



Incline Village Tourist Community Plan



April 1996



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



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Chapter One

INTRODUCTION

PLAN AREA LOCATION

The Incline Village Tourist Community Plan Area is located in Nevada on the northeast shore of Lake Tahoe in the area known as Incline Village (see Community Plan Area Location map). The plan area is generally located between State Route 28 and the shoreline of Lake Tahoe, along Country Club 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 Tourist Community Plan Area for at least the next ten years. It serves as an integrated land use plan addressing physical design, commercial growth, housing, transit, traffic circulation, the environment, recreation and public services. The Washoe County Comprehensive Plan and the Tahoe Regional Planning Agency (TRPA) Regional Plan address their respective regions. Within those, Washoe County's Tahoe Area Plan addresses issues specific to the Tahoe portion of Washoe County. The community plan is a supplement to and consistent with these plans. It replaces the existing TRPA Plan Area Statement 048 Incline Village Tourist and the existing Washoe County regulatory zones.

The plan contains special policies. All projects implemented under the community plan will be responsible for implementation of the special policies. The plan also establishes allocations of additional development (i.e. commercial floor area 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".

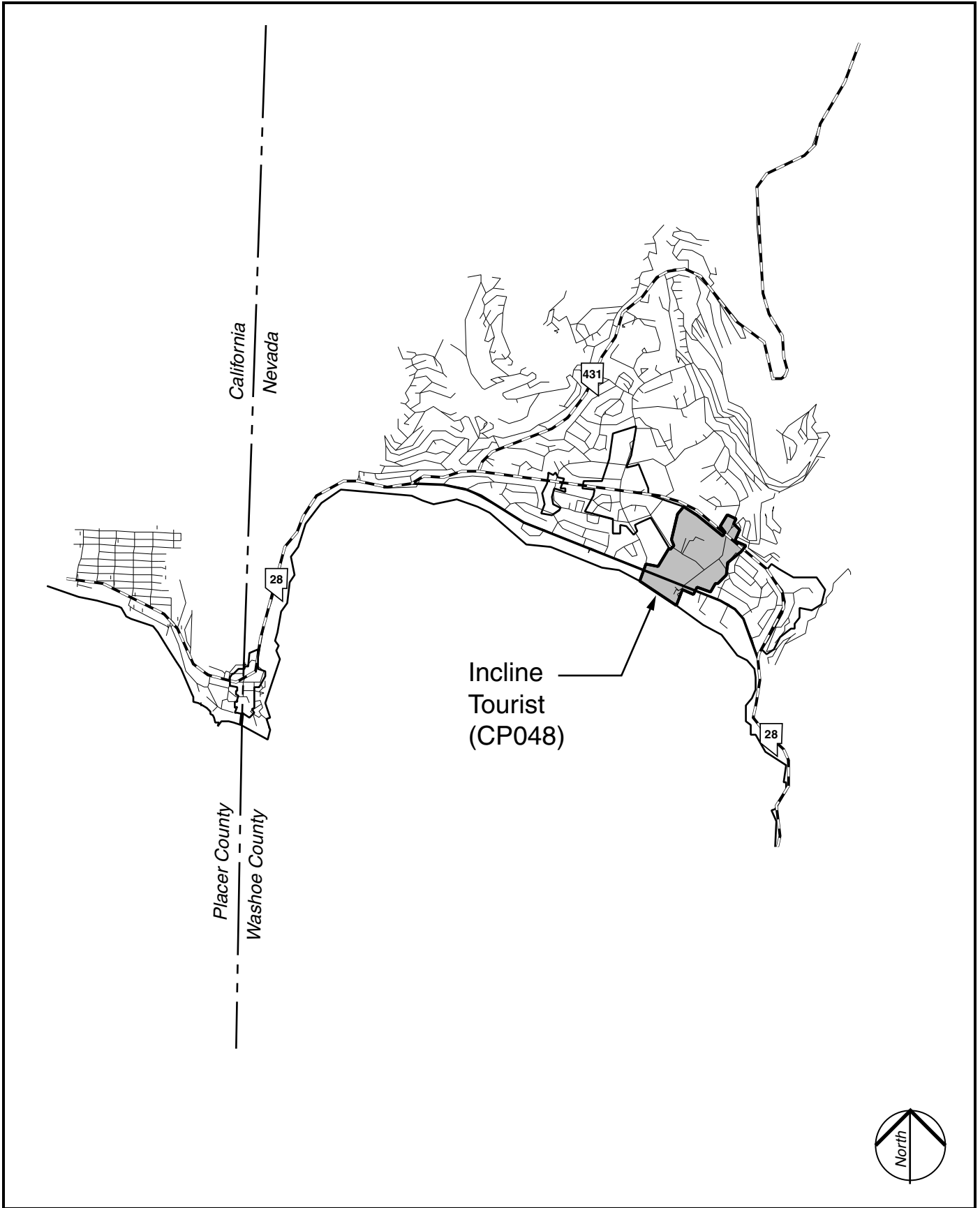
Today, thirty years later, Incline Village has become a residential, resort community with a wide array of recreation opportunities. The Incline Village Tourist Community Plan Area is one of these. It is located east of the Incline Village town core, stretching from the Hyatt Lake Tahoe and Incline Village General Improvement District (IVGID) beaches up to State Route 28 (refer to the Community Plan Area Location Map). It encompasses a majority of the recreation and tourist accommodation uses of Incline Village.

A VISION FOR THE FUTURE

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

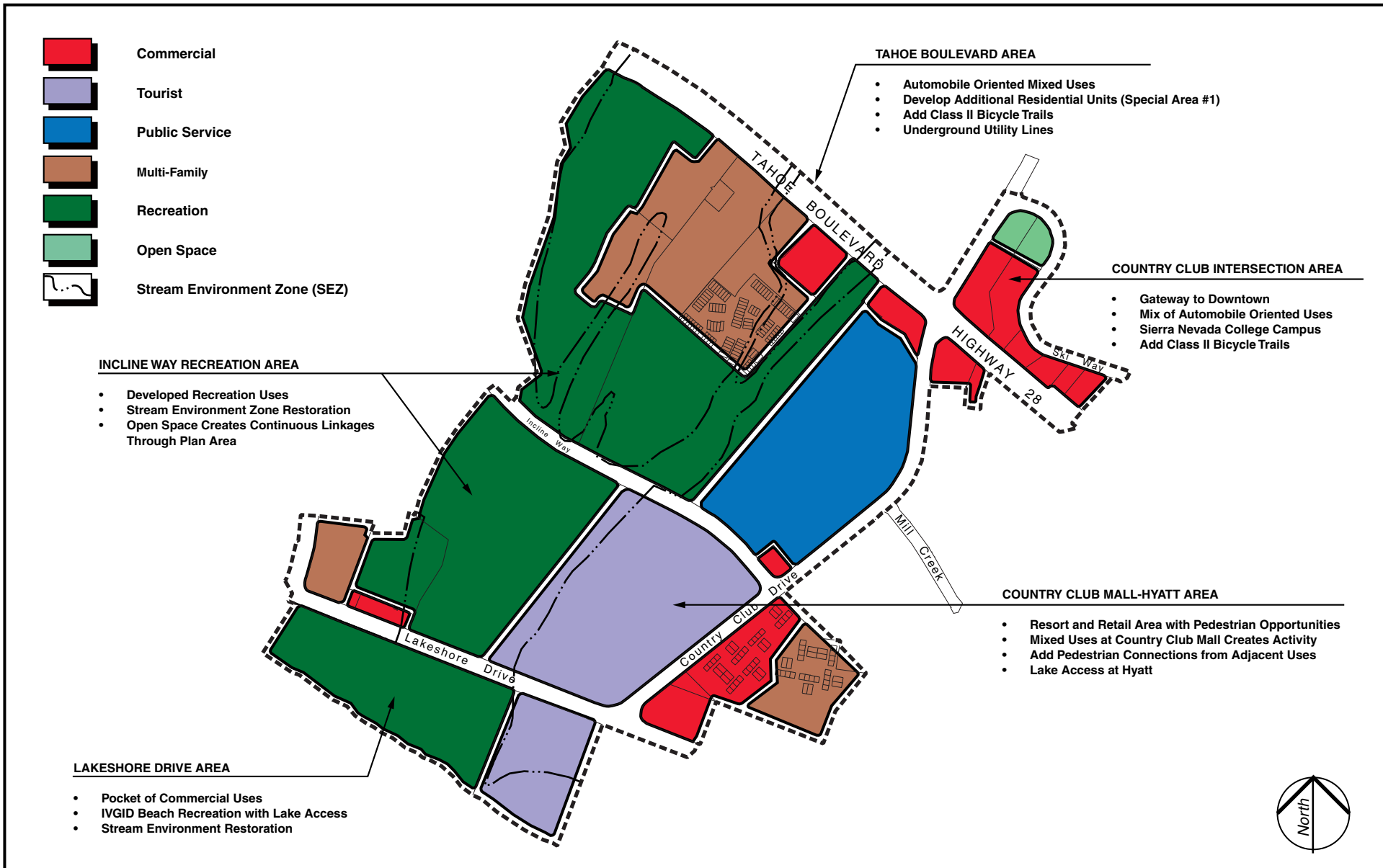
The concept has been further defined by goals addressing specific issues. In terms of transportation, the plan seeks to improve the quality of the environment by adjusting circulation patterns and increasing biking, walking and transit opportunities. For urban design, the goal is to maintain and enhance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

The plan's specific vision for the Incline Village Tourist Community Plan Area is creating an atmosphere of relaxation, openness and recreation. This will include the expanded Sierra Nevada College with an open campus design. Bicycle trails and pedestrian paths will be provided throughout. The area will be connected to other areas and uses, such as with the village core, golf courses and surrounding residential neighborhoods, by paths and transit systems. The vision is illustrated on the Land Use Concept Plan (following).



Incline Village Tourist Community Plan
COMMUNITY PLAN AREA LOCATION
 Figure 1





Chapter Two

LAND USE

The majority of land use policies and improvements, applicable to properties in the Incline Village Tourist Community Plan Area, are found in this chapter. The Incline Village Tourist Community Plan Area map (following) identifies all parcels within the plan area. Existing conditions, goals, policies and action programs, and proposed improvements are established for community design, economic development, housing and land use patterns. The Incline Village Tourist Community Plan Area Statement supersedes TRPA's Plan Area Statement 048 and Washoe County regulatory zones. Those standards excluded by the community plan are addressed by the Washoe County Development Code or the TRPA Code of Ordinances.

LAND USE PATTERNS

EXISTING CONDITIONS

This area contains condominiums, a resort and racquet club, retail and office commercial uses, a hotel casino and beach, an IVGID beach, recreation area and recreation center, an open space at the Village Green, a church and the visitor information center. There are few undeveloped parcels remaining. The area is estimated to be 90 to 95 percent built out. The plan area includes a large amount of open space that is developed for recreation use and on which there are few buildings.

GOALS, POLICIES AND ACTION PROGRAMS

The goal for land use patterns is to preserve and maintain the quality of life and character of Incline Village/Crystal Bay by promoting orderly and balanced relationships between land use designations that are sensitive to existing environmental, social and economic conditions. This area should continue to provide a mixture of resort and recreation services and tourist accommodations for the region. The following policies and action programs support the goal.

