Improvement Program (SQIP) identifies those travel routes or portions thereof, which need certain site planning or physical design improvements in order to meet the minimum threshold attainment rating of 16. The plan area contains portions of roadway travel route Unit #25, Ponderosa Area. Areas identified on the map as Areas of Concern are the primary cause of threshold non-attainment. This includes the Ponderosa Ranch side of the State Route 28 frontage within the plan area.

- ❑ Regional Threshold: Maintain or improve the 1982 ratings for all roadway units. Restore scenic quality in roadway units rated 15 or below. Maintain or improve the numerical rating assigned each unit, including the scenic quality rating of the individual resources within each unit.

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

- ❑ Status of Plan Area: Travel Route Rating of 11 (nonattainment status) for Roadway Unit 25, Ponderosa Area. Scenic Resource Quality 25-1, view of the natural landscape from the roadway, has a threshold rating of 6 (attainment).

The principal scenic resource identified in this unit during the 1982 Inventory is the view of the mountain ridgelines to the north and west when traveling north on State Route 28 (Subcomponent 25-1). The forested areas along the length of the unit (particularly along the south side of the road) also contribute positively to the unit's scenic quality.

The main area of concern within the unit is the Ponderosa Ranch development that is located along the east side of State Route 28. The buildings for this development have been set back from the roadway and area not overly obtrusive, however, the development has cleared and leveled an extensive area for parking adjacent to the roadway which creates a major visual impact on the area's visual character.

Another component within the unit that detracts from the unit's scenic quality is the large cut-slope just west of the intersection of State Route 28 and Lakeshore Drive. This barren light-colored slope attracts attention to the changes that have been made by the roadway and detracts from the unit's natural character.

An area of concern that lies outside the unit but affects the scenic quality within this unit is the commercial industrial development in the east end of Unit #22 (just west of Sweetwater Road). As described in the discussion of Unit #22, the commercial/light industrial development that occurs west of Sweetwater Road is highly visible and creates an unappealing foreground for the views of mountain slopes beyond.

- ❑ Community Plan Targets: Attain and maintain a travel route rating of sixteen for Roadway Unit 25 within the plan area. Maintain the existing scenic quality rating of 6, for Subcomponent 25-1.

Implementation Techniques

The following implementation techniques assist with the achievement of the community plan scenic resource targets as listed above.

- ❑ Install overhead utility lines underground wherever possible. Any utilities which must be maintained above ground should be relocated away from the main corridor or screened so as not to detract from views or the overall scenic quality of the area.
- ❑ Establish cooperative utility undergrounding district.
- ❑ Bring signs into compliance with sign standards. The goal should be to provide a coordinated system of signs that clearly identifies individual enterprises yet minimizes the competition between signs for viewer's attention and minimizes their contrast with the natural environment.
- ❑ Install landscaping along roadsides and within parking areas to screen views of paving and parked vehicles, and to generally upgrade the appearance of property frontages. Where substantial setbacks have been established, additional landscaping and/or revegetation improvements need to be installed to eliminate eroding banks and bare dirt areas that currently exist.

The Ponderosa Ranch should institute a major landscaping program which conforms to Chapter 30 to screen views of the parking area and parked cars, and to decrease the parking lot's apparent scale. A substantial landscape buffer should be provided between the road and the parking area. These improvements should be effective year-round and should be used to improve both external and internal views of the project. Use of more ornamental species may be appropriate to identify the project entrance.

All other properties with State Route 28 frontage should install a continuous and visually coordinated landscaped buffer. The buffer should use plant materials and/or earth berming to screen the industrial appearing structures and storage yard. The buffer should be effective year round.

- ❑ Implement applicable design standards and design review guidelines as conditions of project approval.

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

Signs should be brought into compliance with sign standards. The regulations will apply primarily to the Ponderosa Ranch (billboard-type signs should be removed) but could also affect the placement of the signs identifying the churches and service clubs of Incline Village. The placement of signs should be coordinated with the landscape buffer so that signs are visible from the highway.

- ❑ Implement design, site planning and sign improvements, as specified in TRPA's Scenic Quality Improvement Program, as conditions of project approval.
- ❑ The placement and display of the antique equipment at the Ponderosa Ranch shall be fully screened, as required by the TRPA design standards, if this function is merely outdoor storage. If the function is interpretation, the equipment shall be suitably arranged for interpretation purposes (E.g., grouped in one area or enclosed in a structure), be accompanied by perimeter landscaping with screening value, and be set back from the highway a minimum of 100 feet.
- ❑ Additional development on the visible narrow benches above the parking lot is undesirable.
- ❑ New uses at the Ponderosa Ranch shall share existing driveways.
- ❑ Frontage landscaping along the Ponderosa Ranch parking lot shall be a minimum twenty (20) foot width. Other frontage landscaping is encouraged to be twenty (20) feet wide.
- ❑ A minimum width of three (3) feet at entry areas between curb and sidewalk is not sufficient to support plant life unless turfgrass is used.

NOISE

- ❑ Regional Threshold: Cumulative noise event levels (CNEL) not to exceed 55 dBA in hotel/motel, tourist and high density residential areas, and 65 dBA in commercial and urban outdoor recreation areas. The existing CNEL standard for this plan area is 65, except for the existing Special Area #1 and the State Route 28 corridor, both of which are 60.
- ❑ Status of Plan Area: Existing noise data was gathered in the industrial area as part of the community plan EIS. A CNEL value of 57.5 was found at the location indicating threshold attainment.
- ❑ Community Plan Target: Attain and maintain 65 CNEL, except for Special Area #1 and State Route 28 attain 60 CNEL. This includes: identification of noise sources which exceed the threshold standard and/or are producing significant adverse impacts; and attainment and maintenance of noise standards through application of mitigation measures.

