Regional Plan for the Lake Tahoe Basin
Incline Village Commercial
Community Plan

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Chapter One
INTRODUCTION

PLAN AREA LOCATION

The Incline Village Commercial Community Plan Area (or Specific Plan Area) is located in Washoe County, Nevada, on the northeast shore of Lake Tahoe (see Community Plan Area Location map). It is generally located between Northwood and Southwood Boulevards and along State Route 28 (Tahoe Boulevard).

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 Incline Village Commercial 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. This document addresses improvements within both the commercial and residential plan area statements of downtown Incline Village. It replaces the TRPA Plan Area Statement 045, Incline Village Commercial, and Washoe County regulatory zones. This document does not replace TRPA Plan Area Statements 044 Fairway and 046 Incline Village Residential.

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 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 lumber empire that supplied timber for fuel to the thriving Comstock Lode at Virginia City. With the decline of Virginia City, the company began to slow down, and by 1893, had stopped operations. 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 the 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 several commercial neighborhoods. The Incline Village Commercial Community Plan Area is one of these. This plan area is the downtown core of Incline Village, being located at the town's center. It encompasses the commercial and high density residential uses in the center of Incline Village, generally including the area within the Northwood-Southwood Boulevard loop.

A VISION FOR THE FUTURE

The overall vision for the Washoe County portion of the Tahoe Region 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. 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. With respect to the economy, the plan is intended to create stable, long-term economic health for Incline Village/Crystal Bay. In terms of 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 transportation, the plan seeks to improve the quality of the environment by adjusting circulation patterns and increasing biking, walking and transit opportunities.

The plan's vision for the Incline Village Commercial Community Plan Area is creating a traditional downtown (village core) that is people friendly, interesting and aesthetically pleasing. Architecture, design and transportation improvements will unify the downtown and help create a sense of place. High-density residential uses, including affordable housing, surrounding the commercial area are an integral part of the town center. Commercial and government services, typical of a traditional downtown, should be located in this area. The plan encourages businesses to locate here which provide goods and services presently unavailable to residents.

There should be more of pedestrian, people friendly orientation, rather than the present automobile orientation. Intriguing pedestrian corridors would be developed which link stores, restaurants and offices along the main street (Tahoe Boulevard) of Incline Village's downtown. Walkways and bicycle paths should be created, linking shopping areas (e.g. Christmas Tree Village, Village Market and County Club shopping centers) to each other and to recreation, residential and tourist accommodation uses. The vision is illustrated on the Concept Plan (following).
**Incline Village Commercial Community Plan**

**LAND USE CONCEPT PLAN**

**Figure 2**

**LAND USE CONCEPT PLAN**

**S.R. 28 IMPROVEMENTS**
- Two (2) Travel Lanes & Turn lane/Medians
- Class II Bike Trails
- Replace Ditches with Drop Inlets
- Extensive Revegetation & Landscaping
- Meandering Sidewalks

**“DOWNTOWN” PEDESTRIAN RETAIL DISTRICT**
- Pedestrian Oriented Uses
- Multi Use Parking Areas
- Pedestrian Circulation System
- Mixed Use

**INTERSECTION IMPROVEMENTS**

**INDUSTRIAL SERVICE AREAS**
- Area Drainage Systems
- Service/Industrial Areas
- Special Design/BMP Standards

**OFFICE/COMMERCIAL AREAS**
- Professional Offices/Non-Pedestrian commercial
- Mixed Use
- Extensive Frontage Landscaping

**Tahoe Boulevard**

**Highway 28**

**Northwood Boulevard**

**Tanager Way**

**Oriole Way**

**Enterprise Avenue**

**Alder Way**

**Incline Way**

**Business District Entry Feature**


Chapter Two
LAND USE

The majority of land use policies, standards and improvements applicable to properties in the Incline Village Commercial Community Plan Area are found in this chapter. The Incline Village Commercial Community Plan Area map (following) identifies all parcels within the Incline Village Commercial Community Plan Area. Existing conditions, goals, policies and action programs, and proposed improvements are established for community design, economic development, residential development and land use patterns. The Incline Village Commercial Community Plan Area Statement supersedes TRPA's Plan Area Statement 045 and Washoe County regulatory zones. Although this document addresses improvements within portions of TRPA Plan Area Statements 044 Fairway and 046 Incline Village Residential, this document does not supersede the residential plan area statements.

LAND USE PATTERNS
EXISTING CONDITIONS
The Incline Village Commercial Community Plan Area is estimated to be 75 percent built out. The west area has a small shopping center, post office, an elementary school and miscellaneous commercial uses. The east area includes the high school, the intermediate school, several small shopping centers, offices and service industry uses.

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. The Incline Village Commercial Community Plan Area should continue to serve the commercial and other service needs of the Incline area. The plan envisions infill development that is similar to the existing land use patterns. Retail, restaurant and office uses should be concentrated along Tahoe Boulevard. Support commercial services (such as automobile repair) should be located on local streets such as Incline Way and Alder Avenue. The following policies and action programs support the goal.

ICCP.1.1 ENCOURAGE COMPATIBILITY OF ADJACENT LAND USES. REQUIRE BUFFERING FOR THOSE WHICH ARE NOT COMPATIBLE.

ICCP.1.2.1 Non-residential projects shall provide buffering from existing, surrounding residential uses.

ICCP.1.2 ENCOURAGE LAND USE PATTERNS THAT REDUCE THE NEED FOR TRAVEL AND INCREASE ACCESS TO TRANSIT.

ICCP.1.3 FOLLOWING COMMUNITY PLAN ADOPTION, AN ADDITIONAL 23,284 SQUARE FEET OF COMMERCIAL FLOOR AREA MAY BE ALLOCATED WITHIN THE INCLINE VILLAGE COMMERCIAL COMMUNITY PLAN AREA
ICCP.1.3.1 Projects seeking an allocation of additional commercial floor area shall be subject to the Washoe County Commercial Allocation Program.

ICCP.1.3.2 TRPA shall only consider, for approval of new commercial floor area, those projects which have been recommended by Washoe County.

ICCP.1.3.3 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.

ICCP.1.3.4 A minimum of one third of the plan's commercial floor area shall be allocated to projects along State Route 28. Commercial floor area should be allocated to existing uses, in order to encourage upgrades.

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

ICCP.1.4 FOLLOWING COMMUNITY PLAN ADOPTION, NINETY-TWO (92) RESIDENTIAL BONUS UNITS MAY BE ALLOCATED WITHIN THE INCLINE VILLAGE COMMERCIAL COMMUNITY PLAN AREA. THE METHOD OF DISTRIBUTION IS OUTLINED BELOW (SEE ADDITIONAL GROWTH).

ICCP.1.4.1 Projects utilizing the bonus unit incentive program provided under Chapter 35 of TRPA's Code of Ordinances, which are required to provide mitigation measures 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, a portion or all 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 community design improvements are proposed for the Incline Village Commercial Community Plan Area:

- Buffering between the non-residential and existing residential uses.
- Additional commercial floor available for allocation.
- Additional residential bonus units available for distribution.
COMMUNITY DESIGN

EXISTING CONDITIONS

The built environment of the Incline Village Commercial Community Plan Area consists primarily of newer buildings in good condition. Several buildings are older and in fair condition. Buildings generally do not require upgrades or improvements. There is, however, little similarity of style between many of the buildings. The architecture and materials vary, resulting in a lack of cohesive urban design. As stated in the Incline Village Crystal Bay 2000: An Economic Blueprint (the report is further explained below under Economic Development), "There is a lack of a central village core which leaves Incline Village without a physical focus. Although the quality of local shops and restaurants rank high among resort areas, they are located within shopping centers which are indistinguishable from suburban developments throughout the United States. Widely scattered resort housing, a hodgepodge of architectural styles, and poor lighting and directional signage further blur identity. For a major resort destination, it is unusually difficult to determine if you have arrived in Incline Village."

Although located in the beautiful environment of the Tahoe region, the opportunities of setting appear to have been overlooked. The visual quality of the plan area can be improved. Automobiles dominate the plan area. There is a predominance of asphalt and concrete. Landscaping is limited. Little consideration has been given to the pedestrian, resulting in an unfriendly pedestrian environment. The large and numerous overhead utility lines detract from the visual possibilities of the downtown resort 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.

ICCP.2.1 CREATE A TRADITIONAL DOWNTOWN WHICH HAS A STRONG PEDESTRIAN ORIENTATION, REDUCES THE VISUAL PROMINENCE OF AUTOMOBILES, IS AESTHETICALLY PLEASING AND FOSTERS A SENSE OF IDENTITY. CONCENTRATED RETAIL STORES, RESTAURANTS AND OFFICES SHOULD BE INCLUDED TO PROMOTE THE BUSTLE AND ACTIVITY OF A DOWNTOWN.