ITCP.1.1 STRENGTHEN THE PLAN AREA'S LAND USE THEME OF MAJOR TOURIST ACCOMMODATION, RETAIL AND SERVICES (CHAPTER 14, TRPA CODE OF ORDINANCES).

ITCP.1.2 ENSURE COMPATIBILITY OF ADJACENT LAND USES.

ITCP.1.2.1 Residential uses should be buffered from commercial uses and from State Route 28 through site planning, landscaping, vegetation and screening.

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

ITCP.1.3.1 Sierra Nevada College should provide student housing.

ITCP.1.4 FOLLOWING COMMUNITY PLAN ADOPTION, AN ADDITIONAL 11,806 SQUARE FEET OF COMMERCIAL FLOOR AREA MAY BE ALLOCATED WITHIN THE INCLINE VILLAGE TOURIST COMMUNITY PLAN AREA. THE METHOD OF DISTRIBUTION IS ADDRESSED BY THE WASHOE COUNTY COMMERCIAL ALLOCATION PROGRAM.

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

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

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

ICCP.1.5 FOLLOWING COMMUNITY PLAN ADOPTION, ONE HUNDRED AND TEN (110) RESIDENTIAL BONUS UNITS MAY BE ALLOCATED WITHIN THE INCLINE VILLAGE TOURIST COMMUNITY PLAN AREA. THE METHOD OF DISTRIBUTION IS OUTLINED BELOW (SEE ADDITIONAL GROWTH).

ICCP.1.5.1 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, all or a portion of the residential bonus units may be reserved for affordable and/or employee housing.

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

PROPOSED IMPROVEMENTS

Consistent with the policies above, the following land use improvements are proposed for the Incline Village Tourist Community Plan Area.

- Residential uses buffered from commercial uses and from State Route 28.
- Sierra Nevada College encouraged to provide student housing.
- Additional commercial floor area available for allocation.

COMMUNITY DESIGN

EXISTING CONDITIONS

The built environment of the Incline Village Tourist Community Plan Area consists primarily of newer buildings in good condition. Buildings generally do not require upgrades or improvements. Although there is little similarity of style between buildings, the varying architecture becomes cohesive with the large amount of vegetation in the plan area. Buildings generally do not dominate this plan area. Buildings generally are screened from street views by natural and landscaped vegetation.

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.

ITCP.2.1 MAINTAIN THE ESSENTIAL ELEMENTS OF THE FORESTED SETTING OF THIS PLAN AREA THROUGH SITE DESIGN AND BUILDING DESIGN.

- ITCP.2.1.1 Site and building design should be oriented to the pedestrian/bicycle path network.
- ITCP.2.1.2 All new and remodeled projects shall provide on-site pedestrian paths. Projects are encouraged to provide bicycle paths. The paths should contribute to the area-wide network of bicycle, pedestrian and golf cart connections.
- ITCP.2.1.3 The visual appearance of parking areas should be minimized through landscaping and site planning. 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.
- ITCP.2.1.4 All new and remodeled projects shall completely screen from public views all ground and roof-mounted mechanical and communications equipment.
- ITCP.2.1.5 All non-conforming signs shall be removed and replaced, consistent with the adopted TRPA Code amortization schedule.
- ITCP.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.

PROPOSED IMPROVEMENTS

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

- Site and building design oriented to pedestrian/bicycle path network.
- Bicycle paths and sidewalks provided as part of all new and remodeled projects.

- ❑ Visual appearance of parking areas minimized through landscaping and site planning.
- ❑ Ground and roof-mounted mechanical equipment screened from public views.
- ❑ Nonconforming signs removed and/or replaced.
- ❑ Utility lines along State Route 28 undergrounded.

ECONOMIC DEVELOPMENT

EXISTING CONDITIONS

The Incline Village Tourist Community Plan Area encompasses the majority of the resort/recreation uses of Incline Village. This plan area services the commercial and recreation needs of both residents and visitors. Country Club Mall is located in this plan area, providing restaurant and office commercial uses. There are several office buildings located in this plan area, as well as restaurants and recreation uses. The Inn at Incline and the Hyatt Regency Lake Tahoe, Incline Village's hotel and motel, are located in this plan area. Although a large number of visitors stay in this plan area, there is minimal amount of retail shopping in close proximity to accommodations of this plan area.

Washoe County and the Incline Village/Crystal Bay Chamber of Commerce established a local Economic Task Force, to evaluate the local economy. The task force reviewed demographic and economic conditions, analyzed problems and opportunities of the local economy, and created an economic strategy for the future. Their work is summarized in a document titled, Incline Village/Crystal Bay 2000: An Economic Blueprint, March 1990 (included as part of the Washoe County Preliminary Community Plan). As stated in the report, "Movies, concerts, night clubs, stage productions, art exhibits and other forms of visual, performing and participative arts can significantly enhance the resort experience ... Incline Village draws mixed marks. The summer Shakespeare and music festivals at Sand Harbor, the Sunday symphony concerts at the Chateau, and the occasional concerts and exhibits sponsored by Sierra Nevada College are bright spots in an otherwise mediocre cultural menu." Given that this plan area is intended as the tourist/recreation area of Incline Village, this plan area is an appropriate location for facilities which enhance a cultural, resort experience.

The College has approximately 250 full-time equivalent students and 125 full and part-time faculty and staff. Most of its annual budget (several million dollars) is spent locally. Its "peak season" of fall, winter and spring counterbalances the summer peak of the community's resort economy. The College contributes culture, adult education and employment to the community. It is presently located in a neighborhood of primarily residential uses. A more appropriate location would be in the Incline Village Tourist Community Plan Area.

GOALS, POLICIES AND ACTION PROGRAMS

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

ITCP.3.1 ENCOURAGE RETAIL BUSINESSES TO LOCATE IN THIS AREA WHICH SERVE VISITORS AND RESIDENTS IN AND AROUND THIS PLAN AREA.

ITCP.3.2 SUPPORT DEVELOPMENT OF LOCAL AND REGIONAL CULTURAL FACILITIES IN THE PLAN AREA.

ITCP.3.2.1 Construction of an outdoor amphitheater and/or a performing arts center in the Incline Village Tourist and/or Incline Village Commercial community plan areas is supported.

ITCP.3.3 CREATE A STRONG LOCAL ECONOMY WHICH IS LESS IMPACTED BY SEASONAL VISITATION AND LESS RELIANT ON TOURISM.

ITCP.3.3.1 The plan supports the expansion of Sierra Nevada College into this plan area.

PROPOSED IMPROVEMENTS

Consistent with the policies above, the following economic development improvements are proposed for the Incline Village Tourist Community Plan Area.

- Outdoor amphitheater and/or performing arts center constructed in this plan area and/or in the Incline Village Commercial community plan area.
- Sierra Nevada College expansion.
- Additional commercial floor area developed.

HOUSING

EXISTING CONDITIONS

There is a large amount of single family and multiple family residential uses adjacent to the plan area. Sierra Nevada College is building student accommodations within the plan area. For those living elsewhere (i.e. not within or in close proximity to the plan area), with the exception of the Tahoe Regional Area Transit (TART), the north shore public transit system, transportation between work and home for service sector employees and college students is presently not provided. Driving to and from work and/or college contributes to region-wide vehicle miles traveled (VMT) which adversely affects air quality.

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

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

GOALS, POLICIES AND ACTION PROGRAMS

The goal for housing is to encourage a variety of 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.

ITCP.4.1 PROVIDE HOUSING OPPORTUNITIES FOR EMPLOYEES AND STUDENTS OF THE INCLINE VILLAGE TOURIST COMMUNITY PLAN AREA.

- ITCP.4.1.1 Washoe County efforts, in the preparation of the Comprehensive Housing Affordability Study, the Consolidated Plan and Housing Element are supported.
- ITCP.4.1.2 Housing shall be integrated into the neighborhood and harmonized with its surroundings through consideration of compatibility factors such as density, site planning and architecture.
- ITCP.4.1.3 Sierra Nevada College should provide student housing with their proposed campus expansion to this plan area.
- ITCP.4.1.4 Residential bonus units assigned to the plan area are encouraged to be used for affordable and/or employee housing.

PROPOSED IMPROVEMENTS

Consistent with the policies above, the following housing improvements are proposed for the Incline Village Tourist Community Plan.

- Washoe County Comprehensive Housing Affordability Study, Consolidated Plan and Housing Element completed.
- Housing integrated into the neighborhood through use of compatibility factors.
- Student housing provided by Sierra Nevada College.
- Use of residential bonus units encouraged for affordable and/or employee housing.

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 Tourist Community Plan Area Statement has been assigned additional commercial floor area allocations. In order to receive an allocation for additional growth, a project must meet the community plan policies which apply to the project's particular type of development. The policies are summarized in Community Plan Area Statement 048 (see Appendix A). Additional growth allocations for the plan area are outlined below.

RESIDENTIAL BONUS UNITS

The maximum number of residential bonus units which may be permitted for this plan area is 110 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 11,806 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 Tourist Community Plan Area Statement, CPAS 048. Refer to the Incline Village Tourist Community Plan map (following) for the boundaries of the plan area. The Washoe County Commercial Allocation Program outlines the method of distribution.