Implementation Techniques

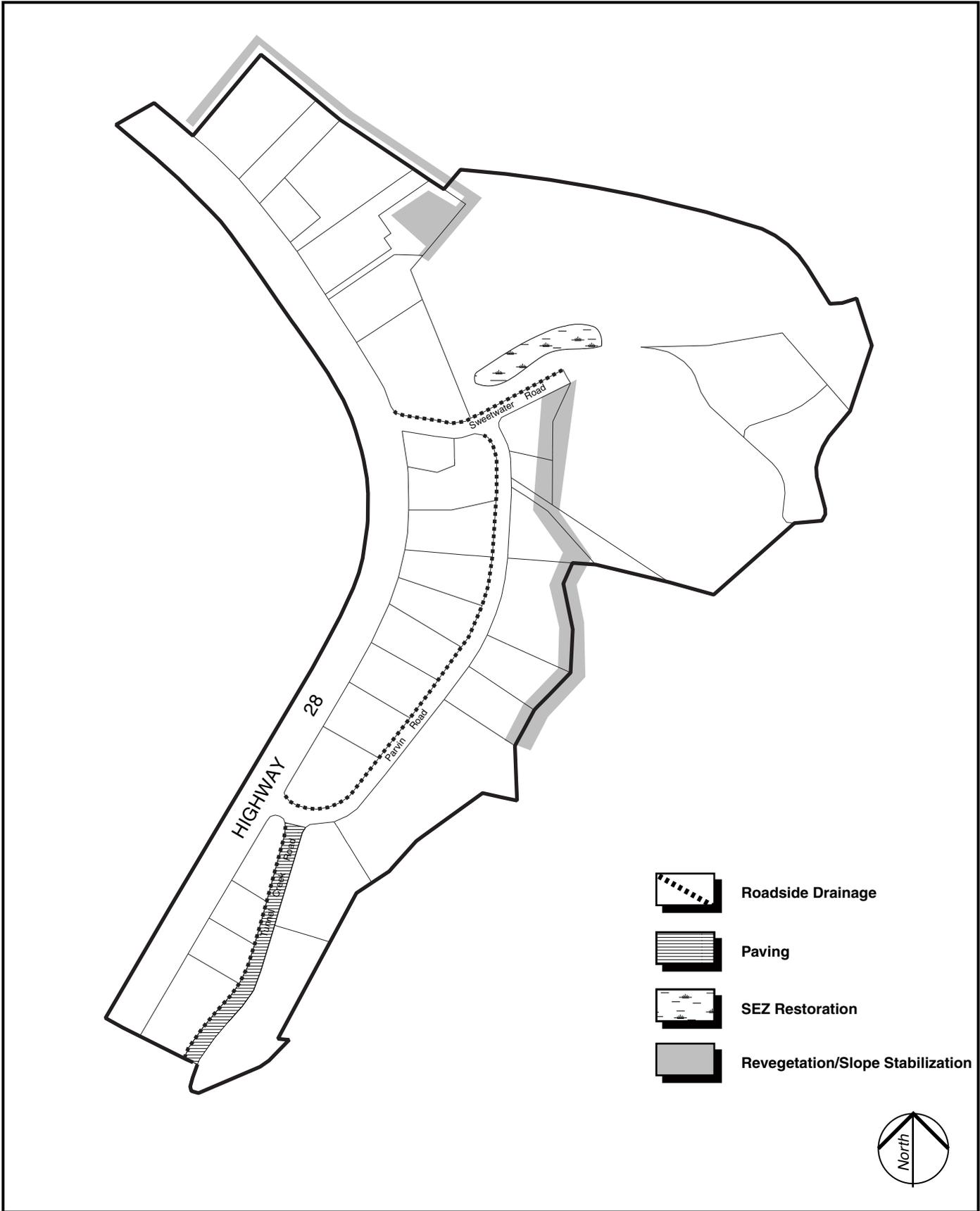
The following implementation technique assists with the achievement of the community plan noise target as listed above.

- ❑ Implement Chapter 23 of TRPA Code of Ordinances. Require attainment of noise standards as a condition of project approval. Noise mitigation techniques include, but are not limited to, relocation of use, incorporating site design factors such as noise barriers, hours of operation, use of structures to house noise sources, landscaping and setback of structures or noise-generating uses.
- ❑ Refer to the Plan Area Statement for short term noise standards.

SOILS AND LAND CAPABILITY

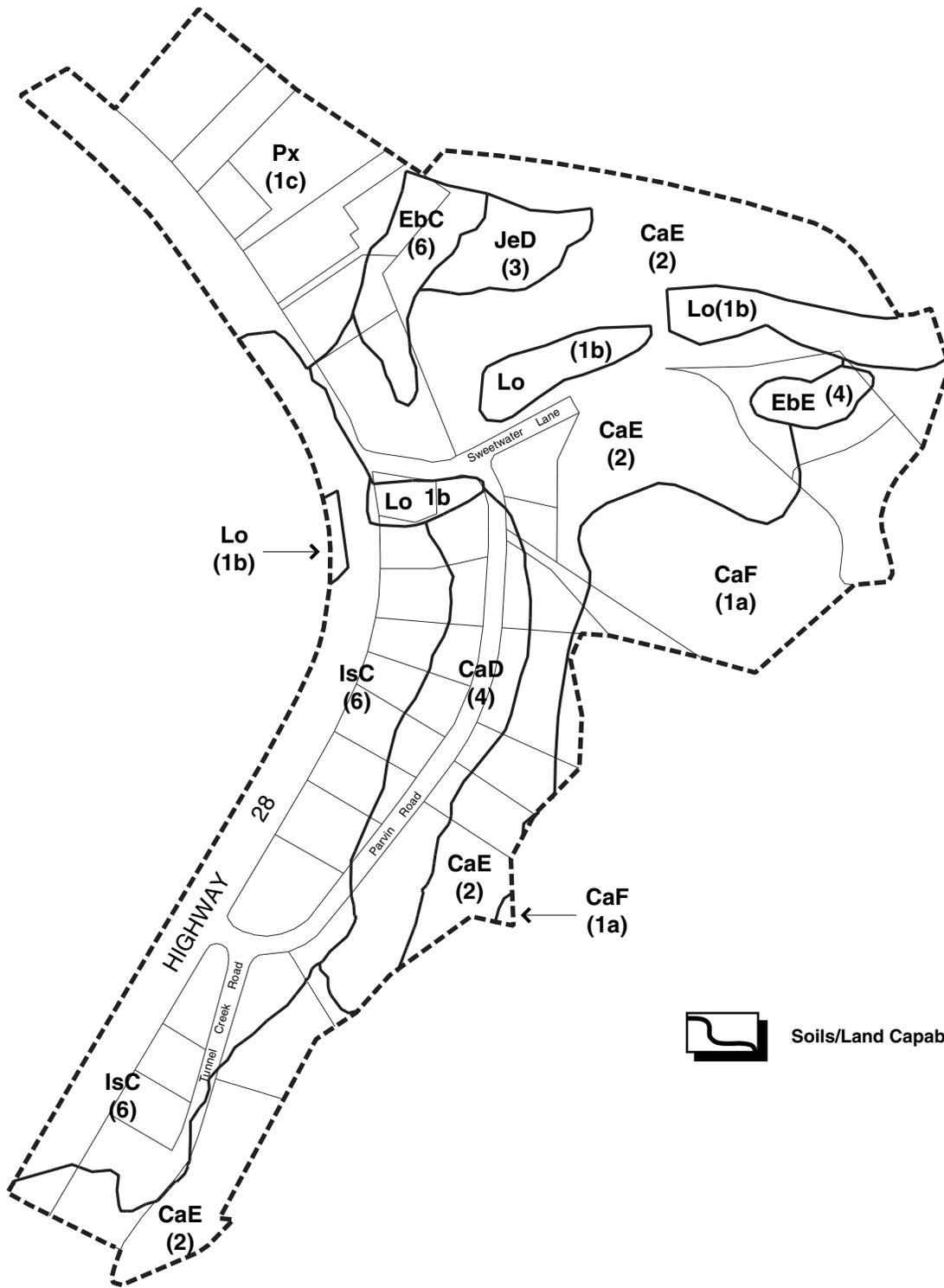
A revised land capability (Bailey system) map has been prepared by TRPA and is adopted by TRPA as part of the community plan. Refer to the Soils and Land Capability map (following). It replaces the existing 1987 TRPA land capability overlay map. The revised map is essentially an area-wide land capability verification. The extent and location of existing soil map units were field verified. Soil map unit boundaries were revised where field data indicated differences from the adopted maps. The majority of the plan area is low capability. Low capability districts are labeled 1a, 1c, 2 and 3. A small portion of the plan area is stream environment zone (SEZ), labeled as 1b. Only a small portion of the plan area is high capability (Districts 4, 5, 6 or 7).