ICCP.2.1.1 All new and remodeled projects shall provide on-site pedestrian facilities which provide on-site circulation and which connect to the public path system.

ICCP.2.1.2 All new and remodeled projects should use architectural designs and materials which create a "New Tahoe" image (i.e. recreate traditional alpine architecture using modern technology). Examples of this style include the Incline Visitor Center and the IVGID Community Center.

ICCP.2.1.3 All new and remodeled projects shall provide landscaped screening of on-grade parking areas from street views. Such screening may consist of either man-made or plant materials or combinations of both, and shall be effective year round.

ICCP.2.1.4 The intersection of Village Boulevard and State Route 28 should be designated as the preferred location for a community events sign.
ICCP.2.1.5 Access points onto State Route 28 should be minimized by combining driveways wherever possible. All access points onto State Route 28 should be clearly defined.

ICCP.2.1.6 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.

ICCP.2.1.7 All trash receptacles should be screened.

PROPOSED IMPROVEMENTS
Consistent with the policies above, the following community design improvements are proposed for the Incline Village Commercial Community Plan Area:

- Remodel existing buildings or design new buildings using the "new Tahoe" architectural theme, provide usable outdoor plaza or courtyard space on-site; replace or remove existing non-conforming signs.
- Install landscaping along property frontages (including screening of parking areas).
- Relocate existing parking or design new parking to be placed at rear of site and out of State Route 28 viewshed (for uses within the designated Scenic Highway Corridor).
- Remove or consolidate existing driveways along State Route 28.
- Place existing overhead utilities along State Route 28 underground.
- Screen trash receptacles.
- Create a public pathway system throughout plan area which enhances safety and convenience both on-site and between sites.

ECONOMIC DEVELOPMENT
EXISTING CONDITIONS
The Incline Village Commercial Community Plan Area encompasses the commercial areas in the center of Incline Village. This plan area services the commercial needs of both residents and visitors. The Village Center shopping center and miscellaneous retail/office commercial uses are located on the west side. The west side primarily serves residents. The Village Boulevard/State Route 28 shopping area on the east side includes several small shopping centers, offices and service industry uses. The east side serves both residents and visitors. Although the majority of resident and visitor retail commercial needs are provided within the plan area, retail commercial uses are limited. Residents and visitors travel to Tahoe City, Reno, Carson City or Sacramento to find a variety of retail goods. Many resident and visitor dollars are spent outside Incline Village, rather than locally.
Incline Village 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).

GOALS, POLICIES AND ACTION PROGRAMS
The Economic Task Force developed a goal for guidance in preparing the economic strategy. The goal for economic development is to create stable, long-term economic health for Incline Village and Crystal Bay. The following policies and action programs are incorporated into the plan. They generally reflect those developed by the Economic Task Force.

ICCP.3.1 STRENGTHEN THE ECONOMIC ACTIVITY OF THE INCLINE TOWN CORE BY CREATING A "TRADITIONAL" DOWNTOWN (I.E., TYPICAL SMALL TOWN DOWNTOWN) THAT SERVICES INCLINE RESIDENTS' COMMERCIAL NEEDS.

ICCP.3.1.1 Office and other service commercial uses should be concentrated within the Incline Village Commercial Community Plan Area.

ICCP.3.1.2 Retail/restaurant uses should be concentrated in Special Area #1 along Tahoe Boulevard in the Village Boulevard vicinity.

ICCP.3.2 CREATE A STRONGER LOCAL ECONOMY WHICH IS LESS IMPACTED BY SEASONAL VISITATION AND LESS RELIANT ON TOURISM.

PROPOSED IMPROVEMENTS
Consistent with the policies above, the following economic development improvements are proposed for the Incline Village Commercial Community Plan Area:

- Office and other service commercial uses concentrated in this plan area.
- Retail/restaurant uses concentrated along Tahoe Boulevard in the Village Boulevard area.

HOUSING
EXISTING CONDITIONS
There is presently a large amount of multiple family housing within close proximity to the Incline Village Commercial Community Plan. For those living elsewhere (i.e. not in close proximity to the plan area), with the exception of Tahoe Regional Area Transit (TART), the north shore public transit system, transportation between work and home for the service sector employees is not presently provided. Driving to and from work contributes to region-wide vehicle miles traveled (VMT) which adversely affects air quality. Washoe County is preparing a Housing Element in response to Assembly Bill 506 of the 1995 Nevada Legislative Session. The Housing Element addresses the need for affordable
housing and the strategy for provision of affordable housing. The County is also 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 element, study and plan address the entirety of Washoe County, including the Tahoe Planning Area.

The Incline Village Commercial Community Plan Area offers many services for residents. Housing in downtown Incline Village provides close proximity and easy access to schools, commercial shopping areas, medical and other services required by a family. Housing in downtown Incline Village is appropriate for local year-round employees, particularly those with families. Due to the surrounding uses, including existing high density residential projects, this area is a suitable location for multiple family development. The Incline Village Commercial Community Plan Area addresses improvements in Plan Area Statements (PAS) 044, 045 and 046. PAS 044 and 046 allow the transfer-in of existing development and multi-residential units. Transfer-in of multi-residential units facilitates multiple family residential development. PAS 045 allows transfer-in of existing development only.

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 housing types of different densities to provide housing opportunities to meet the social and economic needs of the community. The following policies and action programs address housing. The Housing Element being prepared for Washoe County will provide additional information. Revisions to the community plan housing policies and action programs may be required.

ICCP.4.1 PROVIDE HOUSING OPPORTUNITIES FOR EMPLOYEES OF THE INCLINE VILLAGE COMMERCIAL COMMUNITY PLAN AREA

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

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

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

ICCP.4.1.4 Single family dwellings shall only be allowed in the plan area when they are part of a mixed use development (defined in ICCP.4.1.5.a) or when they are affordable housing units.
ICCP.4.1.5 Residential bonus units may only be used for the construction of residential units when they are part of the following situations:

a. When they are part of a mixed-use development. Mixed use refers to a development type which provides two or more of the major land use classifications listed in the Regional Plan, one of which must be a commercial use; or

b. When at least 25% of the residential units proposed on the site are affordable housing units.

PROPOSED IMPROVEMENTS

Housing improvements for the Incline Village Commercial Community Plan Area will be addressed by the Washoe County Consolidated Plan.

- Preparation of the Washoe County Housing Element, Comprehensive Housing Affordability Study and Consolidated Plan supported.
- Housing integrated into the neighborhood through use of compatibility factors.
- Multi-residential bonus units allocated to this plan area.
- The plan area is designated as a TDR Receiving Area for multi-residential units.

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 Incline Village Commercial Community Plan Area Statement has been assigned additional residential and commercial allocations. It has not been assigned additional tourist or 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 the Incline Village Commercial Community Plan Area Statement (see Appendix A). Additional growth allocations are outlined below.

RESIDENTIAL BONUS UNITS

The maximum number of residential bonus units which may be permitted for this plan area is ninety-two (92) 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 23,284 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 Incline Village Commercial Community Plan Area Statement, CPAS 045. Refer to the Boundaries and Existing Land Use map (following) for the boundaries of the plan area. The Washoe County Commercial Allocation Program outlines the method of distribution.

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. The Incline Village Commercial Community Plan Area Statement 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.
Incline Village Commercial Community Plan

COMMUNITY PLAN AREA

Figure 3
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 (PM_{10}) standards are violated. California's Air Resources Board classifies the basin as an air quality "non-attainment" area for carbon monoxide. These air quality problems are caused by vehicle emissions. TRPA requires community plans to specify programs for achieving the basin-wide VMT reduction standard.

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

STREET AND HIGHWAY INFRASTRUCTURE
EXISTING CONDITIONS

The private automobile is the primary mode of transportation in the Lake Tahoe Basin. State Route 431 and 28 are the main vehicle routes through Incline Village/Crystal Bay, with Tahoe Boulevard (State Route 28) and Village Boulevard being the main travel routes through the Incline Village Commercial Community Plan Area.
The Mount Rose Highway (State Route 431) travels northeast to provide a connection between Incline Village and the City of Reno. The Mount Rose Highway terminates in Incline Village at its junction with State Route 28, the location of which is just outside the community plan area to the west. State Route 28 is the main 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 (State Route 50), providing a link between Incline Village and South Lake Tahoe. Within the Incline Village Commercial Community Plan Area, Highway 28 is a two-lane facility.