DEVELOPMENT STANDARDS

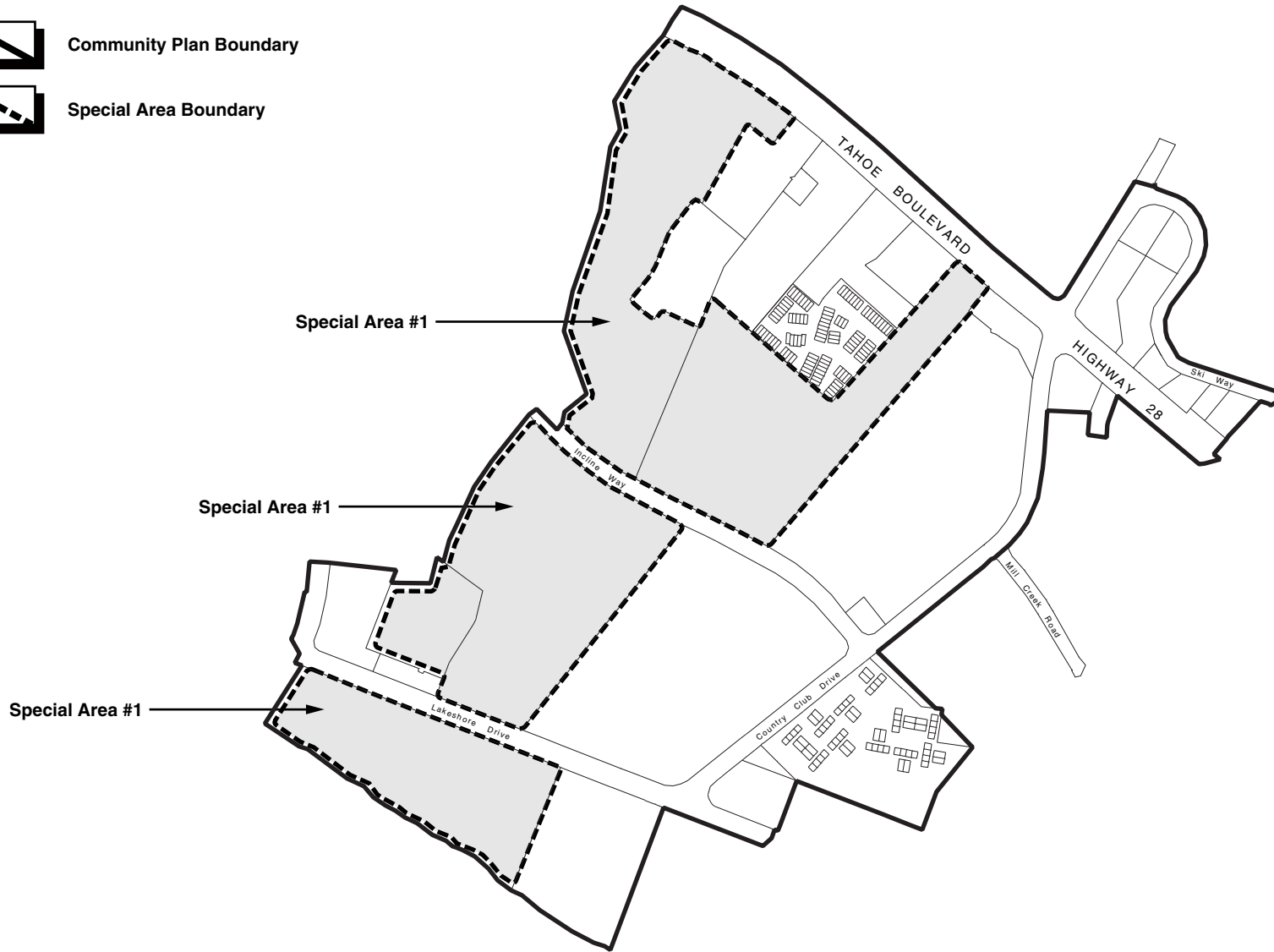
Development standards assist in achieving the intended land use patterns of the plan. Maximum densities and permissible uses are included in the plan area statement. Community Plan Area Statement 048 is included in Appendix A. For other development standards, refer to the TRPA Code of Ordinances and 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.



Community Plan Boundary



Special Area Boundary



Incline Village Tourist 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 (PM₁₀) standards are violated. California's Air Resources Board classifies the basin as an air quality "non-attainment" area for carbon monoxide. These air quality problems are caused by vehicle emissions. TRPA requires community plans to specify programs for achieving the basin-wide VMT reduction standard.

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

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

STREET AND HIGHWAY INFRASTRUCTURE

EXISTING CONDITIONS

The private automobile is the primary mode of transportation in the Lake Tahoe Basin. State Routes 431 and 28 are the main vehicle routes through Incline Village/Crystal Bay, with State Route 28, Country Club Drive and Lakeshore Boulevard being the main travel routes through the Incline Village Tourist Community Plan Area.

State Route 28 (also called Tahoe Boulevard through Incline Village) is the main travel route along the north shore, providing a link between Incline Village and Tahoe City, California. Traveling south of Incline Village along the east shore, State Route 28 connects with State Route 50, providing a link between Incline Village and South Lake Tahoe. Within the Incline Village Community Plan Area, State Route 28 is a two-lane facility.

Automobile circulation is generally free flowing with few problems. The Level of Service (LOS) at Country Club Drive and State Route 28 is "A" (free flow conditions). Minor stacking occurs infrequently. Left turns on State Route 28 into the visitor center or left turns on Lakeshore Boulevard into Ski Beach or its parking lot cause minimal stacking. Traffic along State Route 28 in this plan area is primarily through traffic. Traffic along Village Boulevard, Country Club Drive and Incline Way is primarily local traffic. Traffic along Lakeshore Boulevard is a mixture of both through and local traffic.

POLICIES AND ACTION PROGRAMS

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

ITCP.5.1 REDUCE EASE OF PRIVATE AUTOMOBILE USE.

ITCP.5.1.1 No new or expanded roads are permitted which allow for increased traffic with the exception of improvements to existing intersections.

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

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

ITCP.5.2.2 Existing entrances shall meet the minimum dimension standards in Chapter 24, TRPA Code of Ordinances.

ITCP.5.3 ACHIEVE THE VEHICLE MILES OF TRAVEL FAIRSHARE TARGET WITHIN THE PLAN AREA. THE FAIRSHARE VMT TARGET FOR INCLINE VILLAGE TOURIST COMMUNITY PLAN IS AN INCREASE OF NO MORE THAN 1,850 VMT. THIS INCREASE IS INCLUDED AS PART OF THE OVERALL WASHOE COUNTY VMT REDUCTION TARGET OF 3,300 VMT.

PROPOSED IMPROVEMENTS

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

New and expanded streets and highways may bring short-term congestion relief, but in the long-term do not contribute towards VMT reduction. Clear, free-flowing streets and highways do not discourage people from using their car. Congested streets and highways provide an incentive for using transit, riding bicycles and walking. Therefore,

no new roads should be built, nor existing roads expanded to accommodate additional autos, with the exception of intersection improvements. Recognizing that automobile use will continue, improvements may be required to improve safety and reduce conflicts along State Route 28 and along Lakeshore Boulevard.

PARKING FACILITIES

EXISTING CONDITIONS

Public parking within the plan area is located off Lakeshore Boulevard at Incline General Improvement District's (IVGID's) Ski Beach and Aspen Grove meeting area and off Incline Way at the IVGID tennis courts and recreation center. In addition, there is a large amount of private parking at the Hyatt and small amount at Country Club Mall. Parking facilities are shared between uses, thereby allowing for more efficient use of parking areas and associated coverage. Parking facilities are suitably landscaped and are generally screened from street views. There are, however, conflicts associated with parking facilities, automobiles and pedestrians. Movements (both pedestrian and auto) to and from beach parking conflict with Lakeshore Boulevard traffic, during summer months. Conflicts also occur in the Country Club Mall parking areas.

POLICIES AND ACTION PROGRAMS

The following policy reflects the goal stated above and address street and highway infrastructure.

ITCP.6.1 LIMIT EXPANSION OF PARKING FACILITIES (EXISTING AND FUTURE).

ITCP.6.1.1 The number of parking spaces required by the Washoe County Development Code should be the maximum number of parking spaces permitted. Single family dwellings are exempt from this policy. The Development Code parking requirements may be modified per Article 410 of the Washoe County Development Code.

PROPOSED IMPROVEMENTS

Large parking lots equate to easy availability of parking which does not provide a disincentive to private auto use. A reduction in parking spaces results in fewer spaces and potential difficulty in parking a private automobile. This difficulty may discourage private automobile use. As such, limiting parking is encouraged. Efficient use of parking spaces is encouraged, such as shared use. The Hyatt, IVGID recreation center and college campus could share parking. Each use could reduce their amount of parking and increase opportunities for transit.

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. Alternative modes of transportation (e.g., transit) must be established in a timely manner in order for the concept of "reduced parking equals reduced auto use" to work effectively.

TRANSIT SERVICE AND FACILITIES

EXISTING CONDITIONS

The Incline Village Tourist Community Plan Area is currently serviced by the Tahoe Area Regional Transit (TART) system. This is the only regularly scheduled public transit system provided on the north shore. TART currently operates six days a week from 6:30 AM to 6:30 PM and connects the plan area to other areas in Incline Village and to Tahoe City. Buses currently circulate through their routes once an hour, servicing bus stops in the plan area every 60 minutes. There are currently' five TART stops in this plan area. TART fares are \$1.00 per ride. TART is the primary mode of transit for this plan area. In addition to TART, the Incline Village General Improvement District (IVGID) provides transit for users of their recreation center.

POLICIES AND ACTION PROGRAMS

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

ITCP.7.1 IMPROVE AND INCREASE TRANSIT SERVICE AND USE.

- ITCP.7.1.1 Transit shelters shall be improved. Transit shelters should be provided at all transit stops.
- ITCP.7.1.2 TART hours of operation and frequency of route circulation (i.e. service bus stops more often) should be increased.
- ITCP.7.1.3 An efficient method for transit stops which does not interrupt traffic circulation (i.e., bus pullout) should be determined.
- ITCP.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.

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

- ITCP.7.2.1 A jitney/shuttle between Incline Village/Crystal Bay commercial nodes should be provided. The jitney should be specifically targeted for visitors.
- ITCP.7.2.2 Door-to-door Dial-A-Taxi service is encouraged.
- ITCP.7.2.3 The construction of a golf cart path, which connects the Village Green with the golf course, is encouraged.
- ITCP.7.2.4 The implementation of employer based vehicle trip reduction programs is encouraged.
- ITCP.7.2.5 Waterborne transit, for general public transit use around the basin, is supported.

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

ITCP.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. The service would include transportation between the casinos and the Reno Tahoe International Airport and include regular stops in the North Stateline area.

PROPOSED IMPROVEMENTS

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

- ❑ Expand TART service. Frequency of service to bus stops should be increased to 30 minutes year-round. Hours of operation should be increased to longer hours of operation, namely 6:30 a.m. to 11:30 p.m. year-round. The five existing transit stops should be improved through development of covered transit shelters and improved accessibility. Three new stops with shelters should be added. They should be located at the proposed Sierra Nevada College campus, the IVGID recreation center and Ski/Incline Beach. During 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 proposes 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.
- ❑ Construct golf cart paths, for use by golf carts, pedestrians and bicycles, which connect the Village Green with the golf course on the north side of State Route 28. The path should start at the Village Green, pass by the IVGID tennis complex and the Incline Village/Crystal Bay Chamber of Commerce (Visitor Center), and cross State Route 28. The highway crossing could be underneath with a tunnel or over with striping to indicate a crossing.
- ❑ 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.
- ❑ A lakewide, high-speed ferry service should be set up to provide waterborne transit service to the general public for travel around the basin. The waterborne transit service would provide connections between such destinations as South Lake Tahoe and Tahoe City. Ideally, the one-way trip from the north shore to the south shore by water would take less time than by auto.

- ❑ Implement employer based vehicle trip reduction programs. The Regional Transportation Program Plan/Air Quality Plan calls for a region wide employer based trip reduction program. The program's goal is to increase average vehicle occupancies to 1.5 persons/vehicle for all uses (public and private) with 100 or more employees. This is expected to be primarily accomplished through carpools, vanpools and ridesharing. TRPA has adopted the program's implementing ordinance.
- ❑ Implement transit service between Reno and Incline Village/Crystal Bay. It should include transportation between tourist accommodations on Tahoe's north shore and the Reno Tahoe International Airport. Establishment of such a service should be initiated by the Truckee North Tahoe Transportation Management Association and/or the Washoe County Regional Transportation Commission.

BICYCLE AND PEDESTRIAN FACILITIES

EXISTING CONDITIONS

Bicycle and pedestrian facilities are abundant in this plan area. A bicycle/walking path winds along Lakeshore Drive. An informal path network exists on IVGID properties, providing connections from State Route 28 down to the lake. On Country Club Drive and Village Boulevard pedestrians and bicyclists share the same right-of-way as automobile traffic. This presents safety problems. Prior to 1995, bicyclist and automobiles also shared the right-of-way along State Route 28. A Class II bicycle lane now exists along both sides of State Route 28 through the plan area.