For general reference, low capability equates to limited development potential, high capability greater development potential. A certain amount of base coverage is allowed on a parcel and is determined by its land capability (also termed Bailey Coefficient). A greater amount of coverage may be allowed, pending transfer of coverage to the parcel. TRPA Code of Ordinances, Chapter 20, outlines the circumstances under which this may be permitted.



Ponderosa Ranch Community Plan
WATER QUALITY IMPROVEMENTS
 Figure 5

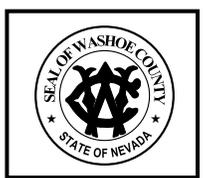




 Soils/Land Capability Districts



Ponderosa Ranch Community Plan
SOILS/LAND CAPABILITY DISTRICTS
 Figure 6



Chapter Five

RECREATION

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

EXISTING FACILITIES

The Ponderosa Ranch theme park presently contains numerous theme attractions including riding and hiking trails. At least one trail connects to the public lands lying adjacent to the ranch. The ranch trails are primarily used as part of the guided horseback and motorized hay wagon trips. The theme park itself is defined under the Regional Plan as an outdoor amusement commercial use. It does, however, provide some level of recreational experience to ranch visitors.

The lower end of Tunnel Creek Road which lies within the plan area is presently used by off road bicyclists usually descending from the Marlette Lake area. It is part of a route known as the "Flume Trail", most of which follows the historic Virginia City water flume alignment. The route often involves a car shuttle where riders leave one vehicle near the base of Tunnel Creek in the adjacent Lake Tahoe State Park, or near Tunnel Creek Road and then drive a second vehicle back to Spooner Lake State Park to begin. There is no organized parking area for users of the trail and they often park along State Route 28 near the intersection of Lakeshore Drive.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for recreation is to diversify, expand and enhance recreational opportunities to allow for broader use by tourists and residents. Consistent with the goal, the following policies address the plan area:

PRCP.10.1 ENCOURAGE PRIVATE RECREATION IMPROVEMENTS, ESPECIALLY ON LANDS OWNED BY THE PONDEROSA RANCH.

PRCP.10.1.1 The Ponderosa Ranch is encouraged to prepare a comprehensive master plan which meets the requirements of Chapter 16, TRPA Code of Ordinances. The plan should include a recreation element which is distinct from the theme park.

PROPOSED IMPROVEMENTS

The following recreation improvement is contemplated as part of the community plan:

- A Master Plan for the Ponderosa Ranch.

The need for off-highway parking and trailhead access in the Tunnel Creek area discussed above is being addressed by State Route 28 Recreation Traffic Management Study.

Chapter Six

PUBLIC SERVICE

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

EXISTING SERVICES AND FACILITIES

The primary public service providers within the plan area include IVGID, Washoe County, Independent Sanitation and Sierra Pacific Power. As shown on Public Service Facilities map (following), the Ponderosa Ranch plan area presently contains several community public service facilities, including:

- IVGID Sweetwater sewage treatment plant and emergency overflow ponds (add size in Mg/day treatment capacity and remaining capacity);
- IVGID corporation yard (Corp Yard) and maintenance buildings;
- Independent Sanitation solid waste collection station and recycling center;
- Sierra Pacific Power electrical Incline substation, size 28 MVA (add service capacity).

Most of the existing facilities service the entire community, and not just the local neighborhood. The light industrial nature of much of the plan area makes it an appropriate location to continue public service uses. Site planning improvements aimed at improving the appearance of uses visible from State Route 28 would enhance the visual quality of the plan area.

Likewise, protection of the stream environment zone edge at the IVGID Corp Yard is necessary to maintain and improve the integrity of the Mill Creek stream zone.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for public services is to assure the level of community services and standards meet the environmental, social and aesthetic needs of the residents of the Washoe County portion of the Lake Tahoe Basin. The following policies and action programs address the plan area.

- PCRP.11.1 CONTINUE TO PROVIDE PUBLIC SERVICE USES IN THE PLAN AREA. USE THE PLAN AREA STATEMENT PERMISSIBLE USE LIST AS THE ZONING MECHANISM.**

- PCRP.11.2 SUPPORT COMMUNITY-WIDE RECYCLING THROUGH USE OF THE COLLECTION STATION.**
- PCRP.11.3 IDENTIFY LOCATIONS FOR BUSINESS MAIL DELIVERY TO USES WITHIN THE PLAN AREA.**
- PCRP.11.4 EXPANSIONS OF PUBLIC SERVICE USES SHALL DEMONSTRATE THEIR COMPATIBILITY WITH SURROUNDING LAND USES, ESPECIALLY THOSE WITH POTENTIAL ADVERSE IMPACTS TO HUMAN HEALTH.**

PROPOSED IMPROVEMENTS

The following public service improvements are contemplated by the community plan. They are expected to be begun or completed during the twenty year life of the plan. Where appropriate, listings include the original Capital Improvements Program (CIP) or other plan containing the improvement. Refer to Public Service Facilities map (following) for the location of improvements.

- Addition of a second transformer at Sierra Pacific Power's Incline Substation. The existing substation has excess service capacity, however, lacks a backup transformer for use during emergencies.

Chapter Seven

IMPLEMENTATION

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

- Schedules of proposed improvements,
- Project descriptions,
- Mitigation fee programs,
- Developer incentive programs, and
- Monitoring programs.

GOALS, POLICIES AND ACTION PROGRAMS

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

PRCP.12.1 OFF-SITE MITIGATION WHICH MAY BE REQUIRED AS PART OF A MAN-MODIFIED LAND CAPABILITY DETERMINATION SHALL BE IMPLEMENTED WITHIN THE COMMUNITY PLAN AREA.

PRCP.12.2 PROJECTS CONTAINING EXISTING LAND COVERAGE GREATER THAN 70 PERCENT SHALL REDUCE ON-SITE COVERAGE BY A MINIMUM OF 5 PERCENT OR TO 70 PERCENT, WHICHEVER IS LESS, AS PART OF THE PROJECT.

PRCP.12.3 PROJECT APPLICANTS WHO ELECT TO PARTICIPATE IN SUBSTITUTE AIR QUALITY OR WATER QUALITY MITIGATION FEE PROGRAM(S) SHALL IMPLEMENT SUCH PROGRAMS OR PROJECTS WITHIN THE COMMUNITY PLAN AREA.