State Route 28 traffic is a combination of vehicles traveling through the plan area (through traffic) and vehicles having a destination within the plan area (local traffic). Traffic along Northwood and Southwood Boulevards is primarily local traffic. Local streets (Northwood and Southwood Boulevards) in this plan area could support more local traffic. Village Boulevard traffic is a mixture of both through and local traffic. The Level of Service at Village Boulevard and State Route 28 is "A" (free flow conditions). Traffic flow is generally smooth and moving with few problems.

During summer months, however, increased visitor traffic causes slow downs through the plan area. Congestion occurs throughout peak periods of the year, caused by left turns from State Route 28 into the numerous commercial businesses along the highway. Entrances into the parking areas for businesses along State Route 28 are not clearly defined and are difficult to discern. Autos move with hesitation, as drivers try to find entrances, creating the potential for an accident. It is difficult for autos to see pedestrians and bicyclists, and vice versa.

POLICIES AND ACTION PROGRAMS

The following policies and action programs reflect the goal stated above and address street and highway infrastructure.

ICCP.5.1 REDUCE THE OF PRIVATE AUTOMOBILE USE.

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

ICCP.5.2 ATTAIN AND MAINTAIN LEVEL OF SERVICE AT KEY INTERSECTIONS IN THE PLAN AREA CONSISTENT WITH THE TRPA RTP/AQP.

ICCP.5.2.1 The amount of local traffic on State Route 28 should be decreased. Local traffic should be encouraged to use local streets.

a. Access to State Route 28 businesses (and parking areas) are encouraged to be provided from local streets, such as Alder Avenue and Incline Way.

Also refer to Policy ICCP.6.2.

ICCP.5.2.2 Access points from the highway into parking lots should be reduced. Adjacent parking lots should consolidate and share driveway entrances. Driveway entrances into parking lots should be clearly defined.
ICCP.5.3 ACHIEVE THE VEHICLE MILES OF TRAVEL FAIRSHARE TARGET WITHIN THE PLAN AREA. THE FAIRSHARE VMT TARGET FOR INCLINE VILLAGE COMMERCIAL COMMUNITY PLAN IS 7,350 VMT. THIS INCREASE IS INCLUDED AS PART OF THE OVERALL WASHOE COUNTY VMT REDUCTION TARGET OF 3,300 VMT.

ICCP.5.3.1 The U.S. Postal Service shall implement home mail delivery to the businesses and homes in Incline Village.

PROPOSED IMPROVEMENTS

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

- Provide access to State Route 28 businesses (including parking areas) from local streets, such Alder Avenue and Incline Way. Provide walkways which connect the behind-business parking areas to uses along State Route 28.
- Reduce the number of auto access points (driveways) to State Route 28. Consolidate (share) and more clearly define driveways.
- Encourage home mail delivery.

PARKING FACILITIES

EXISTING CONDITIONS

There is a sufficient amount of parking in this plan area to serve the parking needs of businesses in this plan area, although it may not be adequate site by site. The only public parking in the plan area is located at the public library. The majority of the parking, although perceived as public, is private. The largest private parking areas are located at the Raley's and Village Market shopping centers. There is an abundance of parking at the commercial businesses along Tahoe Boulevard. There is, however, very little visible separation between the highway and these parking areas. This results in conflict between pedestrians, bicycles and automobiles. In addition, large expanses of pavement and autos along Tahoe Boulevard detract from the aesthetics of downtown Incline Village.

POLICIES AND ACTION PROGRAMS

The following policies and action programs reflect the goal stated above and address parking facilities.

ICCP.6.1.1 In cooperation with all affected parties, Washoe County and TRPA shall develop and implement a parking management program for commercial uses in the plan area. The program may include reduced parking for certain uses.

ICCP.6.1.2 Projects should more clearly define surface parking areas and spaces. Parking spaces definition, travel aisles and pedestrian and bicycle circulation should be considered.

ICCP.6.1.3 Parking areas, accessed off local streets such as Alder Avenue and Incline Way, should be developed.

ICCP.6.1.4 Walkways should be created which connect parking areas, accessed from local streets, to the shops, restaurants and offices along State Route 28.

PROPOSED IMPROVEMENTS

New and existing uses should reduce their required parking and increase opportunities for transit and other modes of travel. A parking management plan should be developed which investigates the parking needs for the plan area. The program should focus on shared parking opportunities, reduction of parking where possible and coordination with transit service. Large parking lots equate to easy availability of parking which can in turn encourage private automobile use. Reducing existing parking areas creates difficulty in parking which discourages private automobile use. Alternative modes of transportation (i.e., transit) must be established in a timely manner in order for the concept of "reduced parking equals reduced auto use" to work effectively. In addition, the confusion between automobiles, bicyclists and pedestrians should be reduced through delineation of parking spaces, travel aisles and pedestrian and bicycle circulation. Where feasible, parking should be relocated behind State Route 28 businesses with access provided from local streets (such as Alder Avenue and Incline Way).

TRANSIT SERVICE AND FACILITIES

EXISTING CONDITIONS

The 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. TART fares are $1.00 per ride.

TART is used primarily by local commuters (i.e., basin residents traveling between work and home) within the basin. Visitors seldom use TART. Walking and biking are the primary means of travel for visitors who arrive in Incline Village without an auto. The majority of the bus stops are not very safe or friendly for potential riders awaiting the bus although they are improving with the new transit shelters.
POLICIES AND ACTION PROGRAMS

The following policies and action programs implement the goal stated above and address transit facilities and service.

ICCP.7.1 IMPROVE AND INCREASE TRANSIT SERVICE AND USE.

ICCP.7.1.1 Transit shelters should be provided at all transit stops.
ICCP.7.1.2 TART hours of operation and frequency of route circulation should be increased.
ICCP.7.1.3 An efficient method for transit stops which does not interrupt traffic circulation (i.e., bus pullouts) should be determined.
ICCP.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.

ICCP.7.2 INCREASE THE SUPPLY OF ALTERNATIVE, NON-POLLUTING TRANSPORTATION MODES BY IMPLEMENTING THE FOLLOWING MEASURES:

ICCP.7.2.1 A jitney/shuttle between Incline Village and Crystal Bay commercial nodes should be established. The jitney should be specifically targeted for visitors.
ICCP.7.2.2 Door-to-door dial-a-ride service should be established.
ICCP.7.2.3 The implementation of employer based vehicle trip reduction programs is encouraged.

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

ICCP.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

Consistent with the policies above, the following transit improvements are proposed for the Incline Village Commercial Community Plan Area.

- 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

Incline Village Commercial Community Plan Area
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transit shelters and improved accessibility. New stops should be added. They should generally be located in areas indicated on the Transportation Facilities map following. In the winter, TART buses should be coordinated with the shuttles provided by Diamond Peak Ski Incline.

- Establish a jitney. Recognizing that visitors seldom use TART, the local Chamber of Commerce intends to establish a jitney. It is proposed to be a small bus operating on a regular route that shuttles visitors around Incline Village and Crystal Bay. Once in place, the jitney should stop at Country Club Mall and the Hyatt.

- Implement a dial-a-taxi service in Incline Village. Eventually, such a service should be extended to nearby areas, such as Kings Beach and Tahoe City.

- Provide a free passenger electric cart service along pedestrian paths. Ideally, each cart would carry up to 14 passengers and run 3 mph to 10 mph with 15 minute headways. The carts would operate eight months of the year, weather permitting. Passengers would be able to get on and off at any point upon request. Each cart would tow a tracking cart for luggage, golf bags and grocery bags.

- 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 FACILITIES

EXISTING CONDITIONS

Bicycle facilities in this plan area are few. Prior to 1995, bicyclists shared the same right-of-way as automobile traffic along State Route 28. There is now a designated bicycle lane along both sides of State Route 28. On the north side of State Route 28, a Class I bicycle path runs along Village Boulevard. For the remainder of Village Boulevard, bicycles share the same right-of-way as automobile traffic. There are segments of bicycle lanes along Northwood and Southwood Boulevards. Most local streets have no designated bicycle lane and bicycles share the same right-of-way as automobiles. This presents safety concerns.

POLICIES AND ACTION PROGRAMS

The following policies and action programs implement the goal listed above and address bicycle facilities.

**ICCP.8.1 EXPAND BICYCLE PATHS AND INCREASE OPPORTUNITIES AND BICYCLISTS’ SAFETY.**

ICCP.8.1.1 Bicycle lanes should be created to provide safe travel through the plan area in both east and west directions. Lanes should be constructed along local streets. The bicycle lanes should provide for separation of pedestrians, bicycles and automobiles.
ICCP.8.1.2 The number of driveways along State Route 28 should be consolidated and minimized.