POLICIES AND ACTION PROGRAMS

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

ITCP.8.1 CONNECT TOURIST, COMMERCIAL, RESIDENTIAL AND RECREATIONAL LAND USES WITH BICYCLE AND PEDESTRIAN PATHS.

- ITCP.8.1.1 A Class I bicycle path along Country Club Boulevard from Lakeshore Boulevard to Drivers Way (north end of plan area) should be developed.
- ITCP.8.1.2 New paths should be developed and existing paths improved which connect Ski Beach to the golf course. The path(s) should also connect this plan area with the Incline Village Commercial Community Plan Area. The path(s) should accommodate golf carts, pedestrians and bicyclists should be developed.

PROPOSED IMPROVEMENTS

A Class II bicycle lane has been added along State Route 28, running through this plan area along both sides of the road. Class II bicycle lanes run adjacent to the roadway, are striped and signed, and have a minimum width of four feet. A Class I bicycle lane should be added along Country Club Drive from Lakeshore Boulevard to Drivers Way. Class I bicycle lanes are separated from motorized vehicles and may or may not parallel the alignment of the roadway. The bicycle lane along Lakeshore Boulevard is an

example of a Class I bicycle lane. 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.

A four-mile pedestrian path network is being proposed for Incline Village. It will connect the Incline Village Tourist Community Plan Area with the Incline Village Commercial Community Plan Area and with surrounding uses (i.e., golf course, residential areas, Ponderosa Ranch).



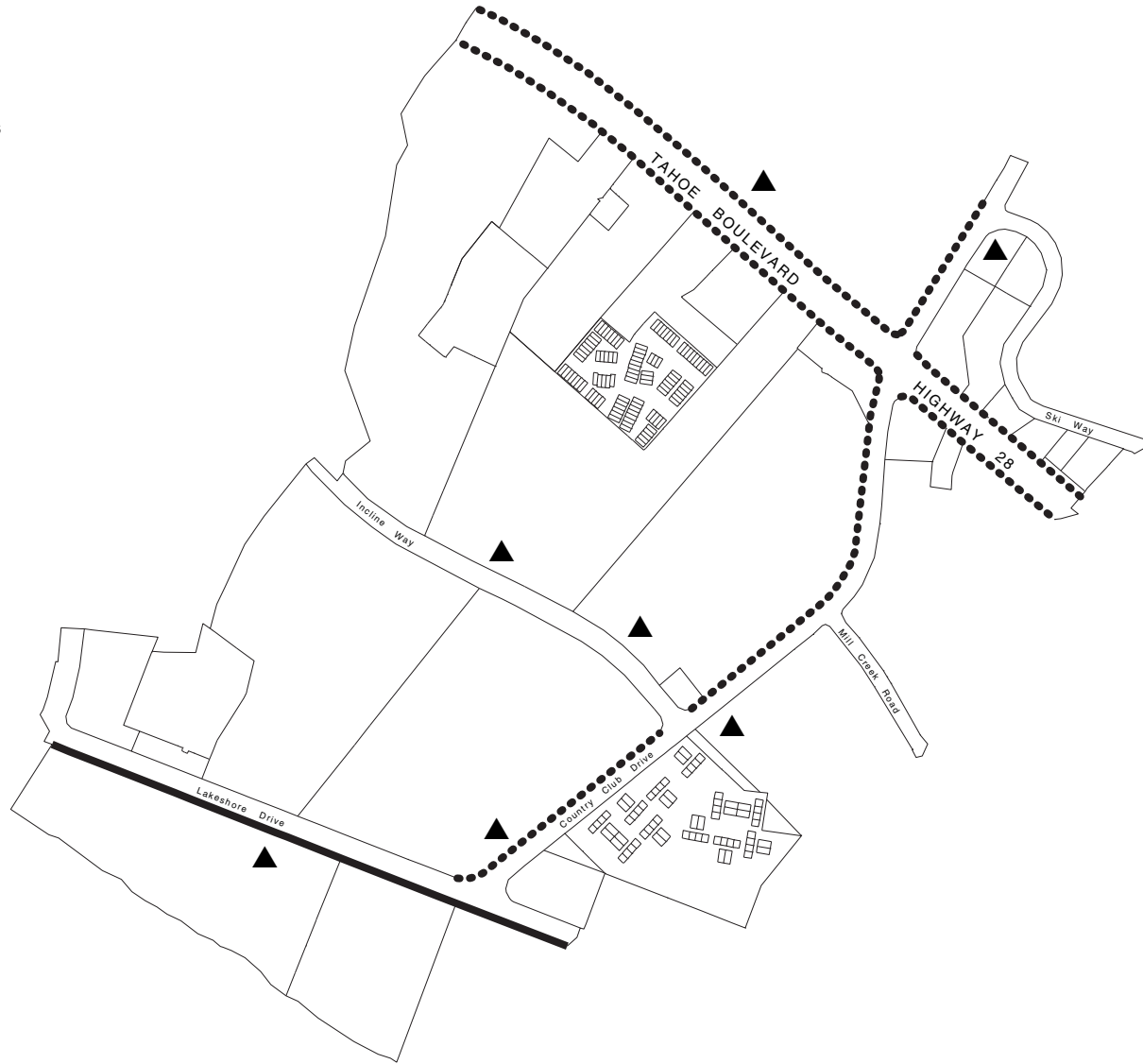
Existing Bicycle Trails



Proposed Bicycle Trails



Existing Transit Stop



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Incline Village Tourist Community Plan TRANSPORTATION FACILITIES

Figure 4



Chapter Four

CONSERVATION

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

GOALS, POLICIES AND ACTION PROGRAMS

The goal for conservation is to preserve and enhance natural features and scenic views. The following policies and action programs reflect the goal.

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

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

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

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

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

ITCP.9.3.3 Appropriate public agencies are requested to implement public improvement projects identified in this chapter. The policy shall apply to plans and programs which may be contained in an agency's capital improvements program.

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

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

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

ENVIRONMENTAL THRESHOLD IMPROVEMENT TARGETS

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

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

AIR QUALITY

Carbon Monoxide

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

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

Level of Service

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

Vehicle Miles of Travel

Vehicle miles of travel (VMT) is a regional threshold which affects nitrate deposition. Nitrates are a group of chemical compounds which affect Lake Tahoe's water quality. VMT is also a computed value which correlates the extent of an area's reliance on the automobile. VMT-based transportation models calculate the total number of trips and an average distance between trip origins and destinations for each separate trip type. Total VMT is the sum of the trip types and lengths. Regional 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 Region, 170,000 VMT's must be reduced, a portion of which is to be reduced within the community plan area. The fairshare VMT target for Incline Village Tourist Community Plan is an increase of no more than 1,850 VMT. This increase is included as part of the overall Washoe county VMT reduction target of 3,300 VMT.
- ❑ Status of Plan Area: 17,850 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 (NO_x). Near the earth, ozone is produced primarily from man made compounds of fossil fuel combustion, chemical processing, fuel storage and handling, and solvent usage. In the Tahoe Region during the summer, the evergreen forests can also emit hydrocarbon compounds. Peak ozone concentrations typically occur during the summer months when long days allow the reactions to take place longer. Ozone causes adverse human health effects in the form of respiratory irritation, impaired athletic performance and possible functional changes in the respiratory system. Ozone also causes damage to vegetation.

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

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

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 and develop new transit stops (locations shown on the Transportation Facilities map).
- ❑ Develop Class II bicycle trails along State Route 28 through the plan area. Develop a Class I bicycle trail along Country Club Drive from Lakeshore Boulevard to Drivers Way.
- ❑ Develop a golf cart path which connects the Village Green to the golf course on the north side of State Route 28.
- ❑ Implement Employer Based Vehicle Trip Reduction Program(s) consistent with the TRPA Regional Plan.
- ❑ Establish a Reno - North Tahoe shuttle service.

WATER QUALITY AND SOIL CONSERVATION

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

Impervious Land Coverage

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

- ❑ Regional Threshold: Comply with TRPA land capability coefficients. Community plans permit greater amounts of land coverage to be used on parcels or project areas within the plan area. With transfers, a maximum of 70 percent coverage may be permitted on vacant parcels and 50 percent coverage may be permitted on developed parcels within the plan area. TRPA Code of Ordinances, Chapter 20, outlines the conditions under which this may be permitted.

- ❑ Status of Plan Area: Public rights-of-way and projects developed prior to 1987 generally exceed maximum allowable land coverage standards. Modifications to the pre-1987 projects are required to gradually mitigate excess coverage. Projects developed after 1987 generally meet land coverage standards. There have been several new projects developed on vacant parcels after 1987.
- ❑ Community Plan Target: Restore and revegetate 2,700 to 5,600 square feet of existing hard and soft land coverage within the plan area.

Disturbed Lands

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

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

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

- ❑ Status of the Plan Area: Disturbed lands within the plan area are located along State Route 28, and on IVGID, Hyatt, Racquet Club and Lakeside Tennis properties. 1988 Water Year data for Third Creek and Incline Creek showed the following concentrations:

<u>Type of Concentration</u>	<u>Third Creek</u>	<u>Incline Creek</u>
Dissolved inorganic nutrient	0.0409 mg/l	0.0772 mg/l
Dissolved phosphorous	0.00051 mg/l	0.0101 mg/l
Suspended sediment (90th percentile)	124 mg/l	236 mg/l

- ❑ Community Plan Target: Restore and revegetate 4.7 acres (204,300 square feet) of existing disturbed lands at the following locations:

State Route 28 right-of-way	30,000 square feet
IVGID lands	115,700 square feet
Hillside between State Route 28 and Ski Way	34,000 square feet
Hyatt	11,500 square feet
Racquet Club	9,500 square feet
Lakeside Tennis	3,600 square feet

Best Management Practices Installation

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

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

Stream Environment Zone

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

- ❑ Regional Plan Goal: Preserve existing and natural SEZ. Restore all disturbed SEZ on undeveloped land. Restore 25 percent of disturbed or developed SEZ. Increase area of naturally functioning SEZ by 5 percent.
- ❑ Status of the Plan Area: 55.14 acres of existing SEZ of which 2.64 acres (115,000 square feet) is disturbed.
- ❑ Community Plan Target: Restore approximately 2.64 acres (115,000 square feet) of disturbed SEZ. Includes: 100,000 square feet of Third Creek on the IVGID Village Green area; 3,500 of Incline Creek on the east side of the Ski Beach access road; and 11,500 of Incline Creek at the Hyatt tennis court/helicopter pad fill slope.