PRCP.12.4 EACH PROJECT SEEKING AN ALLOCATION OF ADDITIONAL FLOOR AREA SHALL CONTRIBUTE TOWARDS ACHIEVING THE CAPITAL IMPROVEMENTS PROPOSED FOR THE PLAN. PROJECTS SHALL ALSO BE SUBJECT TO THE PLAN'S COMMERCIAL FLOOR AREA ALLOCATION PROCEDURES.

Refer to Chapter Two for additional information.

PRCP.12.5 COMMUNITY PLAN PROJECTS USING NEW COMMERCIAL FLOOR AREA (I.E., A COMMERCIAL ALLOCATION) MAY BE DEVELOPED FOLLOWING AWARD OF INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA) SCENIC BYWAY FUNDS BY THE FEDERAL HIGHWAY ADMINISTRATION FOR STATE ROUTE 28 CORRIDOR IMPROVEMENTS WITHIN THE PONDEROSA RANCH COMMUNITY PLAN AREA.

PRCP.12.5.1 The irrevocable commitment for the release of additional commercial floor area has been accomplished.

PRCP.12.6 MULTI-RESIDENTIAL BONUS UNITS USED WITHIN THE PLAN AREA, PURSUANT TO CHAPTER 35 OF TRPA'S CODE OF ORDINANCES, ARE ENCOURAGED TO BE UTILIZED FOR EMPLOYEE OR AFFORDABLE HOUSING PROJECTS.

Refer to Chapter Two for additional information.

IMPROVEMENT PROJECTS AND SCHEDULES

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

Certain improvements are interrelated and the following schedule of implementation based on five year increments is recommended. All capital improvement projects are anticipated to be accomplished within fifteen years of community plan adoption. Refer to Chapter 4 for additional improvement programs and schedules. The schedule of implementation is summarized in Table 1.

**Table 1. SCHEDULE OF IMPROVEMENTS
Ponderosa Ranch Community Plan Area**

Years 1 through 5 (1996 - 2000)	
Land Use	Housing Study and Plan Completed
Transportation/Air Quality	Transit Stops Improved TART Transit Service Expanded Reno - North Tahoe Transit Service Established
Water Quality/Soil Conservation	Disturbed Lands Restored
Scenic Resources/Community Design	Industrial Sites Upgraded (Phase I)
Years 6 through 10 (2001 - 2005)	
Transportation/Air Quality	Winter Shuttle Established at Ponderosa Parking Lot
Water Quality/Soil Conservation	BMPs installed on all Public Rights-of-Way Land Coverage Reduced
Years 11 through 15 (2006 - 2010)	
Transportation/Air Quality	State Route 28 Access Points Reduced
Stream Environment Zone/Fish Habitat	Mill Creek Restored
Scenic Resources/Community Design	State Route 28 Frontages Improved State Route 28 Utility Lines Undergrounded Industrial Sites Upgraded (Phase II)

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

CAPITAL IMPROVEMENT PROGRAM PROJECT DESCRIPTIONS

LAND USE

<u>Improvement</u>	<u>Description</u>
Housing Study and Plan	<p>Develop a study which determines Washoe County's affordable housing needs. Develop a plan which identifies the methods of meeting Washoe County's affordable housing needs.</p> <p>Estimated cost: \$35,000 Funding Source/Responsible Entities: State of Nevada and Washoe County</p>

TRANSPORTATION/AIR QUALITY

<u>Improvement</u>	<u>Description</u>
State Route 28 Intersection Sweetwater Road	<p>Southbound left and northbound right hand turn pockets. This project has been completed and remains in the plan document for reference.</p> <p>Estimated Cost: \$80,000 Funding Source/Responsible Entities: Joint project designed by NDOT and funded by NDOT, IVGID, TRPA and Ponderosa Ranch.</p>
State Route 28 Intersection Ponderosa Ranch Main Entrance	<p>Southbound left and northbound right turn pockets. Left turn pockets has been completed.</p> <p>Estimated Cost: \$80,000 Funding Source/Responsible Entities: Joint project designed by NDOT and funded by Ponderosa Ranch.</p>
State Route 28 Intersection Parvin/Tunnel Creek Road	<p>Southbound left turn pocket.</p> <p>Estimated Cost: \$30,00.00 Funding Source/Responsible Entities: Joint project designed by NDOT, and funded by NDOT, Washoe County, and Ponderosa Ranch.</p>
Class II Bicycle Lanes	<p>6.0 miles of bicycle lanes on both sides of State Route 28 from the Ponderosa Ranch to the Mt. Rose Highway (State Route 431). This project is complete, but has been included in the plan document for reference.</p> <p>Estimated Cost: \$300,000 Funding Source/Responsible Entities: TRPA, NDOT, ISTE A</p>

<u>Improvement</u>	<u>Description</u>
Access Points Along State Route 28	<p>Project Description: As part of redevelopment of the Industrial area into an Industrial park, reduce the number of individual driveways along State Route 28 from the existing level to one. A second access point to the Industrial park would be located off Sweetwater Road. Installed as part of Industrial park redesign. Improved as part of first phase of Ponderosa Ranch expansion.</p> <p>Funding Source/Responsible Entities: designed by Industrial Park and NDOT. Project funded by Industrial Park.</p>
Winter Shuttle from the Ponderosa Ranch Parking Lot	<p>The Ponderosa Ranch parking lot is proposed to serve as a remote winter time park and shuttle area for employees and patrons of Ski Incline. IVGID would be responsible for providing the shuttle service to the ski area. In order to serve this need, the parking lot needs paving and drainage improvements to function during the winter.</p> <p>Estimated Cost: \$150,000</p> <p>Funding Source/Responsible Entities: Joint project designed and funded by Ponderosa Ranch and IVGID</p>
Transit Stop Improvements	<p>Improve existing TART stops located at the Ponderosa Ranch main gate on Parvin Road (aka Ponderosa Ranch Road) and at the Industrial area with site improvements and transit shelters. These projects should be designed by Ponderosa Ranch and TART using Incline Village typical transit shelter design. Main gate shelter should be sized to accommodate Ski Incline shuttle patrons.</p> <p>Estimated Cost: \$120,000</p> <p>Funding Source/Responsible Entities: TRPA, TART, Washoe County Regional Transportation Commission (RTC) and Ponderosa Ranch</p>
TART Service	<p>Reduce headways from the existing one hour to thirty minutes. Increase hours of operation from 6:30 a.m. to 6:30 p.m. to 6:30 a.m. to 11:30 p.m. Reroute service to Ponderosa Ranch main gate.</p> <p>Estimated Cost: \$5,326,000 as part of entire North Shore TART service improvement program.</p> <p>Funding Source/Responsible Entities: TRPA, TART and Washoe County RTC</p>
Reno - North Tahoe Transit	<p>Establish a transit service which provides transportation between Reno and North Tahoe.</p> <p>Funding Source/Responsible Entities: Truckee North Tahoe Transportation Management Association, Washoe County Regional Transportation Commission.</p>