PROPOSED IMPROVEMENTS

A Class II bicycle lane has been added along both sides of State Route 28, through this plan area. This is consistent with the TRPA RTP/AQP. Class II bicycle lanes should also be developed on local streets. Class II bicycle lanes run adjacent to the roadway, are striped and signed, and have a minimum width of four feet. Bicycle racks should be installed at parking lots adjoining the bicycle lane and at commercial and recreation facilities. In addition, all TART buses should carry bicycle racks.

PEDESTRIAN FACILITIES

EXISTING CONDITIONS

Although there are limited, developed pedestrian facilities in this plan area, an informal network exists. The informal path network consists of dirt footpaths cutting across underdeveloped privately owned parcels. It provides connections between the commercial areas and to the surrounding residential areas.

Along State Route 28 (and a portion of Village Boulevard as described), pedestrians and bicycles share the same right-of-way as automobile traffic. Along the majority of State Route 28 through the plan area, there is no separation between the highway and parking areas nor designated paths for pedestrians or bicyclists. These conditions reduce safety, creating potential danger for pedestrians and bicyclists.

POLICIES AND ACTION PROGRAMS

The following policies and action programs implement the goal listed above and address pedestrian facilities.

ICCP.9.1 CREATE A PEDESTRIAN FRIENDLY ENVIRONMENT WITH A STRONG PEDESTRIAN ORIENTATION.

ICCP.9.1.1 A pedestrian corridor along State Route 28, connecting "downtown" uses, should be created. Landscaping, street furniture and special lighting should be incorporated.

ICCP.9.1.2 Conflict between pedestrians, bicycles and automobiles should be minimized.

a. Travel routes, which allow for separation of pedestrians, biking and automobiles, should be provided.

b. The number of driveways along State Route 28 should be consolidated and minimized.

ICCP.9.1.3 Pedestrian connections between shopping areas and surrounding residential, tourist accommodation and recreational uses should be provided.
PROPOSED IMPROVEMENTS

A pedestrian corridor should be developed that connects the shopping, restaurant, office and residential uses of "downtown" Incline Village. The corridor should incorporate landscaping, street furniture and lighting which identify it as a special feature, catching people's attention and attracting people to use the corridor.

A four-mile pedestrian path network is proposed for Incline Village. It would connect the Incline Village Commercial Community Plan Area with the Incline Village Tourist Community Plan Area and nearby multiple family residential properties.
Incline Village Commercial Community Plan
TRANSPORTATION FACILITIES
Figure 4
Incline Village Commercial Community Plan
CROSS SECTION A-A' HIGHWAY 28
Figure 5
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 goals, policies and action programs outlined below. It lists the required environmental improvement targets which the community plan will achieve. The plan recognizes and includes all environmental improvements implemented in the plan area since July 1, 1987. The Conservation Chapter contains updated land capability and stream environment zone mapping which will be adopted as part of the community plan.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for conservation is to preserve and enhance natural features and scenic views. The following policies and action programs implement the goal. Each project within the plan area shall demonstrate consistency with the applicable policies as part of its application.

ICCP.10.1 IMPLEMENT ENVIRONMENTAL IMPROVEMENT AND RESTORATION PROJECTS AS PART OF THE COMMUNITY PLAN.

ICCP.10.2 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.

ICCP.10.3 ATTAIN AND MAINTAIN ENVIRONMENTAL THRESHOLD CARRYING CAPACITY TARGETS CONTAINED IN THE PLAN.

ICCP.10.3.1 The plan recognizes and includes all improvement projects implemented in the plan area since July 1, 1987.

ICCP.10.3.2 All projects, whether the proponent is a private or public entity, shall contribute towards the applicable improvements identified in this chapter.

ICCP.10.3.3 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.

ICCP.10.4 ENCOURAGE THE COORDINATED PLANTING OF COLORFUL SPRING FLOWERS AND COLORFUL AUTUMN FOLIAGE.

ICCP.10.5 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. They represent specific levels of environmental quality which must be attained by July 1, 2007. Threshold attainment targets are established for each community plan as measures of fair share threshold improvements.

For reference, "regional threshold" is a threshold target set by TRPA for the Tahoe Region. "Community plan target" is the threshold target specific for the Incline Village Commercial 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 woodburning stoves and fireplaces can also be measurable contributors. Industrial sources of pollution typically contribute less than 10 percent of ambient CO levels. Peak CO levels occur typically during winter months, due to a combination of higher emission rates and stagnant weather conditions. CO is a tasteless, odorless, and colorless gas. It affects humans by reducing the supply of oxygen to the tissues of the body. It is regulated because of concern for public health.

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

Level of Service (LOS)

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

- Regional Goal: Maintain LOS D or better at key intersections.
- Status of Plan Area: State Route 28 and Village Boulevard (a key intersection) is at LOS A.
- Community Plan Target: Maintain existing LOS per the TRPA Regional Plan.
Vehicle Miles of Travel (VMT)

Vehicle miles of travel (VMT) is a regional threshold focused on nitrate deposition. Nitrates are a group of chemical compounds which affect Lake Tahoe's water quality. VMT is also a computed value which correlates the extent of an area’s reliance on the private automobile. 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 all these trip 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 the community plan area. The fairshare VMT target for Incline Village Commercial Community Plan is 7,350 VMT. This increase is included as part of the overall Washoe County VMT Reduction Target.

- Status of Plan Area: 26,839 VMT (1981 estimate)

- Community Plan Target: Reduce VMT within the Washoe County Community Plan Areas by 3,300 VMT.

Ozone

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

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

- Regional Threshold: Maintain ozone levels at or below 0.08 ppm/hr.

- Status of Plan Area: As of 1994, the Incline Village Commercial Community Plan Area was in attainment with ozone threshold. Existing and proposed ozone levels are modeled as part of EIS and show attainment.

- Community Plan Target: Maintain ozone threshold.
Implementation Techniques

The following implementation techniques assist with achievement of the community plan 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.
- Increase TART's hours of operation and reduce headways.
- Improve existing transit stops (locations shown on transportation facilities map).
- Develop a Class II bicycle trail along State Route 28 and/or local streets through the plan area.
- Construct public pedestrian pathway system.
- Construct turn lanes at points of congestion.
- Implement Employer Based Vehicle Trip Reduction Program(s) consistent with the TRPA Regional Plan.
- Implementation of home mail delivery to business and residences.
- 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 results in increased sediment and nutrient yields to the lake which decreases the lake's clarity and increases its primary algal productivity.

Impervious Land Coverage

To protect water quality and maintain natural hydrology in the Tahoe Region, TRPA adopted land capability classifications. A certain amount of base land coverage is allowed on a parcel and is determined by its land capability (also called "Bailey Coefficient"). 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 permitted.
Status of Plan Area: Public rights-of-way and projects developed prior to 1987 generally exceed maximum allowable land coverage standards. Modifications to the pre-1987 projects are required to gradually mitigate excess coverage. New projects developed after 1987 generally meet land coverage standards.

Community Plan Target: Restore and revegetate 0.5 acres of existing hard and soft land coverage within the plan area.

**Disturbed Lands**

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

Regional Plan Goal: Restore at least 80 percent of disturbed lands (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: 1988 water year for Woods Creek:

- Dissolved inorganic nutrient: 0.0409 mg/l
- Dissolved phosphorous: 0.00051 mg/l
- Suspended sediment (90th percentile): 124 mg/l

Community Plan Target: Restore and revegetate 1 acre of existing disturbed lands as shown on the Water Quality Improvements map.

**Best Management Practices Installation**

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

Stream Environment Zones (SEZ) are biological communities that owe their characteristics to presence of surface water or a seasonal high groundwater table. SEZs are very effective in removing nutrients and sediments from runoff. They provide additional benefits which include reduce flood peaks, diffuse flow, increase evapotranspiration, and increase retention times of surface water. SEZs can, however, 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: There are 8.6 acres of existing SEZ which are disturbed.

- Community Plan Target: Restore approximately 0.25 acres of SEZ.

Fish Habitat

Young 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, 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: Woods Creek migratory habitat is marginal. Third Creek migratory and residential habitats are marginal.

- Community Plan Target: Upgrade Woods Creek migratory habitat to excellent. Improve existing instream flows to support fish habitat restoration.

Implementation Techniques

The following implementation techniques assist with the achievement of the community plan 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. Includes projects from Volume IV, TRPA Water Quality Management Plan Capital Improvement Program for Erosion and Runoff Control. Includes rocklined ditches, revegetation, curb and gutter.

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

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

Implement Volume IV, TRPA Water Quality Management Plan Capital Improvement Program for Erosion and runoff Control. Includes rocklined ditches, revegetation, curb and gutter.

Restore portions of Woods Creek within the plan area.

Fund SEZ restoration through use of Burton-Santini funds, TRPA water quality mitigation funds and, where appropriate, as a condition of project approval.