Fish Habitat

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

- ❑ Regional Threshold: 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: Incline Creek migratory habitat is marginal. Third Creek migratory habitat is good.
- ❑ Community Plan Target: Upgrade Incline Creek migratory habitat to good and upgrade Third 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 (following). The map shows projects included in Volume IV, TRPA Water Quality Management Plan Capital Improvement Program for Erosion and Runoff Control. The projects generally include rocklined ditches, revegetation, curb and gutter.
- ❑ Install BMPs as part of project construction; existing retrofit schedules are generally based on a previous project approval; implementing future BMPs shall be based on schedule in accordance with terms of state or federal storm water discharge permit or a TRPA-issued remedial action plan.
- ❑ Establish a land bank in Nevada and/or Washoe County to track projects and facilitate transfer of coverage.
- ❑ Restore portions of Third Creek and Incline 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 has adopted three separate regional scenic resources thresholds: 1) travel route ratings; 2) scenic quality ratings of individual resources; and 3) scenic resources seen from public recreation areas. All are numerical in nature. The first two thresholds apply to scenic resources visible from the Region's state and federal highways and Pioneer Trail and from Lake Tahoe itself. The Incline Village Tourist Community Plan Area contains a portion of one Roadway travel route Unit #22, Crystal Bay, and a portion of Shoreline travel route Unit #23, Crystal Bay. The plan area includes IVGID's Incline Beach which is included in the public recreation area threshold.

Roadway Unit #22 is presently not in attainment with the threshold and is targeted for restoration. This community plan area encompasses fifteen percent (15%) of the roadway unit and has no mapped areas of concern. The inventory of problem areas in Roadway Unit #22 are outside this plan area. Although the scenic quality within this plan area is satisfactory, undergrounding of utility lines along State Route 28 is a community plan policy and will actually improve scenic threshold ratings for Unit #22.

The travel route rating for Shoreline Unit #23 has decreased in recent years, therefore, the unit is not in attainment with the threshold standard. This shoreline unit degraded visually between 1986 and 1991 in an alarming manner, losing 2 points (travel route rating) due to: new structures along the Crystal Bay hillside and in the forests above Incline Village which highly contrast with the setting; new ski run clearings which create straight lights and high contrasts; and new, bright colors on major multi-residential projects along the shoreline. Further degradation will create non-attainment for the rating system in this unit. While the overall scenic quality rating for the unit did not reduce from these actions, scores for individual resources degraded and imminently threaten maintenance of that threshold rating as well.

- ❑ Regional Thresholds: Maintain the 1982 ratings for all roadway and shoreline units. Restore scenic quality in roadway units rated 15 or below and shoreline units rated 7 and below. Maintain or improve the numerical ratings assigned each unit, including the scenic quality ratings of the individual resources within each unit. Maintain the 1983 ratings for mapped resources visible from public recreation areas and bicycle trails.
- ❑ Status of Plan Area: Roadway Travel Route Rating of 12 (nonattainment status) and scenic quality rating of 1 (low) for Roadway Unit 22, Crystal Bay. Shoreline Travel Route Rating of 8 (nonattainment status) and scenic quality rating 2 (moderate) for Shoreline Unit 23, Crystal Bay. Incline Beach is presently in attainment with the adopted threshold rating.
- ❑ Community Plan Targets: Attain and maintain a roadway rating of sixteen (16) for Roadway Unit 22, Crystal Bay, within the plan area. Attain and maintain the existing threshold ratings for mapped resources visible from Incline Beach. Maintain a shoreline rating of eight (8) for Shoreline Unit 23, Crystal Bay, within the plan area.

Implementation Techniques

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

- ❑ Install overhead utility lines underground wherever possible. Any utilities which must be maintained above ground should be relocated away from the main corridor or screened so as not to detract from views or the overall scenic quality of the area.
- ❑ Establish cooperative utility undergrounding district.
- ❑ Bring signs into compliance with sign standards. The goal should be to provide a coordinated system of signs that clearly identifies individual enterprises yet minimizes the competition between signs for viewer's attention and minimizes their contrast with the natural environment.

- ❑ Install landscaping along roadsides and within parking areas to screen views of paving and parked vehicles, and to generally upgrade the appearance of property frontages. Where substantial setbacks have been established, additional landscaping and/or revegetation improvements need to be installed to eliminate eroding banks and bare dirt areas that currently exist.
- ❑ Implement applicable design standards and design review guidelines as conditions of project approval.
- ❑ Require compliance with sign and design standards as conditions of project approval.
- ❑ Implement design, site planning and sign improvements, as specified in TRPA's Scenic Quality Improvement Program, as conditions of project approval.

NOISE

- ❑ Regional Threshold: Cumulative noise event levels (CNEL) not to exceed 55 dBA in hotel/motel, tourist and high density residential areas, and 65 dBA in commercial and urban outdoor recreation areas. The existing CNEL standard for this plan area, including the State Route 28 corridor) is 55 CNEL.
- ❑ Status of Plan Area: Existing noise data was gathered in the plan area as part of the community plan EIS. A CNEL value of 46 was found near the Sierra Nevada College campus site. Short term noise levels were taken near the Hyatt. When converted to CNEL, values of 54 were found.
- ❑ 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 technique assists with the achievement of the community plan target as listed above.

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

OUTDOOR RECREATION FACILITIES

- ❑ Regional Thresholds: Preserve and enhance high quality recreational experience, including additional shoreline access. Ensure that a fair share of the total Basin capacity for outdoor recreation is available to the general public.

- ❑ Status of Plan Area: Shoreline access at Hyatt and IVGID beaches is provided for Incline Village residents and visitors. The access is restricted and not available to the general public. The Village Green provides urban recreation opportunities to Incline Village residents.
- ❑ Community Plan Target: Provide public shoreline access in Incline Village in or near the Incline Village Tourist Community Plan Area.

Implementation Techniques

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

- ❑ Washoe County and/or IVGID acquire parcels for access easements (identified for Incline Village lake access) through condemnation, donation, lease or purchase.
- ❑ Washoe County provide new and/or improve existing transit service from Incline Village and Crystal Bay to Sand Harbor State Park.

SOILS AND LAND CAPABILITY

A revised land capability (Bailey system) map has been prepared by TRPA and is adopted as part of the community plan. 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. The plan area contains mostly class 1b (stream environment zone) and class 6 districts. Small amounts of class 3, 4, 5, and 7 were also found.