WATER QUALITY

<u>Improvement</u>	<u>Description</u>
Stream Environment Zone Restoration	<p>Approximately 1 acre (43,560 square feet) of stream environment zone (SEZ) lands associated with Mill Creek is targeted for restoration. The area targeted for restoration is generally shown on the Water Quality Improvements map (Chapter Four).</p> <p>Estimated Cost: \$25,000 to \$50,000 depending on the type of treatment used.</p> <p>Funding Source/Responsible Entities: TRPA, Washoe County</p>
Erosion and Runoff Control	<p>Revegetation and slope stabilization improvements should be installed to individual parcels throughout the plan area (as shown on the Water Quality Improvements map above). Best Management Practices (BMPs) recommended by the Regional Water Quality Management Plan are the methods by which to achieve these improvements. BMPs are explained in the TRPA Code of Ordinances Chapter 25. The projects will be designed and funded by individual property owners generally as conditions of commercial floor area allocation and/or project approval. Improvements installed as part of project construction or previously approved BMP plan and schedule.</p> <p>Estimated Cost: Based on treatment needed.</p> <p>Funding Source/Responsible Entities: Property Owner</p>

SCENIC RESOURCES

<u>Improvement</u>	<u>Description</u>
State Route 28 Frontages	<p>As identified in the Scenic Quality Improvement Program, continuous landscape screening is needed along the east side of State Route 28 along the entire plan area (estimated 3,200 linear feet). Screen may include plant materials and minor berms and shall be effective year-round. A portion of this screening has been installed along the Ponderosa Ranch frontage.</p> <p>Funding Source/Responsible Entities: Joint project designed by NDOT (where located on public right of way), and private property owners. Funded by private property owners. Consider forming a local improvement district to share design, construction and maintenance costs.</p>

<u>Improvement</u>	<u>Description</u>
Individual Site Upgrades/Industrial Park Redevelopment: Phase I	<p>Redevelopment of the existing Industrial area would occur in two phases: Phase I would include simple building facade, signage and site planning improvements aimed at producing a coordinated appearance. This may include landscaping, repainting, and screening of service yards and all mechanical and communications equipment, outdoor storage areas and trash enclosures. Replacement of existing non-conforming signs would occur where necessary.</p> <p>Schedule: Facade and site improvements installed by 1997 or as part of commercial floor area expansion; removal and replacement of non-conforming signs would occur by 1997 as set forth in the TRPA Code of Ordinances, Chapter 26 (three, 5 or 7 years).</p> <p>Estimated Cost: \$10,000.00 per site</p> <p>Funding Source/Responsible Entities: Designed and funded by individual property owners.</p>
Individual Site Upgrades/Industrial Park Redevelopment: Phase II	<p>Phase II redevelopment of the Industrial Park would include a comprehensive redesign of the industrial parcels. Improvement may include: relocation of some of the buildings; a common road and parking system installed, reorientation of the main entrances along State Route 28 and Sweetwater Road, a common facade and signage program, landscaping program to create a park-like setting.</p> <p>Schedule: Not required for threshold attainment, based on willingness of individual owners to participate.</p> <p>Funding Source/Responsible Entities: Jointly designed and funded by the property owners participating in the redevelopment.</p>

MITIGATION FEE PROGRAMS

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

EXCESS LAND COVERAGE PROGRAM

Program Purpose

The purpose of the excess land coverage mitigation program is to reduce excess land coverage (hard and soft) consistent with the soil conservation environmental threshold target established in Chapter Four for the community plan area. The program is intended to be used as a substitute for the excess land coverage mitigation program established in Section 20.5 of TRPA's Code of Ordinances.

Program Description

Pursuant to subparagraph 20.5.A(2)(e), a land bank accounting system is established to bank and credit the community plan area all hard and soft land coverage removed and lands restored. The target amount of land coverage reduction is described below. TRPA shall credit land coverage reductions achieved pursuant to the community plan to a special account established for all parcels within the plan area boundary. Eligible projects may use the credits banked in this account and will not be required to pay the normal excess land coverage mitigation fees up to the amount in the account as otherwise required by Section 20.5 when project proponents can successfully demonstrate that they have contributed to coverage reduction projects.

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

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

Program Eligibility

Projects contributing to the construction of land coverage reduction which are credited to the Ponderosa Ranch Community Plan Area account may use the contributions as credit based on the coverage reduction schedule established in Section 20.5 of the TRPA Code of Ordinances.

WATER QUALITY FEE PROGRAM

Program Purpose

The purpose of the water quality mitigation fee program is to implement water quality improvement projects identified in the water quality improvement section above. The improvement projects are expected to help meet the water quality environmental threshold targets established in Chapter Four. The community plan program is intended to be used as a substitute for the water quality mitigation offset program established in Section 82.2 of TRPA's Code of Ordinances (i.e., required payment of \$1.25 per square foot of new coverage and/or participation in off site mitigation projects).

Program Description

Community plan water quality capital improvement projects are identified above and shown on the Water Quality Improvements map, Chapter Four. They generally include slope stabilization, roadside drainage, and stream environment zone restoration. Participants in the program will be exempt from TRPA's water quality mitigation fee when they can successfully demonstrate that they have contributed to the water quality capital improvements projects. The contributions can extend to off site improvements and can substitute for the Chapter 82, TRPA Code of Ordinances, off site mitigation fee requirements. Installation and maintenance of on site Best Management Practices (BMPs) such as paving and revegetation are still required as part of the program.

Program Eligibility

All projects and parcels are eligible to participate. Projects contributing to the construction or installation of water quality improvements which are contained in the Ponderosa Ranch Community Plan Area shall be exempt in an amount equal to their contribution from the water quality mitigation program established in Section 82.2 of the TRPA Code of Ordinances.

TRAFFIC AND AIR QUALITY FEE PROGRAM

Program Purpose

The purpose of the traffic and air quality mitigation fee program is to implement transportation improvement projects identified above. The improvement projects are expected to help meet the air quality environmental threshold targets established in Chapter Four. The community plan program is intended to be used as a substitute for the off site traffic and air quality program established in Section 93.3 of TRPA's Code of Ordinances (i.e., required payment for new vehicle trips attracted or produced and/or participation in localized or regional mitigation projects).

Program Description

Community plan transportation improvement projects are identified above and shown on the Transportation Facilities map, Chapter Three. They generally include the addition of turn pockets at existing intersections, increasing transit service, provision of transit shelters at existing transit stops and construction of bicycle lanes and a recreational trail along State Route 28. Implementing the improvement projects will be exempt from TRPA's air quality mitigation fee when they can successfully demonstrate that they have contributed to the transportation capital improvement projects.

Program Eligibility

All projects and parcels are eligible to participate. Projects contributing to the construction or implementation of transportation improvements contained in the Ponderosa Ranch Community Plan Area shall be exempt in an amount equal to their contribution from the mitigation requirements established in Section 93.3 of the TRPA Code of Ordinances.

INCENTIVE PROGRAMS

This section identifies potential methods to acquire residential units, tourist accommodation units, land coverage or commercial floor space for use in future development.