Encourage Washoe County and the Incline Village General Improvement District (IVGID) to cooperatively implement restoration projects.

Prepare and implement a coordinated habitat restoration program. Participants should include, but not be limited to, TRPA, Nevada Department of Wildlife, USDA Forest Service, Washoe County and IVGID.

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 #22, Crystal Bay. Areas identified on the map as “Areas of Concern” are the primary cause of threshold non-attainment. This includes the entire State Route 28 frontage within the plan area.

Regional Threshold: Maintain the 1982 ratings for all roadway units. Restore scenic quality in roadway units rated 15 or below.

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 Incline Village Commercial Community Plan.

Status of Plan Area: Travel Route Rating of 13 (nonattainment status) for Roadway Unit 22, Crystal Bay. Scenic Resource Threshold, Subcomponent #3, rating of 6 (attainment).
Development has been introduced along much of the length of the unit, compromising the natural character of the unit as seen from the roadway. One of the main areas of concern is where commercial development has been concentrated. Incline Village is an intensely developed commercial strip and suffers from the proliferation of signs, obtrusive utilities, little or no provision of pedestrian facilities, and exposed parking areas typical of other Basin commercial areas. Unlike those areas, however, Incline Village has the benefit of large building setbacks and, along the north side of the road, a significant elevation change which reduces development's visual impact on the roadway.

- Community Plan Targets: Attain and maintain a travel route rating of sixteen for Roadway Unit 22 within the plan area. Maintain the existing scenic quality rating of 6, Subcomponent #3, individual scenic resource.

**Implementation Techniques**

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

- 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 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.

- 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.

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

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

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

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

- Allocate commercial floor area to projects along State Route 28. Encourage commercial floor area to be allocated to existing uses (in order to encourage upgrades), rather than to new projects on vacant parcels.
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.

- Status of Plan Area: Existing noise levels were modeled as part of the EIS and indicates the area is in threshold attainment.

- Community Plan Target: Attain and maintain applicable noise standards established for the plan area and listed in the Plan Area Statement. 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 techniques assist with the achievement of the community plan targets 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. No new soil map units were found. Generally, the update land capability mapping identifies less area as Stream Environment Zone (Class 1b) and more area of Class 4 than the existing mapping. The Class 4 lands are located along the western edge of the plan area.
Incline Village Commercial Community Plan

SOILS AND LAND CAPABILITY DISTRICTS

Figure 7
Chapter Five
RECREATION

The Recreation Chapter is a supplement to the Recreation Elements of the TRPA Goal and Policies Plan, the Placer County General Plan and the Washoe County Comprehensive Plan. It contains a description of the existing recreation facilities within the plan area, goals, 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
There are segments of bicycle lanes in the Incline Village Commercial Community Plan Area. They are located on portions of local streets, such as Northwood and Village Boulevards. The bicycle lanes are not continuous along the streets.

GOALS, POLICIES AND ACTION PROGRAMS
The goal for recreation is to diversify, expand and enhance recreational opportunities to allow for broader use by tourists and residents. The following policy and action program reflect this goal.

ICCP.11.1 PROVIDE SAFE BICYCLE FACILITIES.
(Also refer to Bicycle Facilities of the Transportation Element, Chapter Three.)

PROPOSED IMPROVEMENTS
The right of way of State Route 28 has been improved and designated as a Class II bicycle trail along both sides of the road. Class II bicycle trails require a minimum of four feet of dedicated pavement outside the fog line for single direction travel together with appropriate signage. Bicycle lanes along the local streets should be considered. Use of the local streets would remove bicycles from State Route 28 and reduce the potential for accidents along State Route 28. Traffic along the local streets is slower, creating a relatively safe environment for bicyclists. Prior to construction approval, the specific project must be included on TRPA's Five Year Recreation List.
**Chapter Six**

**PUBLIC SERVICES**

The Public Services Chapter is a supplement to the Public Services and Facilities Elements of the TRPA Goal and Policies Plan and the Washoe County Comprehensive Plan. It contains a description of the existing public services within the plan area, goals, 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:

- Incline Village General Improvement District (IVGID),
- North Lake Tahoe Fire Protection District (NLTFPD),
- Washoe County Building Division of the Department of Public Works
- Washoe County Library - Incline Branch, and
- Washoe County School District High School, Middle School and Elementary Schools, and
- U.S. Postal Service.

These agencies provide water, sewer, fire protection, school services and postal services for both residents and businesses of Incline Village.

**GOALS, POLICIES AND ACTION PROGRAMS**

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

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

**ICCP.12.1.1** A new County administrative building, a new County School District elementary school, and expansion of the existing Incline branch of the County library should be considered.

**ICCP.12.1.2** The U.S. Postal Service shall expand its home mail delivery service.
PROPOSED IMPROVEMENTS

The following public service improvements are contemplated by the community plan. Prior to construction approval, the specific project must be included on the TRPA Five Year Public Service List.

- Consideration of expansion of the existing Incline branch of the County library.
- Consideration of a new County administrative building.
- Consideration of a new elementary school.

The Incline Village/Crystal Bay citizens have expressed an interest that communication be initiated between Washoe County and the School District regarding a cooperative effort to meet the citizens needs.
Chapter Seven
IMPLEMENTATION

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

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

GOALS, POLICIES AND ACTION PROGRAMS

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

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

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

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

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

Refer to Chapter Two for additional information.

ICCP.13.5 A MINIMUM OF ONE THIRD OF THE ADDITIONAL COMMERCIAL FLOOR AREA SHALL BE ALLOCATED TO PROJECTS FRONTING STATE ROUTE 28. THE ADDITIONAL COMMERCIAL FLOOR AREA IS ENCOURAGED TO BE USED FOR EXISTING USES, RATHER THAN NEW USES.
ICCP.13.6 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) ENHANCEMENT FUNDS BY THE FEDERAL HIGHWAY ADMINISTRATION FOR STATE ROUTE 28 CORRIDOR IMPROVEMENTS WITHIN THE INCLINE VILLAGE COMMERCIAL COMMUNITY PLAN AREA.

ICCP.13.6.1 The irrevocable commitment for the release of additional commercial floor area has been accomplished.

ICCP.13.7 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.

IMPROVEMENTS PROJECTS AND SCHEDULES

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

Table 1. SCHEDULE OF IMPROVEMENTS
Incline Village Commercial Community Plan Area

<table>
<thead>
<tr>
<th>Years 1 through 5 (1996 - 2000)</th>
<th>Years 6 through 10 (2001 - 2005)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use Completed</td>
<td>Affordable Housing Study and Plan</td>
</tr>
<tr>
<td>Transportation/Air Quality</td>
<td>TART Transit Service Expanded</td>
</tr>
<tr>
<td>Water Quality/Soil Conservation</td>
<td>Disturbed Lands Restored</td>
</tr>
<tr>
<td>Scenic Resources/Community Design</td>
<td>Property Frontages Landscaped</td>
</tr>
<tr>
<td>Transportation/Air Quality</td>
<td>Driveways along State Route 28 Consolidated</td>
</tr>
<tr>
<td>Water Quality/Soil Conservation</td>
<td>Best Management Practices installed on</td>
</tr>
<tr>
<td>Scenic Resources/Community Design</td>
<td>Individual Sites Upgraded</td>
</tr>
<tr>
<td></td>
<td>Alternate Access Provided to Hwy 28 Businesses</td>
</tr>
<tr>
<td></td>
<td>Public Rights-of-Way</td>
</tr>
<tr>
<td></td>
<td>Parking Relocated</td>
</tr>
<tr>
<td></td>
<td>Stream Environment Zones Restored</td>
</tr>
<tr>
<td></td>
<td>Home Mail Delivery Implemented</td>
</tr>
<tr>
<td></td>
<td>State Route 28 Utility Lines Undergrounded</td>
</tr>
<tr>
<td></td>
<td>Pedestrian Pathway System Developed</td>
</tr>
<tr>
<td></td>
<td>Reno - North Tahoe Transit Established</td>
</tr>
<tr>
<td></td>
<td>State Route 28 Intersections Improved</td>
</tr>
</tbody>
</table>

Incline Village Commercial Community Plan  April 1996
CHAPTER SEVEN - IMPLEMENTATION
**Table 1 (Continued)**

<table>
<thead>
<tr>
<th>Years 11 through 15 (2006 - 2010)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Quality/Soil Conservation</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Scenic Resources/Community Design</td>
</tr>
</tbody>
</table>


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 improvement projects and schedules are summarized below in Table 2.