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



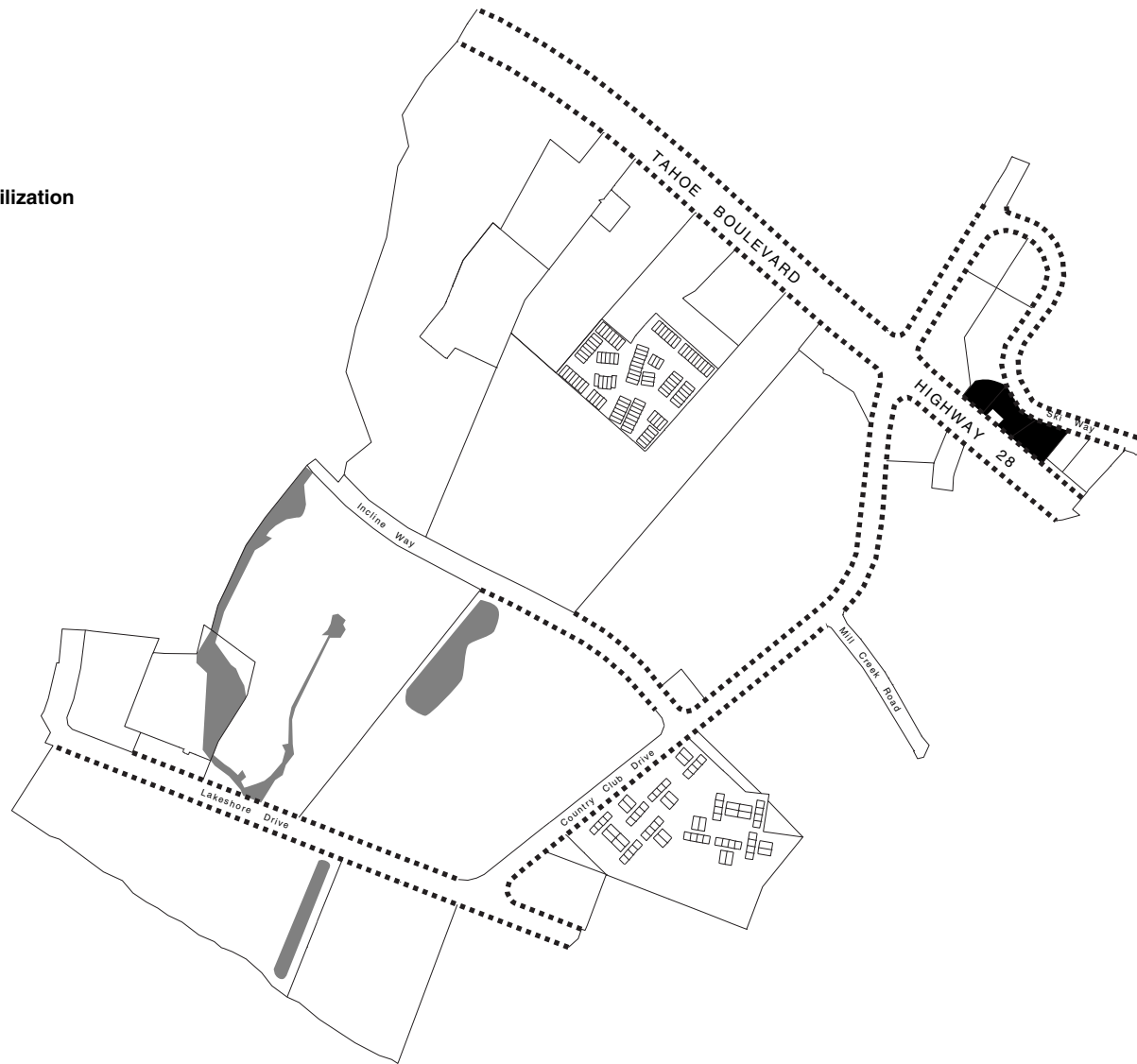
Roadside Drainage



SEZ Restoration



Revegetation/Slope Stabilization



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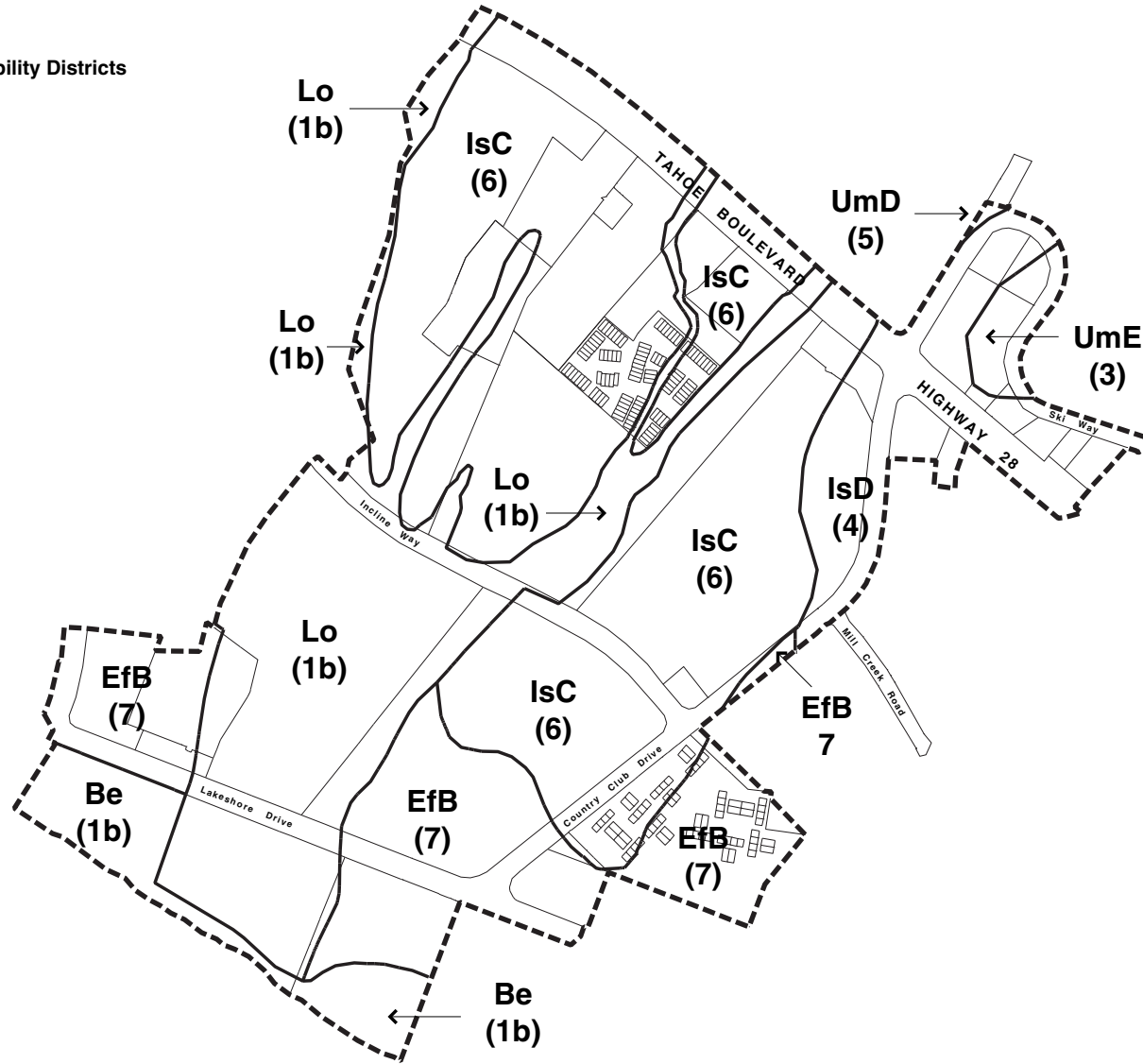
Incline Village Tourist Community Plan **WATER QUALITY IMPROVEMENTS**

Figure 5





Soils/Land Capability Districts



Incline Village Tourist Community Plan
SOILS AND LAND CAPABILITY DISTRICTS

Figure 6



Chapter Five

RECREATION

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

EXISTING FACILITIES

The Incline Village Tourist Community Plan Area is a major recreation area for Incline Village. Recreation facilities in the plan area include: the IVGID beach, Village Green (open space), tennis courts and recreation center; Hyatt beach, pool and tennis courts; and bicycle/pedestrian path along Lakeshore Boulevard, and a private resort and racquet club. There an informal, undeveloped trail through the Village Green which provides a connection from the beaches to Incline Way. Bicycles, pedestrians and automobiles share the same right-of-way on Country Club Drive and Incline Way.

GOALS, POLICIES AND ACTION PROGRAMS

The recreation goal for Incline Village/Crystal Bay is to diversify, expand and enhance recreational opportunities to allow for broader use by tourists and residents. The following policies and action programs reflect this goal.

ITCP.10.1 ENCOURAGE THE EXPANSION OF BICYCLE TRAILS.

ITCP.10.1.1 Develop a Class I bicycle trail along Country Club Drive from Lakeshore Drive to Ski Way.

ITCP.10.3 ENCOURAGE THE EXPANSION OF RECREATIONAL TRAILS TO CONNECT MAJOR USES IN THE PLAN AREA.

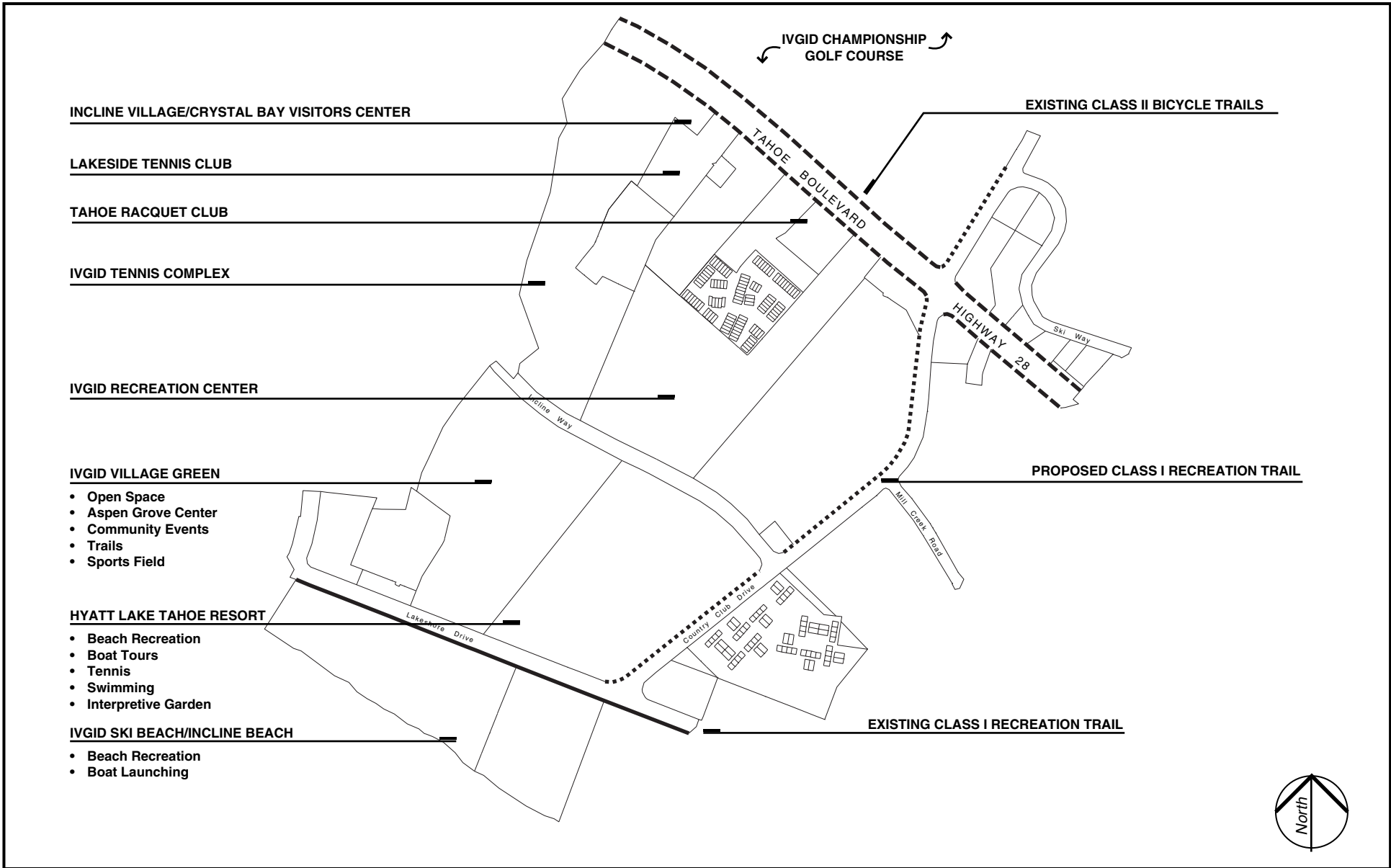
PROPOSED IMPROVEMENTS

The following recreation improvements are contemplated as part of the community plan and are recommended to implement the policies. Where appropriate, listings include the original Capital Improvements Program (CIP) or other plan containing the improvement. Refer to the Recreation Facilities map (following) for the location of improvements.

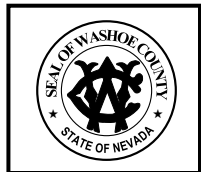
- New IVGID parks and recreation maintenance building along Incline Way. Size: 4,000 square feet. Source: IVGID CIP and TRPA 5 Year Public Service and Recreation Lists.
- Incline Village Bicycle Paths: Class I bicycle path along Country Club Drive. Source: TRPA 5 Year Public Service List.

- ❑ Incline Village Community Skateboard Park. Source: TRPA 5 Year Recreation List.
- ❑ Tahoe Racquet Club Improvements. Project is proposed to include two hot tubs, enclosed tennis courts and swimming pool, and ice skating rink. Source: TRPA 5 Year Recreation List.
- ❑ Outdoor Amphitheater - Village Green.
- ❑ Additional tennis courts (covered/indoor) - IVGID at the Village Green by existing IVGID tennis complex.
- ❑ Outdoor ice skating rink - private or IVGID at Village Green by the existing IVGID tennis complex.
- ❑ Pedestrian paths - Village Green.
- ❑ Linkages between uses within this plan area & with uses in nearby plan areas (e.g. golf course across SR 28) - pedestrian and bicycle paths.
- ❑ Development of an indoor ice rink.

For reference, the community plan originally proposed a Class II bicycle lane along both sides of State Route 28. 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. During 1995 overlay of State Route 28, bicycle lanes were added along both sides of the highway.



Incline Village Tourist Community Plan
RECREATION FACILITIES
 Figure 7



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 FACILITIES

There are two public service facilities located in this plan area: 1) a church; and 2) a college campus.

GOALS, POLICIES AND ACTION PROGRAMS

The public services and facility 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 policies and action programs reflect this goal.

- ITCP.11.1 **CONTINUE TO PERMIT PUBLIC SERVICE USES IN THE PLAN AREA. USE THE PERMISSIBLE USE LIST AS A MECHANISM.**
- ITCP.11.2 **IDENTIFY LOCATIONS FOR HOME AND BUSINESS MAIL DELIVERY TO USES WITHIN THE PLAN AREA.**
- ITCP.11.3 **REQUIRE EXPANSIONS OF PUBLIC SERVICE USES TO DEMONSTRATE THEIR COMPATIBILITY WITH SURROUNDING LAND USES, ESPECIALLY THOSE WITH POTENTIAL ADVERSE IMPACTS TO HUMAN HEALTH.**

PROPOSED IMPROVEMENTS

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

- Sierra Nevada College campus at the corner of Country Club Drive and Incline Way. Size: Classroom and support facilities for 500 full-time equivalent students. Dormitory residences for 200 students (residential use). Source: Sierra Nevada College and TRPA 5 Year Public Service List.

Chapter Seven

IMPLEMENTATION

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

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

GOALS, POLICIES AND ACTION PROGRAMS

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

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

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

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

Refer to Chapter Two for additional information.

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

Refer to Chapter Two for additional information.

ITCP.12.5 COMMUNITY PLAN PROJECTS USING NEW COMMERCIAL FLOOR AREA (I.E., A COMMERCIAL ALLOCATION) MAY BE DEVELOPED FOLLOWING AWARD OF INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT

(ISTEA) SCENIC BYWAY FUNDS BY THE FEDERAL HIGHWAY ADMINISTRATION FOR STATE ROUTE 28 CORRIDOR IMPROVEMENTS WITHIN THE INCLINE VILLAGE TOURIST COMMUNITY PLAN AREA.