MULTI-RESIDENTIAL UNIT INCENTIVE PROGRAM

Multi-residential bonus units may be approved on parcels located in community plan areas designated as eligible for the Multi-Residential Incentive Program. Special Area #1 of the Ponderosa Ranch Community Plan (refer to map) has been designated as an eligible receiving area for residential bonus units. Chapter 35 of TRPA's Code of Ordinances establishes the criteria by which to acquire and use the units. All projects which receive multi-residential bonus units under the Chapter 35 program must meet the following criteria (refer to Section 35.2 for additional discussion):

- Meet density limits established in the community plan area statement. For Ponderosa Ranch plan area, the maximum density for multi-family dwellings is 15 units/acre; maximum density for multi-person dwellings is 25 persons/acre.
- Multiple family dwellings must be a permitted use in the community plan area statement.
- The community plan area must be designated as eligible for the Multi-Residential unit Incentive Program.
- The number of units received must not exceed the maximum assigned to the community plan area. Ponderosa Ranch plan area is eligible to receive a maximum of 50 units.
- Except for units found by TRPA to meet the definition of affordable housing, an allocation shall be required for each unit used.

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

- Regional Transportation Plan Action Element.
- Water Quality Management Plan Capital Improvement Program.
- Stream Environment Zone Restoration Program.
- Retirement of undeveloped parcels on low capability land.
- Transfer and retirement of existing residential units.
- Providing public access to recreation areas, lakes, streams or vista points where it otherwise doesn't exist.
- Reductions in otherwise allowable land coverage.
- Scenic Quality Improvement Program.

The community plan encourages project proponents to participate in improvement programs from the list above (Chapter Seven) and which are contained within the community plan area.

Points are earned based on the amount of financial participation made as part of the project. Project located within community plan areas may multiply their score by a factor of 1.5. Projects providing affordable employee housing may multiply their score by a factor of 2.0. Housing which meets the criteria for affordable housing as set forth in policies 1, 3 and 4 of Goal 1 of the Housing Subelement of the Regional Plan need not accumulate points through mitigation measures. Bonus units for such projects are assigned on the basis of need. Refer to Section 35.2 for program specifications.

ADDITIONAL LAND COVERAGE

Chapter 20 of TRPA's Code of Ordinances provides for additional land coverage on certain parcels located within community plan areas. Vacant parcels may be allowed up to 70% coverage on areas within land capability districts 4 through 7 for a commercial use. Parcels with existing commercial development may be allowed up to 50% coverage on districts 4 through 7.

Additional coverage above the Bailey limits established under Chapter 20 must be transferred. Only hard coverage may be used as a source of transferred coverage for commercial uses. The location of the source coverage which is to be transferred must be within the same hydrologic basin (unit) as the receiving area. Refer to Chapter 20 for more information regarding the transfer of land coverage.

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

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

The State of Nevada is establishing a land coverage bank. The bank will be a source of additional land coverage to be used on projects within the community plan.

COMMERCIAL FLOOR SPACE

TRPA regulates the rate and timing of growth in the Tahoe Region. This regulation is directly related to maintaining and improving the quality of the environment. Through the issuance of allocations, TRPA controls the distribution of growth and development which works towards attainment and maintenance of the environmental thresholds. Any project or use that creates additional commercial floor area requires an allocation of commercial floor space, measured in square feet. An exception is that additional commercial floor area may be considered accessory, in which case a commercial floor area allocation is not required.

There is a finite amount of additional commercial floor space for the entire region. Following community plan adoption, an additional 16,560 square feet of commercial floor area may be allocated within the Ponderosa Ranch Community Plan Area. The procedure by which this additional commercial floor area will be distributed is outlined with Washoe County Commercial Allocation Program.

MONITORING PROGRAMS

Section 14.7 of the TRPA Code of Ordinances requires monitoring and periodic review of each community plan. It requires community plans to be reviewed at five year intervals to determine conformance with approved schedules, and to check the adequacy of programs, mitigation and monitoring.

The community plan monitoring program relies on the existing components of the TRPA monitoring programs. Monitoring provisions of the community plan rely on certain key indicators listed in Chapter 32 of the TRPA Code of Ordinances.

THRESHOLD TARGET MONITORING

The Threshold Target Monitoring program measures progress toward targets established in the Conservation Element, Chapter Four. These are summarized in following table (below).

**Table 2. THRESHOLD TARGET MONITORING
Ponderosa Ranch Community Plan**

Threshold Element	Location	Sample Period	Lead
Water Quality (BMP effectiveness)	Representative projects	Spring runoff, representative storms	Project proponents
Land Coverage	Restoration sites	Annually	TRPA
SEZ Restoration	Mill Creek	Project completion	TRPA
Scenic Resources	Roadway Unit #25	5 year review	TRPA
Noise (CNEL)	To be determined	Annually	TRPA
Traffic Volumes (ADT)	Existing count stations	Annually	NDOT, TRPA
Notes:	NDOT TRPA	Nevada Department of Transportation Tahoe Regional Planning Agency	

Source: Tahoe Regional Planning Agency, 1996.

CAPITAL IMPROVEMENTS PROGRAM SCHEDULE MONITORING

Capital improvement projects listed above (Chapter Seven) will be reviewed annually to determine whether they are being implemented, and if so, whether they are on schedule.

APPENDIX A COMMUNITY PLAN AREA STATEMENT 054

PLAN DESIGNATION:

Land Use Classification:	COMMERCIAL/PUBLIC SERVICE
Management Strategy:	REDIRECTION
Special Designations:	TDR RECEIVING AREA FOR: <ol style="list-style-type: none">1. Existing Development2. Multi-Residential Units (Special Area #1 only) SCENIC RESTORATION AREA BONUS UNIT INCENTIVE PROGRAM AREA (Special Area #1 only) PREFERRED AFFORDABLE HOUSING AREA (Special Area #1 only) PREFERRED INDUSTRIAL AREA (Ponderosa Ranch Outside of Special Area #1)§

DESCRIPTION:

Location: This is the commercial area on the east side of Incline Village in the area of the Ponderosa Ranch. It includes the Ponderosa Ranch theme park and the industrial/commercial business immediately north of the Ponderosa Ranch. It is located on TRPA Plan Area Statement maps H-3 and H-4.

Existing Uses: This highly visible area includes the Ponderosa Ranch, the IVGID maintenance and sewer treatment facilities and an industrial area. This area serves both residents and visitors. The storage, auto and hardware/lumber retail uses serve residents. The Ponderosa Ranch, an outdoor amusement park, serves primarily visitors. This area also serves as one of the main entrances into Incline Village. The area is 95 percent built out.

Existing Environment: The majority of this planning area borders State Route 28. 65 percent of the area is disturbed and 15 percent is the Mill Creek SEZ which is completely modified with culverts and a reservoir. The land coverage is 55 percent with an additional 25 percent disturbed.

§ Amended August 28, 2002

PLANNING STATEMENT This area should continue to accommodate light industrial and public service uses. The Ponderosa Ranch should be upgraded and continue as an amusement theme park. This area should also serve as a scenic entry to Incline Village.