### CAPITAL IMPROVEMENT PROGRAM PROJECT DESCRIPTIONS

#### LAND USE

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Study and Plan</td>
<td>Develop a study which determines Washoe County's affordable housing needs. Develop a plan which the methods of meeting Washoe County's affordable housing needs. Estimated cost: $35,000 Funding: State of Nevada and Washoe County</td>
</tr>
</tbody>
</table>

#### TRANSPORTATION/AIR QUALITY

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>TART Transit Service Expansion</td>
<td>Provide TART service at 30 minute headways on State Route 28 and increase hours of operation to 6:30 p.m. to 11:30 p.m. Estimated cost: $3,300,000 (north shore cost). Funding: TRPA mitigation funds, TART transit funds, Washoe County Regional Transportation Commission (RTC).</td>
</tr>
<tr>
<td>Transit Stop Improvements</td>
<td>Locate transit shelters at existing TART stops and create new stops with new shelters. Estimated cost: $15,000 per shelter Funding: IVGID, TART, TRPA, Washoe County RTC, Property Owners, Incline Village/Crystal Bay Chamber of Commerce</td>
</tr>
<tr>
<td>Improvement</td>
<td>Description</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Share/Reduce Driveways</td>
<td>Remove or consolidate driveways along State Route 28 as part of the State Route 28 improvement projects. Funding Source/Responsible Entities: To be determined.</td>
</tr>
<tr>
<td>Pedestrian Path System</td>
<td>Create a public pedestrian walkway system. Include a walkway along both sides of Tahoe Boulevard which connects the downtown area of shopping, restaurants and offices. It would also provide links between commercial, parking, recreation, residential and tourist accommodation uses. Estimated Cost: $870,000 Funding Source/Responsible Entities: TRPA, Washoe County Parks and Recreation Department and Public Works Department, NDOT, Property Owners</td>
</tr>
<tr>
<td>Intersection Improvements</td>
<td>Improvements are needed to maintain or improve traffic flow and safety through the plan area. This will become increasingly important as additional commercial development occurs. Improvements include addition of left and right turn pockets, with limited stacking space, on local streets at their intersection with State Route 28. Said turn pockets will be added at points of congestion. Funding Source/Responsible Entities: TRPA air quality mitigation funds, Nevada Department of Transportation (NDOT), Washoe County Department of Public Works, Affected Property Owners</td>
</tr>
<tr>
<td>Home Mail Delivery</td>
<td>Implement home mail delivery to North Stateline businesses and Crystal Bay residents Funding Source/Responsible Entities: U.S. Postal Service</td>
</tr>
<tr>
<td>Reno - North Tahoe Transit</td>
<td>Establish a transit service which provides transportation between Reno and North Tahoe Funding Source/Responsible Entities: Truckee North Tahoe Transportation Management Association, Washoe County Regional Transportation Commission</td>
</tr>
<tr>
<td>Class II Bicycle Lanes</td>
<td>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. Bicycle lanes should also be added along local streets Estimated Cost: $300,000 Funding Source/Responsible Entities: TRPA, NDOT, ISTEA</td>
</tr>
</tbody>
</table>
## WATER QUALITY/SOIL CONSERVATION

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Quality Best Management Practices (BMP)</td>
<td>Install water quality Best Management Practices (BMPs) on all public rights-of-way within the plan area. Improvements will generally include revegetation of slopes, installation of roadside drainage channels and storm water detention structures. Refer to the Water Quality Improvements map in Chapter Four. Estimated Cost: Varies by treatment needed. Funding Source/Responsible Entities: Property owners</td>
</tr>
<tr>
<td>Disturbed Lands Restoration</td>
<td>Restore disturbed lands in the areas generally shown on the Water Quality Improvements map in Chapter Four. Funding Source/Responsible Entities: Property Owner</td>
</tr>
<tr>
<td>Land Coverage Reduction</td>
<td>Restore and revegetate covered lands. Approximately 0.5 acre of hard and soft coverage should be restored in the State Route 28 right-of-way. Funding Source/Responsible Entities: Property Owner</td>
</tr>
<tr>
<td>Stream Environment Zone (SEZ) Restoration</td>
<td>Restore disturbed SEZ lands as identified on the Water Quality Improvements map in Chapter Four. Funding Source/Responsible Entities: Property Owner</td>
</tr>
<tr>
<td>Fish Habitat Restoration</td>
<td>Upgrade stream habitat quality and improve instream flows. Funding Source/Responsible Entities: Property Owners, TRPA, Nevada Department of Wildlife, Forest Service</td>
</tr>
</tbody>
</table>
SCENIC RESOURCES/COMMUNITY DESIGN

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Individual Site Upgrades</td>
<td>Remodel existing buildings or design new buildings using a &quot;new Tahoe&quot; architectural theme; provide outdoor plaza or courtyard space on-site; replace or remove existing non-conforming signs. Funding Source/Responsible Entities: Property owners</td>
</tr>
<tr>
<td>Property Frontage Landscaping</td>
<td>Landscape along property frontages, particularly along State Route 28. Funding Source/Responsible Entities: Property Owner</td>
</tr>
<tr>
<td>Relocation of Parking</td>
<td>Relocate existing parking or design new parking to be placed at rear of site and out of State Route 28 viewshed (for uses within the designated Scenic Highway Corridor). Funding Source/Responsible Entities: Property Owner</td>
</tr>
<tr>
<td>State Route 28 Utilities Undergrounding</td>
<td>Convert existing overhead utility lines and poles to underground service along State Route 28 through the plan area. Funding Source/Responsible Entities: Nevada Side - Local Assessment District created, Washoe County, TRPA affected utility companies, adjacent land owners, IVGID.</td>
</tr>
</tbody>
</table>

MITIGATION FEE PROGRAMS

This section identifies those improvements which, if implemented, may be used in place of Regional Plan excess land 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 for the plan area in Chapter Four. 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 Chapter 20 of the TRPA Code of Ordinances, a land bank accounting system is established to bank and credit the plan area all hard and soft land coverage removed and lands restored. The target amount of land coverage reduction is described above. TRPA shall credit land coverage reductions achieved pursuant to the 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 (TRPA Code of Ordinances) when project proponents can successfully demonstrate that they have contributed to coverage reduction projects.

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

- Publicly sponsored capital improvements projects which remove land coverage as part of their scope of work. Examples: landscape improvements within the public right of way; removal of soft coverage along road shoulders.

- Privately sponsored projects which remove land coverage. Examples: landscape improvements in parking lots, or along parcel frontages associated with scenic threshold improvement plans; restoration of unnecessary roads or trails.

**Program Eligibility**

Projects contributing to the construction of land coverage reduction which are credited to the 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**

Water quality capital improvement projects are identified above, and shown on the Water Quality Improvements map in 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 TRPA Code of Ordinances, Chapter 82, 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 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 in the transportation improvement section 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 Chapter 93 (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

The Community Plan transportation improvement projects are identified above and shown on the Transportation Facilities map in Chapter Three. They generally include increasing transit service, provision of transit shelters, and construction of pedestrian paths and bicycle lanes. 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 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.

DEVELOPER INCENTIVE PROGRAMS

This section identifies potential methods to acquire residential 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 plan areas designated as eligible for the Multi-Residential Incentive Program. The Incline Village Commercial Community Plan Area Statement 045 and Plan Area Statements 044 and 046 have 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 plan area statements. For the Incline Village Commercial Community 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 plan area statement. Multiple family dwellings are a permitted use in the Incline Village Commercial Community Plan Area (i.e. in CPAS 045 and PAS 044 and 046)

The plan area must be designated as eligible for the Multi-Residential Unit Incentive Program. CPAS 045 and Pass's 044 and 046 have been designated as eligible for the Multi-Residential Unit Incentive Program.

The number of units received must not exceed the maximum assigned to the plan area. The Incline Village Commercial Community Plan Area is eligible to receive a maximum of 100 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 which are contained in the community plan. Refer to Chapter VII, Section A for the list of community plan improvement programs.

Points are earned based on the amount of financial participation made as part of the project. Projects located within community plan areas may multiply their score by a factor of 1.5. Projects providing affordable employee housing may multiply their score by a factor of 2.0. Housing which meets the criteria for affordable housing as set forth in policies 1, 3 and 4 of Goal 1 of the Housing 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. Although this plan addresses improvements in three Plan Area Statements (PAS 044 - residential, 045 - commercial/public service, and 046 - residential), additional land coverage is permitted only on parcels in the commercial plan area, Community Plan Area Statement 045, not in the residential plan areas. Boundaries of the plan areas are outlined on the Boundaries and Existing Land Use map in the Land Use Element, Chapter 2.

Additional coverage above the Bailey limits established under Chapter 20 (TRPA Code) 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.