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

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

- Refer to Chapter Two for additional information.

IMPROVEMENTS PROJECTS AND SCHEDULES

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

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

**Table 1. SCHEDULE OF IMPROVEMENTS
Incline Village Tourist Community Plan Area**

Years 1 through 5 (1996 - 2000)	
Land Use	Housing Study and Plan Completed
Transportation/Air Quality	TART Transit Service Expanded Transit Stops Improved Reno - North Tahoe Transit Established
Water Quality/Soil Conservation	Disturbed Lands Restored
Years 6 through 10 (2001 - 2005)	
Transportation/Air Quality	Class I Bicycle Trail on Country Club Dr. Developed Carpool/Vanpool Program Established Golf Cart Path Developed
Water Quality/Soil Conservation	Water Quality Best Management Practices installed on all Public Rights-of-Way
Stream Environment Zone/Fish Habitat	Third Creek Restored

Table 1 (continued)

Years 11 through 15 (2006 - 2010)	
Stream Environment Zone/Fish Habitat	Incline Creek Restored
Scenic Resources/Community Design	Overhead Utility Lines along State Route 28 converted to Underground Service

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

CAPITAL IMPROVEMENT PROGRAM PROJECT DESCRIPTIONS

LAND USE

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

TRANSPORTATION/AIR QUALITY

<u>Improvement</u>	<u>Description</u>
TART Service	<p>Reduce headway time from the existing one hour down to thirty minutes. Increase hours of operation from 6:30 a.m. to 6:30 p.m. to 6:30 a.m. to 11:30 p.m.</p> <p>Estimated cost: \$5,326,00.000 as part of entire North Shore TART service improvement program Funding: TRPA mitigation funds, TART transit funds, Washoe County Regional Transportation Commission (RTC).</p>
Transit Shelters	<p>5 existing TART stops improved and 3 new stops constructed at Sierra Nevada College, IVGID Recreation Center and Ski/Incline Beach.</p> <p>Estimated cost: \$120,000 (\$15,000 per shelter) Funding Source/Responsible Entities: IVGID, TART, TRPA, Washoe County RTC, Sierra Nevada College, Hyatt, IV/CB Chamber of Commerce</p>
Class II Bicycle Lane	<p>6.0 miles of bicycle lanes on both sides of State Route 28 from the Ponderosa Ranch to the Mt. Rose Highway (State Route 431). This project is complete, but has been included in the plan document for reference.</p> <p>Estimated Cost: \$300,000 Funding Source/Responsible Entities: TRPA, NDOT, ISTE A</p>

<u>Improvement</u>	<u>Description</u>
Class I Bicycle Trail	<p>Along Country Club Drive from Lakeshore Drive to Driver Way Length: 9,400 linear feet (3,750 linear feet of which lies in the Incline Village Tourist Community Plan Area)</p> <p>Estimated Cost: 630,000 Funding Source/Responsible Entities: TRPA, Washoe County</p>
Golf Cart Paths	<p>Construct golf cart paths, for use by golf carts, pedestrians and bicycles, from the Village Green, through the IVGID tennis complex and the IV/CB Chamber, crossing State Route 28 either under by a tunnel or over by striping indicating crossing. Length to be determined.</p> <p>Funding Source/Responsible Entities: TRPA, IVGID, Washoe County, Hyatt, IV/CB Chamber of Commerce</p>
Carpool/Vanpool Program	<p>Require for all uses with 50 or more employees</p> <p>Funding Source/Responsible Entities: Private employers with 50 or more employees</p>
Reno - North Tahoe Transit	<p>Establish a transit service which provides transportation between Reno and North Tahoe</p> <p>Funding Source/Responsible Entities: Truckee North Tahoe Transportation Management Association, Washoe County Regional Transportation Commission</p>

WATER QUALITY/SOIL CONSERVATION

<u>Improvement</u>	<u>Description</u>
Roadside Drainage Improvements	<p>Rocklined channels, slope revegetation and settling basins needed along most roads (both sides) within the plan area. Settling basins are especially critical where roadside runoff enters Third and Incline Creeks. Exceptions include Hyatt and Country Club Mall along Country Club Drive.</p> <p>Length: 19,000 linear feet (State Route 28 6,000 linear feet; Lakeshore Boulevard 4,000 linear feet; Country Club Drive 5,000 linear feet; Incline Way 1,000 linear feet; and Ski Way 3,000 linear feet)</p> <p>Estimated Unit Costs: Rocklined "v" ditch (3' X 4') \$30.00/linear foot; bank revegetation \$0.15/square foot; detention basin \$10,000 each</p> <p>Funding Source/Responsible Entities: NDOT, TRPA, IVGID, Washoe County</p>

<u>Improvement</u>	<u>Description</u>
Stream Environment Zone Restoration	<p>Restore existing disturbed stream environment zone (SEZ) lands in the following areas: Village Green dump site and dirt access road; Ski Beach dirt access road along east side of Incline Creek; Hyatt tennis court fill slope.</p> <p>Area: 115,000 square feet. Includes: 100,000 square feet of Third Creek at the Village Green; 3,500 square feet of Incline Creek at Ski Beach; 11,500 square feet of Incline Creek at the Hyatt tennis court fill slope.</p> <p>Some additional SEZ restoration credit may be gained by stream bank restoration expected as a result of implementing fish habitat restoration project.</p> <p>Funding Source/Responsible Entities: IVGID, TRPA, Hyatt</p>
Slope Stabilization	<p>Restore and revegetate the existing disturbed hillside along State Route 28 in the vicinity of Jakobson Realty and the Potlach (Refer to Threshold targets).</p> <p>Area: Approximately 34,000 square feet Estimated Cost: \$0.17/square foot (includes erosion control grass hydroseeding, mulch and fertilizer). Funding Source/Responsible Entities: Land owners</p>
Fish Habitat Restoration: Third Creek	<p>Restore Third Creek from the mouth to and including the State Route 28 crossing (shared responsibility with the Incline Commercial community plan area). Restoration includes intermittent bank stabilization and vegetative cover as needed between mouth and State Route 28 crossing; create pool and riffle areas as necessary; structure to concentrate low flows installed at Lakeshore Drive bridge.</p> <p>Length: Described above (refer to subsection 2b, SEZ Restoration).</p> <p>Funding Source/Responsible Entities: IVGID, TRPA, Nevada Department of Wildlife, USDA Forest Service</p>
Fish Habitat Restoration: Incline Creek	<p>Restore Incline Creek from the mouth to and including State Route 28 crossing. Restoration includes intermittent bank stabilization and vegetative cover as needed between mouth and State Route 28 crossing; reshape culvert crossing under State Route 28 to permit migration (install fish ladder or equal); replace existing baffles at Lakeshore Drive bridge; create pool and riffle areas as necessary.</p> <p>Funding Source/Responsible Entities: IVGID, TRPA, Nevada Department of Wildlife, Hyatt, USDA Forest Service</p>

SCENIC QUALITY

<u>Improvement</u>	<u>Description</u>
Utility Lines	Place existing overhead utility lines underground along State Route 28 within the plan area. Length: 3,000 linear feet. Estimated Cost: \$957,000 (\$325.00/linear foot) Funding Source/Responsible Entities: IVGID, Washoe County, TRPA, affected utility companies, adjacent land owners

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 in Chapter Four, Conservation Element of the community plan. The program is intended to be used as a substitute for the excess land coverage mitigation program established in Section 20.5 of the TRPA 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 community plan area all hard and soft land coverage removed and lands restored. The target amount of land coverage reduction is described above and is estimated to be 2,700 to 5,600 square feet in the plan area. TRPA shall credit land coverage reductions achieved pursuant to the community plan to a special account established for all parcels within the plan area boundary. Eligible projects may use the credits banked in this account and will not be required to pay the normal excess land coverage mitigation fees up to the amount in the account as otherwise required by Section 20.5, 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 Incline Village Tourist Community Plan Area account may use the contributions as credit based on the coverage reduction schedule established in Section 20.5 of the TRPA Code of Ordinances.

WATER QUALITY FEE PROGRAM

Program Purpose

The purpose of the water quality mitigation fee program is to implement water quality improvement projects identified in the water quality improvement section above. The improvement projects are expected to help meet the water quality environmental threshold targets established in Chapter Four, Conservation Element of the community plan. The community plan program is intended to be used as a substitute for the water quality mitigation offset program established in Chapter 82 of the TRPA Code of Ordinances (i.e., required payment of \$1.25 per square foot of new coverage and/or participation in off site mitigation projects).

Program Description

Community plan water quality capital improvement projects are identified above and shown on the Water Quality Improvements map, Chapter Four. They generally include slope stabilization, roadside drainage, and stream environment zone restoration. Participants in the program will be exempt from TRPA's water quality mitigation fee when they can successfully demonstrate that they have contributed to the water quality capital improvements projects. The contributions can extend to off site improvements and can substitute for the Chapter 82 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 Incline Village Tourist Community Plan Area shall be exempt in an amount equal to their contribution from the water quality mitigation program established in Section 82.2 of the TRPA Code of Ordinances.

TRAFFIC AND AIR QUALITY FEE PROGRAM

Program Purpose

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

Program Description

Community plan transportation improvement projects are identified above and shown on the Transportation Facilities map, Chapter Three. Transportation improvements generally include the addition of turn pockets at existing intersections, increasing transit service, provision of transit shelters at existing transit stops and construction of bicycle lanes along State Route 28. Implementation of the improvement projects will be exempt from TRPA's air quality mitigation fee when they can successfully demonstrate that they have contributed to the transportation 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 Incline Village Tourist Community Plan Area shall be exempt in an amount equal to their contribution from the mitigation requirements established in Section 93.3 of the TRPA Code of Ordinances.

DEVELOPER INCENTIVE PROGRAMS

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

MULTI-RESIDENTIAL UNIT INCENTIVE PROGRAM

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

- Meet density limits established in the community plan area statement.
- Multiple family dwellings must be a permitted use in the community plan area statement.
- The community plan area must be designated as eligible for the Multi-Residential unit Incentive Program.
- The number of units received must not exceed the maximum assigned to the community plan area.
- Except for units found by TRPA to meet the definition of affordable housing, an allocation shall be required for each unit used.

For information specific to this plan area, refer to the Incline Village Tourist Community Plan Area 048 in Appendix A.

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 and which are located within the community plan area.

Points are earned based on the amount of financial participation made as part of the project. Projects located within the community plan area 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, TRPA Code of Ordinances, for program specifications.

ADDITIONAL LAND COVERAGE

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

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

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

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

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

COMMERCIAL FLOOR SPACE

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

There is a finite amount of additional commercial floor space for the entire region. Following community plan adoption, an additional 11,806 square feet of commercial floor area may be allocated within the Incline Village Tourist Community Plan Area. The procedure by which this additional commercial floor area will be distributed is outlined in the Washoe County Commercial Allocation Program.

MONITORING PROGRAMS

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

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

THRESHOLD TARGET MONITORING

The Threshold Target Monitoring program measures progress toward targets established in the Conservation Element, Chapter Four. These are summarized below in Table 2.