PLANNING CONSIDERATIONS:

1. Scenic restoration of State Route 28 is needed to provide a scenic entry into Incline Village.
2. The Ponderosa Ranch (Special Area #1) is currently preparing a Master Plan which includes upgrades and improvements. Implementation of such improvements will assist in providing a scenic entry to Incline Village.
3. The industrial tract currently detracts from a scenic entry to Incline Village. Design and site improvements are needed.
4. Shared seasonal use of parking and employee housing between Ponderosa Ranch and Diamond Peak Ski Resort (IVGID) employees should be considered. The parking and housing would be provided on the Ponderosa Ranch site.
5. Mill Creek and the hillside above the Ponderosa Ranch have been disturbed. Environmental restoration is needed. The potential flood hazard from the unsafe earthen dam should be eliminated.
6. There is an abundance of parking in this plan area. Efforts to reduce parking and increase transit and path use should be considered.
7. State Route 28 should remain two lanes with traffic flow and traffic safety remaining important considerations. Flow and safety could be addressed through a decrease in the number of driveways, clarification of existing entrances, and the addition of turn lanes and turn pockets.
8. Access to the "back country" could be increased through connections in this plan area to the Tahoe Rim Trail and to the Bullwheel. Recreating the tram is one option for providing access to the Bullwheel. This option would require further analysis, especially relating to environmental and visual impact.
9. Overhead utility lines and poles along State Route 28 should be placed underground.

SPECIAL POLICIES:

Land Use

1. Encourage compatibility of adjacent land uses.
2. Buffer adjacent residential uses from the non-residential uses through site design, landscaping, vegetation and screening.

- a. Non-residential and employee housing projects shall provide buffering from existing, surrounding residential uses.
3. Encourage land use patterns that reduce the need for travel and increase access to transit.
 - a. The Ponderosa employee housing development is encouraged.
4. Following community plan adoption, an additional 16,560 square feet of commercial floor area may be allocated within the ponderosa Ranch Community Plan Area. The method of distribution is addressed by Washoe County Commercial Allocation Program
 - a. Projects seeking an allocation of additional commercial floor area shall be subject to the Washoe County Commercial Allocation Program.
 - b. TRPA shall only consider, for approval of new commercial floor area, those projects which have been recommended by Washoe County.
 - c. Only projects that make substantial progress toward developing the area-wide improvements listed in Chapter Seven of this community plan shall be eligible for commercial floor area allocations. Substantial progress shall be based on one square foot of allocation equals five dollars or more worth of improvements.

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

5. Following community plan adoption, fifty (50) residential bonus units will be available for distribution within the Ponderosa Ranch community plan area. The bonus units shall be used for affordable and/or employee housing.
 - a. Projects utilizing the bonus unit incentive program provided under Chapter 35 of TRPA's Code of Ordinances to acquire residential bonus units shall participate in capital improvement projects within the community plan area provided under Section 35.3 of the Code.

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

Community Design

1. Improve and upgrade the Ponderosa Ranch.
 - a. Master plan developed for additional development and enhancement of existing facilities is encouraged.

- b. The Ponderosa Ranch shall provide landscaped screening of on-grade parking areas. Such screening may consist of either man-made or plant materials, or combinations of both, and shall be effective year round.
 - c. Signs shall be brought into conformance with TRPA's Scenic Quality Improvement Program (refer to Chapter Four, Conservation, for further detail) consistent with the amortization scheduled outlined in Chapter 26, TRPA Code of Ordinances.
 - d. Incentives for upgrades and improvements, such as commercial floor space, are provided.
 - e. The placement and display of the antique equipment at the Ponderosa Ranch shall be fully screened, as required by the TRPA design standards, if this function is merely outdoor storage. If the function is interpretation, the equipment shall be suitably arranged for interpretation purposes (e.g., grouped in one area or enclosed in a structure), be accompanied by perimeter landscaping with screening value, and be set back from the highway a minimum of 100 feet.
 - f. Additional development on the visible narrow benches above the parking lot which may be approved by TRPA shall include adequate mitigation measures to mitigate scenic impacts caused by the development when viewed from scenic threshold travel routes.
 - g. New uses at the Ponderosa Ranch shall share existing driveways.
 - h. Frontage landscaping along the Ponderosa Ranch parking lot shall be a minimum twenty (20) foot width. Other frontage landscaping is encouraged to be twenty (20) feet wide.
 - i. A minimum width of three (3) feet at entry areas between curb and sidewalk is not sufficient to support plant life unless turfgrass is used.
2. Improve the aesthetics of the warehouse area at west end of the plan area.
- a. Existing buildings shall be screened with landscaping. Design improvements to the buildings are encouraged.
 - b. Parking, asphalt and open storage areas shall be screened with landscaping from State Route 28 views.
 - c. All overhead utility lines and poles along State Route 28 and all new connections and lines shall be placed underground. Washoe County shall 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.

- d. All new and remodeled projects shall provide landscaped screening of on-grade parking areas. Such screening may consist of either man-made or plant materials or combinations of both, and shall be effective year round.
- e. All new and remodeled projects shall be required to completely screen from public views all ground and roof-mounted mechanical and communications equipment.
- f. All non-conforming signs shall be removed and/or replaced consistent with the amortization schedule outlined in Chapter 26, TRPA Code of Ordinances.

Economic Development

1. Encourage the Ponderosa Ranch to prepare a master plan. Encourage the Ponderosa Ranch master plan to address the Ranch developing into a more diverse and complete "park" which is less seasonal and adds to the creation of a year-round Incline Village economy.
2. Encourage general commerce businesses to locate in this area which service residents of Incline Village.

Housing

1. Develop a cooperative plan between IVGID (Diamond Peak) and the Ponderosa Ranch to provide affordable housing units in this community plan area.
2. Reduce potential conflicts between residential uses and industrial and public service uses.
 - a. Proposed employee housing should be buffered from the industrial businesses and the IVGID service facilities through site planning. Techniques include building design, landscaping, vegetation and fences.
3. Encourage the provision of housing opportunities for Ponderosa Ranch employees.
 - a. Washoe County efforts, in the preparation of the Comprehensive Housing Affordability Study, the Consolidated Plan and Housing Element are supported.
 - b. Residential bonus units assigned to the plan area are encouraged to be used for affordable and/or employee housing.

Street and Highway Infrastructure

1. Reduce ease of private automobile use.
 - a. New or expanded roads, which allow for increased traffic, shall not be constructed with the exception of improvements to existing intersections.
2. Attain and maintain level of service at key intersections in the plan area consistent with the TRPA RTP/AQP.
 - a. The number of driveways providing access to and from businesses along State Route 28 should be decreased.
 - b. Existing entrances, especially the main automobile entrance to the Ponderosa Ranch, shall meet the minimum dimension standards in Chapter 24, TRPA Code of Ordinances.
3. Achieve the vehicle miles of travel fairshare target within the plan area. The fairshare VMT target for Ponderosa Ranch Community Plan is an increase of no more than 1,050 VMT. This increase is included as part of the overall Washoe County VMT reduction target of 3,300.
 - a. The plan shall include specific implementation methods for the following VMT mitigation measures:
 - i. Bicycle trail.
 - ii. Pedestrian path system.
 - iii. Employee housing.
 - iv. TART service.