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

COMMERCIAL FLOOR SPACE

TRPA regulates the rate and timing of growth in the Tahoe basin. 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 23,284 square feet of commercial floor area may be allocated within the Incline Village Commercial Community Plan Area. The procedure by which this additional commercial floor area will be distributed is outlined with the Washoe County Commercial Allocation Program which is available from Washoe County.

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 below in Table 2.

Table 2
THRESHOLD TARGET MONITORING

<table>
<thead>
<tr>
<th>Threshold Element</th>
<th>Location</th>
<th>Sample Period</th>
<th>Lead</th>
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</thead>
<tbody>
<tr>
<td>Water Quality (BMP</td>
<td>Representative</td>
<td>Spring runoff,</td>
<td>Project</td>
</tr>
<tr>
<td>effectiveness)</td>
<td>projects</td>
<td>representative storms</td>
<td>proponents</td>
</tr>
<tr>
<td>Land Coverage</td>
<td>Restoration sites</td>
<td>Annually</td>
<td>TRPA</td>
</tr>
<tr>
<td>SEZ Restoration</td>
<td>Woods Creek</td>
<td>Project completion</td>
<td>TRPA</td>
</tr>
<tr>
<td>Scenic Resources</td>
<td>Roadway Unit #22</td>
<td>5-year review</td>
<td>TRPA</td>
</tr>
<tr>
<td>Noise (CNEL)</td>
<td>To be determined</td>
<td>Annually</td>
<td>TRPA</td>
</tr>
<tr>
<td>Traffic Volumes (ADT)</td>
<td>Existing count</td>
<td>Annually</td>
<td>NDOT, TRPA</td>
</tr>
<tr>
<td></td>
<td>stations</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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


CAPITAL IMPROVEMENTS PROGRAM SCHEDULE MONITORING

Capital improvement projects listed above will be reviewed annually to determine whether they are being implemented, and if so, whether they are on schedule.
PLAN DESIGNATION:

<table>
<thead>
<tr>
<th>Land Use Classification</th>
<th>COMMERCIAL/PUBLIC SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management Strategy</td>
<td>MITIGATION</td>
</tr>
<tr>
<td>Special Designation</td>
<td>TDR RECEIVING AREA FOR:</td>
</tr>
<tr>
<td></td>
<td>1. Existing Development</td>
</tr>
<tr>
<td></td>
<td>2. Multi-Residential Units</td>
</tr>
<tr>
<td>SCENIC RESTORATION AREA</td>
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</tr>
<tr>
<td>PREFERRED AFFORDABLE HOUSING AREA</td>
<td></td>
</tr>
<tr>
<td>MULTI-RESIDENTIAL INCENTIVE PROGRAM</td>
<td></td>
</tr>
</tbody>
</table>

DESCRIPTION:

Location: This is a split planning area encompassing the commercial areas in the center of Incline. The Village Center shopping center is on the west side; the Village Boulevard/State Route 28 shopping area on the east. It is located on TRPA Plan Area Statement maps G-3 and H-3.

Existing Uses: The west area has a small shopping center, an elementary school and miscellaneous commercial uses. The east area includes the high school, the intermediate school, several small shopping centers, offices and service industry uses. The area is estimated to be 75 percent built out.

Existing Environment: The lands are 20 percent SEZ and the rest are classified low hazard. The land coverage is 50 percent plus an additional 15 percent disturbed.

PLANNING STATEMENT: This area should continue to serve the commercial and other service needs of the Incline area. Affordable housing should be developed within the plan area.

PLANNING CONSIDERATIONS:

1. Uses along State Route 28 should be limited to retail, restaurant and office commercial. Industrial, wholesale, storage and similar uses should be located off State Route 28, in the Incline Way/Tanager Boulevard area.
2. This area is identified as a scenic problem area. Scenic Roadway Unit 22 in this plan area is targeted for scenic restoration. Scenic improvements are proposed as part of the urban design and scenic resources sections.

3. Public input has indicated a possible need for some mini-parks in the central Incline area.

4. This is a suitable location for a major transit facility. The plan identifies a preferred site(s).

5. For planning purposes, the area within and directly adjacent to the Northwood-Southwood Boulevard loop should be considered the Incline Village town core. This would include Plan Areas 045, 046 and portions of 044.

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

**SPECIAL POLICIES:**

**Land Use**

1. Encourage compatibility of adjacent land uses. Require buffering for those which are not compatible.

   a. Non-residential projects shall provide buffering from existing, surrounding residential uses.

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

3. From community plan adoption until December 31, 1999, an additional 23,284 square feet of commercial floor area may be allocated within the Incline Village Commercial Community Plan Area (Community Plan Area Statement 045). The method of distribution addressed by the 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.
A minimum of one third of the plan’s commercial floor area shall be allocated to projects along State Route 28. Commercial floor area should be allocated to existing uses, in order to encourage upgrades.

(Also refer to the Implementation Policies below).

4. From community plan adoption until December 31, 1999, ninety-two (92) residential bonus units will be available for distribution within the Incline Village Commercial Community Plan Area.

a. Projects utilizing the bonus unit incentive program provided under Chapter 35 of TRPA’s Code of Ordinances, which are required to provide mitigation measures 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, a portion or all of the residential bonus units may be reserved for affordable and/or employee housing.

Community Design

1. Create a traditional downtown which has a strong pedestrian orientation, reduces the visual prominence of automobiles, is aesthetically pleasing and fosters a sense of identity. Concentrated retail stores, restaurants and offices should be included to promote the bustle and activity of a downtown.

a. All new and remodeled projects shall provide on-site pedestrian facilities which provide on-site circulation and which connect to the public path system.

b. All new and remodeled projects should use architectural designs and materials which create a ”New Tahoe” image of the traditional alpine architecture using modern technology. Examples of this style include the Incline Visitor Center and the IVGID Community Center.

c. 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.

d. The intersection of Village Boulevard and State Route 28 should be designated as the preferred location for a community events sign.

e. Access points onto State Route 28 should be minimized by combining driveways wherever possible. All access points onto State Route 28 should be clearly defined.
f. 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.

g. All trash receptacles should be screened.

**Economic Development**

1. Strengthen the economic activity of the Incline town core by creating a "traditional" downtown (i.e., typical small town downtown) that services Incline Village residents’ commercial needs.

   a. Office and other service commercial uses should be concentrated within the Incline Village Commercial Community Plan Area.

   b. Retail/restaurant uses should be concentrated in Special Area #1 along Tahoe Boulevard in the Village Boulevard vicinity.

2. Create a stronger local economy which is less impacted by seasonal visitation and less reliant on tourism.

**Housing**

1. Provide housing opportunities for employees of the Incline Village Commercial Community Plan Area.

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

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

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

   d. Single family dwellings shall only be allowed in the plan area when they are part of a mixed use development (defined in ICCP.4.1.5.a) or when they are affordable housing units.

   e. Residential bonus units may only be used for the construction of residential units in the following situations:

      i. When they are part of a mixed-use development. Mixed use refers to a development type which provides two or more of the major land use classifications listed in the Regional Plan, one of which must be a commercial use; or
ii. When at least 25% of the residential units proposed on the site are affordable housing units.

**Street and Highway Infrastructure**

1. Reduce ease of private automobile use by implementing the following measures:
   
a. New or expanded roads, which allow for increased roadway capacity, 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 amount of local traffic on State Route 28 should be decreased. Local traffic should be encouraged to use local streets.
   
i. Access to State Route 28 businesses (and parking areas) should be provided from local streets, such as Alder Avenue and Incline Way.
   
b. Access points from the State Route into parking lots should be reduced. Adjacent parking lots should consolidate and share driveway entrances. Driveway entrances into parking lots should be clearly defined.

3. Achieve vehicle miles of travel fairshare target within the plan area. The fairshare VMT reduction target for the Incline Village Commercial Community Plan is 7,350 VMT. This increase is included as part of the overall Washoe County VMT reduction target of 3,300.
   
a. The U.S. Postal Service shall implement home mail delivery to the businesses and homes in Incline Village.

**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. In cooperation with all affected parties, Washoe County and TRPA shall develop and implement a parking management program for commercial uses in the plan area. The program may include reduced parking for certain uses.
   
b. Project should more clearly define surface parking areas and spaces. Parking spaces definition, travel aisles and pedestrian and bicycle circulation should be taken into account with said delineation.
c. Parking areas, accessed off local streets such as Alder Avenue and Incline Way, should be developed.

d. Walkways should be created which connect parking areas, accessed from local streets, to the shops, restaurants and offices along State Route 28.

**Transit Service and Facilities**

1. Improve and increase transit service and use.
   a. Transit shelters should be provided at all transit stops.
   b. TART hours of operation and frequency of route circulation should be increased.
   c. An efficient method for transit stops which does not interrupt traffic circulation (i.e., bus pullouts) should 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 by implementing the following measures:
   a. A jitney/shuttle between Incline Village and Crystal Bay commercial nodes should be established. The jitney should be specifically targeted for visitors.
   b. Door-to-door dial-a-ride service should be established.
   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 Facilities

1. Expand bicycle paths and increase opportunities for bicyclists’ safety.
   a. Bicycle lanes shall be created to provide safe travel through the plan area in both east and west directions. Land should be constructed along local streets. The bicycle lanes should provide for separation of pedestrians, bicycles and automobiles.
   b. The number of driveways along State Route 28 should be consolidated and minimized.

Pedestrian Facilities

1. Create a pedestrian friendly environment with a strong pedestrian orientation.
   a. A pedestrian corridor along State Route 28, connecting "downtown" uses, should be created. Landscaping, street furniture and special lighting should be incorporated.
   b. Conflict between pedestrians, bicycles and automobiles should be minimized.
      i. Travel routes, which allow for separation of pedestrians, biking and automobiles, should be provided.
      ii. The number of driveways along State Route 28 should be consolidated and minimized.
   c. Pedestrian connections between shopping areas and surrounding residential, tourist accommodation and recreational uses should be provided.

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 environmental threshold carrying capacity targets contained in the plan.
   a. The plan recognizes and includes all improvement projects implemented in the plan area since July 1, 1987.
   b. All projects, whether the proponent is a private or public entity, shall contribute towards 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.

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. Provide safe bicycle facilities.

   (Also refer to Bicycle Facilities of the Transportation Element, Chapter Three.)

Public Service

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

   a. A new County administrative building, a new County School District elementary school, and expansion of the existing Incline branch of the County library should be considered.

   b. The U.S. Postal Service shall expand its home mail delivery service.

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. A minimum of one third of the additional commercial floor area shall be allocated to projects fronting State Route 28. The additional commercial floor area is encouraged to be used for existing uses, rather than new uses.

6. 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) enhancement Funds by the Federal Highway Administration for State Route 28 corridor improvements within the incline village commercial community plan area.

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

7. 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, Special Area #2 and Special Area #3).

   Residential  Employee housing (A), multiple family dwelling (S), multi-person dwelling (S), nursing and personal care (S), residential care (S), and single family dwellings (S).

   Tourist Accommodation  Bed and breakfast facilities (A), hotel, motels, and other transient dwelling units (A), timeshare (hotel/motel design) (S), and timeshare (residential design) (S).

   Commercial  Auto, mobile home and vehicle dealers (A), building materials and hardware (A), eating and drinking places (A), food and beverage retail sales (A), furniture, home furnishings and equipment (A), general merchandise stores (A), mail order and vending (A), nursery (A), outdoor retail sales (S), service stations (A), amusements and recreation services (S), privately owned assembly and entertainment (S), outdoor amusements (S), animal
husbandry services (A), auto repair and service (S), broadcasting studios (A), business support services (A), contract construction services (A), financial services (A), health care services (A), laundries and dry cleaning plant (A), personal services (A), professional offices (A), repair services (A), sales lot (S), schools - business and vocational (A), secondary storage (S), food and kindred products (S), fuel and ice dealers (S), industrial services (S), printing and publishing (A), small scale manufacturing (S), storage yards (S), vehicle and freight terminals (S), vehicle storage and parking (S), warehousing (S), and wholesale and distribution (S).

Public Service

Churches (A), collection stations (S), regional public health and safety facilities (S), health care services (s), cultural facilities (A), day care centers/pre-schools (S), government offices (A), hospitals (A), local assembly and entertainment (A), local post office (A), local public health and safety facilities (A), membership organizations (A), publicly owned assembly and entertainment (S), pipelines and power transmission (s), schools - kindergarten through secondary (A), social service organizations (A), transit stations and terminals (S), transportation routes (S), and transmission and receiving facilities (S).

Recreation

Day use areas (A), participant sports facilities (A), outdoor recreation concessions (S), recreational centers (A), riding and hiking trails (S), sport assembly (S), and visitor information centers (S).

Resource Management

Reforestation (A), sanitation salvage cut (A), thinning (A), tree farms (A), early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), fire detection and suppression (A), fuels treatment (A), insect and disease suppression (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), and stream environment zone restoration (A).
❑ **Special Area #1:** The following list of permissible uses is applicable in Special Area #1.

- **Residential**
  - Multiple family dwelling (A), and employee housing (A).

- **Commercial**
  - Building materials and hardware (S), eating and drinking places (A), food and beverage retail sales (A), furniture, home furnishings and equipment (A), general merchandise stores (A), mail order and vending (A), nursery (A), outdoor retail sales (S), service stations (S), amusements and recreation services (S), privately owned assembly and entertainment (S), broadcasting studios (A), financial services (A), health care services (A), personal services (A), professional offices (A), repair services (A), schools - business and vocational (A), and printing and publishing (S).

- **Public Service**
  - Churches (A), cultural facilities (A), day care centers/pre-schools (A), government offices (A), local assembly and entertainment (A), local post office (A), local public health and safety facilities (A), membership organizations (A), publicly owned assembly and entertainment (S), regional public health and safety facilities (A), social service organizations (A), pipelines and power transmission (S), transit stations and terminals (S), transportation routes (S), and transmission and receiving facilities (S).

❑ **Special Area #2:** The following list of permissible uses is applicable in Special Area #2.

- **Commercial**
  - Building materials and hardware (S), eating and drinking places (A), food and beverage retail sales (A), furniture, home furnishings and equipment (A), general merchandise stores (A), mail order and vending (A), broadcasting studios (A), financial services (A), health care services (A), professional offices (A), schools - business and vocational (A), and printing and publishing (S).

❑ **Special Area #3** The following list of permissible uses is applicable in Special Area #3.

- **Public Service**
  - Churches (A), collection stations (S), regional public health and safety facilities (S), health care services (S), cultural facilities (A), day care centers/pre-schools (S), government offices (A), hospitals (A),
local assembly and entertainment (A), local post office (A), local public health and safety facilities (A), membership organizations (A), publicly owned assembly and entertainment (S), pipelines and power transmission (s), schools - kindergarten through secondary (A), social service organizations (A), transit stations and terminals (S), transportation routes (S), and transmission and receiving facilities (S).

**Resource Management**
Reforestation (A), sanitation salvage cut (A), thinning (A), tree farms (A), early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), fire detection and suppression (A), fuels treatment (A), insect and disease suppression (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), and stream environment zone restoration (A).

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

<table>
<thead>
<tr>
<th>USE</th>
<th>MAXIMUM DENSITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
</tr>
<tr>
<td>Affordable housing</td>
<td>18 units per acre</td>
</tr>
<tr>
<td>Employee Housing</td>
<td>Based on other residential use densities</td>
</tr>
<tr>
<td>Multiple Family Dwelling</td>
<td>15 units per acre</td>
</tr>
<tr>
<td>Multi-Person Dwelling</td>
<td>25 people per acre</td>
</tr>
<tr>
<td>Nursing and Personal Care</td>
<td>25 people per acre</td>
</tr>
<tr>
<td>Residential Care</td>
<td>25 people per acre</td>
</tr>
<tr>
<td>Tourist Accommodation</td>
<td></td>
</tr>
<tr>
<td>Bed and Breakfast</td>
<td>5 units per site</td>
</tr>
<tr>
<td>Hotel, Motel and other Transient Units</td>
<td></td>
</tr>
<tr>
<td>• with less than 10% of units with kitchens</td>
<td>40 units per acre</td>
</tr>
<tr>
<td>• with 10% or more units with kitchens</td>
<td>15 units per acre</td>
</tr>
<tr>
<td>Timeshare</td>
<td>Based on hotel, motel and other transient use densities set forth above.</td>
</tr>
</tbody>
</table>

**RESIDENTIAL BONUS UNITS:** Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Plan Area is ninety-two (92) units.
MAXIMUM COMMUNITY NOISE LEVEL EQUIVALENT: The maximum community noise equivalent level for this Plan Area is 60 CNEL. The maximum community noise equivalent level for the State Route 28 corridor is 60 CNEL.

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

<table>
<thead>
<tr>
<th>Noise Level Descriptor</th>
<th>Daytime (7 a.m. - 7 p.m.)</th>
<th>Nighttime (7 p.m. - 7 a.m.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hourly L_{eq}, dB</td>
<td>55</td>
<td>45</td>
</tr>
<tr>
<td>Maximum Level, dB</td>
<td>75</td>
<td>65</td>
</tr>
</tbody>
</table>

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.


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: Pursuant to Chapter 35, the maximum number of tourist accommodation bonus units which may be permitted for the Community Plan Area is 0 units.

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 23,284 square feet.

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