Parking Facilities

1. Improve the efficiency of parking area use, clearly define parking areas, and reduce the visual prominence of parking lots and asphalt along State Route 28.
 - a. New and expanded projects shall install screening, landscaping and BMPs to their parking areas.
 - b. New uses on the Ponderosa Ranch site shall share existing driveways.

Transit Facilities

1. Improve and increase transit service and use.
 - a. Transit stops shall be improved. A new transit stop shall be added to the entrance to the Ponderosa Ranch. All stops should have covered shelters.
 - b. TART hours of operation and frequency of route circulation (i.e., service bus stops more often) shall be increased.
 - c. An efficient method for transit stops, which does not interrupt traffic circulation (e.g., bus pullouts), shall be determined.
 - d. Within 90 days of community plan adoption, a new Incline Village/Crystal Bay Subcommittee of the Truckee/North Tahoe Transportation Management Association will be established for the purpose of coordinating public and private transit services within Incline Village and Crystal Bay. Membership in the subcommittee should include, but not be limited to, Washoe County, TART, IVGID, the Incline Village/Crystal Bay Chamber of Commerce, the Crystal Bay Casino Association, the Hyatt Lake Tahoe, Sierra Nevada College, the Ponderosa Ranch, TRPA and other interested parties.
2. Increase the supply of alternative, non-polluting transportation modes.
 - a. A free jitney/shuttle between Incline Village and Crystal Bay commercial nodes and tourist accommodations should be established.
 - b. Door-to-door Dial-A-Ride service is encouraged.
 - c. The implementation of employer based vehicle trip reduction programs is encouraged.
3. Establish a Reno-North Tahoe Transit Service.
 - a. Interested parties, including the Truckee North Tahoe Transportation Management Association and the Washoe County Regional Transportation Commission, shall discuss the establishment of a Reno-North Tahoe transit service.

Bicycle and Pedestrian Facilities

1. Expand bicycle paths.
2. Expand pedestrian facilities.

Conservation

1. Implement environmental improvement and restoration projects as part of the community plan.
2. Utilize an incentive system containing tradeoffs between land coverage and other units of use and environmental threshold-related and other community improvements recommended by the plan. Make the incentive system available to both new and existing land uses.
3. Attain and maintain the environmental threshold targets contained in the plan.
 - a. The plan recognizes and includes all improvements projects implemented in the plan area since July 1, 1987.
 - b. All projects, whether the proponent is a private or public entity, shall contribute towards the applicable improvements identified in this chapter.
 - c. This plan shall request appropriate public agencies to implement public improvement projects identified in this chapter. The policy shall apply to plans and programs which may be contained in an agency's capital improvements program.
4. Encourage the coordinated planting of colorful spring flowers and colorful autumn foliage.

For reference, TRPA has a list of native plant species.
5. Develop a program to place existing overhead utility lines along State Route 28 underground within the plan area by July 1, 2007. Include funding and implementation methods in the program.

Recreation

1. Encourage private recreation improvements, especially on lands owned by the Ponderosa Ranch.
 - a. The Ponderosa Ranch is encouraged to prepare a comprehensive master plan which meets the requirements of Chapter 16, TRPA Code of Ordinances. The plan should include a recreation element which is distinct from the theme park.

Public Service

1. Continue to provide public service uses in the plan area. Use the Plan Area Statement permissible use list as the zoning mechanism.
2. Support community-wide recycling through use of the collection station.

3. Identify locations for business mail delivery to uses within the plan area.
4. Expansions of public service uses shall demonstrate their compatibility with surrounding land uses, especially those with potential adverse impacts to human health.

Implementation

1. Off-site mitigation which may be required as part of a man-modified land capability determination shall be implemented within the community plan area.
2. Projects containing existing land coverage greater than 70 percent shall reduce on-site coverage by a minimum of 5 percent or to 70 percent, whichever is less, as part of the project.
3. Project applicants who elect to participate in substitute air quality or water quality mitigation fee program(s) shall implement such programs or projects within the community plan area.
4. Each project seeking an allocation of additional floor area shall contribute towards achieving the capital improvements proposed for the plan. Projects shall also be subject to the plan's commercial floor area allocation procedures.

Refer to Chapter Two for additional information.

5. Community plan projects using new commercial floor area (i.e., a commercial allocation) may be developed following award of Intermodal Surface Transportation Efficiency Act (ISTEA) Scenic Byway Funds by the Federal Highway Administration for State Route 28 Corridor Improvements within the Ponderosa Ranch Community Plan Area.
 - a. The irrevocable commitment for the release of additional commercial floor area has been accomplished.
6. Multi-residential bonus units used within the plan area, pursuant to Chapter 35 of TRPA's Code of Ordinances, shall be utilized for employee or affordable housing projects.

Refer to Chapter Two for additional information.

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES and if applicable, Chapter 51 PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all or a portion of the Plan Area. This list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

- **General List:** The following list of permissible uses is applicable throughout the Plan Area (except as noted for Special Area #1).

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), and 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), and transmission and receiving facilities (S).

Recreation Cross country ski courses (S), day use areas (A), and 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), and stream environment zone restoration (A).

- **Special Area #1:** The following list of permissible uses is applicable in Special Area #1.

Residential	Employee housing (A).
Tourist Accommodation	Hotels, motels, and other transient dwelling units (A).
Commercial	Eating and drinking places (A), food and beverage retail sales (A), amusements and recreation services (A), outdoor amusements (S), and 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), and visitor information centers (S).
Resource Management	Same as general list with the addition of farm/ranch accessory structures (A).

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

USE	MAXIMUM DENSITY
Residential	
Multi-Family Dwelling	15 units per acre
Multi-Person Dwelling	25 people per acre
Tourist Accommodation	
Bed and Breakfast	5 units per site 10 units per acre
Hotel, Motel and other Transient Units	
• Less than 10% of units with kitchens	40 units per acre
• 10% or more units with kitchens	15 units per acre
Timeshare	Based on hotel, motel and other transient use densities set forth above.
Recreation	
Developed Campgrounds	8 sites per acre
Group Facilities	25 people per acre

RESIDENTIAL BONUS UNITS: Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Plan Area is 50 units.

MAXIMUM COMMUNITY NOISE LEVEL EQUIVALENT: The maximum community noise equivalent level for this Plan Area outside Special Area #1 (i.e. the industrial area) is 65 CNEL. The maximum community noise equivalent level for Special Area #1 is 60 CNEL.

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

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

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

Source: Tahoe Regional Planning Agency, 1996.

ADDITIONAL DEVELOPED OUTDOOR RECREATION: The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA Five-Year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time.

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

TOURIST ACCOMMODATION BONUS UNITS: No additional tourist accommodation bonus units are permitted for the community plan area.

COMMERCIAL FLOOR AREA ALLOCATION: Pursuant to Chapter 33, maximum amount of commercial floor area which may be allocated for additional development in the community plan area is 16,560 square feet.