**Table 2. THRESHOLD TARGET MONITORING
Incline Village Tourist Community Plan**

Threshold Element	Location	Sample Period	Lead
Water Quality (BMP effectiveness)	Representative projects	Spring runoff, representative storms	Project proponents
Land Coverage	Restoration sites	Annually	TRPA
SEZ Restoration	Incline Creek Third Creek	Project completion	TRPA
Scenic Resources	Roadway Unit #22 Shoreline Unit #23	5 year review 5 year review	TRPA
Noise (CNEL)	To be determined	Annually	TRPA
Traffic Volumes (ADT)	Existing count stations	Annually	NDOT, TRPA
Notes:	NDOT TRPA	Nevada Department of Transportation Tahoe Regional Planning Agency.	

Source: Tahoe Regional Planning Agency, 1996.

CAPITAL IMPROVEMENTS PROGRAM SCHEDULE MONITORING

Capital improvement projects listed above will be reviewed annually to determine whether they are being implemented, and if so, whether they are on schedule. Review will be the responsibility of the Washoe County Department of Development Review.

Appendix A
COMMUNITY
PLAN AREA STATEMENT 048

PLAN DESIGNATION:

Land Use Classification	TOURIST
Management Strategy	MITIGATION
Special Designation	TDR RECEIVING AREA FOR: 1. Existing Development 2. Multi-Residential Units PREFERRED AFFORDABLE HOUSING AREA MULTI-RESIDENTIAL INCENTIVE PROGRAM

DESCRIPTION:

Location: This area is located east of the commercial core, from the Hyatt and IVGID beaches, around the Hyatt Hotel, up to State Route 28. It is located on TRPA Plan Area Statement maps H-3 and H-4.

Existing Uses: This area contains some condominiums, a resort and racquet club, some retail commercial uses, a hotel casino and beach, an IVGID beach and recreation area, and open space at the Village Green. There are several undeveloped parcels. The area is 90 to 95 percent built out.

Existing Environment: The area is 60 percent low hazard and 40 percent SEZ. This area has the ability to provide extra SEZ treatment functions. The shorezone tolerance district is 7. The land coverage is 30 percent plus an additional 10 percent disturbed.

PLANNING STATEMENT: This area should continue to provide a mixture of resort and recreation services and accommodations for the region.

PLANNING CONSIDERATIONS:

1. Although there is limited public access to the lake, the community may prefer that the IVGID beach and boat ramp remain private.
2. The residents would like public docking facilities somewhere in Incline Village. Community support for short-term versus long-term facilities is unknown. Short-term facilities would provide a docking/berthing area. Long-term (overnight) facilities would require additional services such as

gas. Incline Village and Crystal Bay residents generally travel to Tahoe City for fuel. Locating a marina close to Incline Village could reduce Vehicle Miles Traveled to Tahoe City. Another possibility would be a water-serving marina.

3. Environmental restoration, specifically stream environment restoration facilities, are important. Both Third and Incline Creeks provide migratory fish habitats. The lake habitat is tentatively designated for habitat restoration. Road culverts currently act as barriers to upstream migration.
4. A non-vehicular connection to north side of State Route 28 (to the golf course and Chateau) should be considered, possibly using a tunnel under the highway. The path should be designed to accommodate golf carts, pedestrian and cyclists.
5. State Route 28 should remain a two lane facility. Traffic flow and safety should be improved through identification of existing entrances and the addition of acceleration and deceleration lanes and turn pockets.
6. There are considerable pedestrian and automobile conflicts on Lakeshore Boulevard at the Hyatt and IVGID beaches.
7. This plan should remain as the tourist/recreation area, connected with the town core by sidewalks and bicycle paths. It should not be considered as part of the town core.
8. Scenic quality of Scenic Roadway Unit 22 and Scenic Shoreline Unit 23 should be improved.
9. The upstairs of Country Club Mall could potentially be converted from residential to retail commercial in order to create a specialty shopping center (high-end retail).
10. Substitute lighting standards, specifically for large properties, should be considered.
11. Shared parking between the Hyatt, the IVGID recreation center, the college, and the church (northeast corner of Country Club Boulevard and State Route 28) should be implemented. Transit and path use should be increased.
12. The expansion of Sierra Nevada College is located in this plan area. Expansion should include housing for students and disincentives for driving automobiles.
13. Overhead utility lines and poles along State Route 28 should be placed underground.

SPECIAL POLICIES:

Land Use

1. Strengthen the plan area's land use theme of major tourist accommodation, retail and services.
2. Ensure compatibility of adjacent land uses.
 - a. Residential uses should be buffered from commercial uses and from State Route 28 through site planning, landscaping, vegetation and screening.
3. Encourage land use patterns that reduce the need for travel and increase access to transit.
 - a. Sierra Nevada College should provide student housing.
4. Following community plan adoption, an additional 11,806 square feet of commercial floor area may be allocated within the Incline Village Tourist Community Plan Area. The method of distribution is 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 area allocations. Substantial progress shall be based on one square foot of allocation equals five dollars or more worth of improvements.
5. Following community plan adoption, one hundred and ten (110) residential bonus units may be allocated within the Incline Village Tourist 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.

Community Design

1. Maintain the essential elements of the forested setting of this plan area through site design and building design.
 - a. Site and building design should be oriented to the pedestrian/bicycle path network.
 - b. All new and remodeled projects shall provide on-site pedestrian paths. Projects are encouraged to provide bicycle paths. The paths should contribute to the area-wide network of bicycle, pedestrian and golf cart connections.
 - c. The visual appearance of parking areas should be minimized through landscaping and site planning. 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. All new and remodeled projects shall completely screen from public views all ground and roof-mounted mechanical and communications equipment.
 - e. All non-conforming signs shall be removed and replaced, consistent with the adopted TRPA Code amortization schedule.
 - 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.

Economic Development

1. Encourage retail businesses to locate in this area which serve visitors and residents in and around this plan area.
2. Support development of local and regional cultural facilities in the plan area.
 - a. Construction of an outdoor amphitheater and/or a performing arts center in this plan area is supported.
3. Create a strong local economy which is less impacted by seasonal visitation and less reliant on tourism.
 - a. The plan supports the expansion of Sierra Nevada College into this plan area.

Housing

1. Provide housing opportunities for employees and students of the Incline Village Tourist 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. Housing shall be integrated into the neighborhood and harmonized with its surroundings through consideration of compatibility factors such as density, site planning and architecture.
 - c. Sierra Nevada College should provide student housing with their proposed campus expansion to this plan area.
 - e. Residential bonus units assigned to the plan area are encouraged to be used for affordable and/or employee housing.

Street and Highway Infrastructure

1. Reduce ease of private automobile use.
 - a. No new or expanded roads are permitted which allow for increased traffic with the exception of improvements to existing intersections.
2. Attain and maintain level of service at key intersections in the plan area consistent with the TRPA RTP/AQP.
 - a. The number of existing and future driveways providing access to and from businesses along State Route 28 should be decreased.
 - b. Existing entrances shall meet the minimum dimensions standards in Chapter 24, TRPA Code of Ordinances.
3. Achieve vehicle miles of travel fairshare target within the plan area. The fairshare VMT target for Incline Village Tourist Community Plan is an increase of no more than 1,850 VMT. This increase is included as part of the overall Washoe County VMT reduction target of 3,300 VMT.

Parking Facilities

1. Limit expansion of parking facilities (existing and future).
 - a. The number of parking spaces required by the Washoe County Development Code should be the maximum number of parking spaces permitted. Single family dwellings are exempt from this policy. The Development Code parking requirements may be modified per Article 410 of the Washoe County Development Code.

Transit Facilities

1. Improve and increase transit service and use.
 - a. Transit shelters shall be improved. Transit shelters should be provided at all transit stops.
 - b. TART hours of operation and frequency of route circulation (i.e., service bus stops more often) should be increased.
 - c. An efficient method for transit stops which does not interrupt traffic circulation (i.e., bus pullout) 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/Crystal Bay commercial nodes should be provided. The jitney should be specifically targeted for visitors.
 - b. A Door-to-door Dial-A-Taxi service should be encouraged.
 - c. The construction of a golf cart path, which connects the Village Green with the golf course, is encouraged.
 - d. The implementation of employer based vehicle trip reduction programs is encouraged.
 - e. Waterborne transit, for general public transit use around the basin, is supported.
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. The service would include transportation between the casinos and the Reno-Tahoe International Airport and include regular stops in the North Stateline area.

Bicycle and Pedestrian Facilities

1. Connect tourist, commercial, residential and recreational land uses with bicycle and pedestrian paths.
 - a. A Class I bicycle path along Country Club Boulevard from Lakeshore Boulevard to Drivers Way (north end of plan area) should be developed.
 - b. A Class I bicycle path along Country Club Boulevard from Lakeshore Boulevard to Drivers Way (south end of plan area) should be developed.
 - c. New paths should be developed and existing paths improved which connect Ski Beach to the golf course. The path(s) should also connect this plan area with the Incline Village Commercial Community Plan Area. The path(s) should accommodate golf carts, pedestrians and bicyclists.

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 the applicable improvements identified in this chapter.
 - c. Appropriate public agencies are requested to implement public improvement projects identified in this chapter. The policy shall apply to plans and programs which may be contained in an agency's capital improvements program.
4. Encourage the coordinated planting of colorful spring flowers and colorful autumn foliage.

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

Recreation

1. Encourage the expansion of bicycle trails.
 - a. Develop a Class I bicycle trail along Country Club Drive from Lakeshore Drive to Ski Way.
2. Encourage the expansion of recreational trails to connect major uses in the plan area.

Public Services

1. Continue to permit public service uses in the plan area. Use the permissible use list as a mechanism.
2. Identify locations for home and business mail delivery to uses within the plan area.
3. Require expansions of public service uses to demonstrate their compatibility with surrounding land uses, especially those with potential adverse impacts to human health.

Implementation

1. Off-site mitigation which may be required as part of a man-modified land capability determination shall be implemented within the community plan area.
2. Projects containing existing land coverage greater than 70 percent shall reduce on-site coverage by a minimum of 5 percent or to 70 percent, whichever is less, as part of the project.
3. Project applications who elect to participate in substitute air quality or water quality mitigation fee projects(s) shall implement such programs or projects within the community plan area.

Refer to Chapter Two for additional information.

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

Refer to Chapter Two for additional information.

5. Community plan projects using new commercial floor area (i.e., a commercial allocation) may be developed following Award of Intermodal Surface Transportation Efficiency Act (ISTEA) scenic byway Funds by the Federal Highway Administration for State Route 28 corridor improvements within the Incline Village Tourist Community Plan Area.

- a. The irrevocable commitment for the release of additional commercial floor area has been accomplished.
6. Projects utilizing the bonus unit incentive program provided under Chapter 35 of TRPA's Code of Ordinances which are required to provide mitigation measures shall participate in capital improvement projects within the community plan area.

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).

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

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

Commercial Eating and drinking places (A), food and beverage retail sales (A), furniture, home furnishings and equipment (A), general merchandise stores (A), mail order and vending (A), nursery (S), outdoor retail sales (S), service stations (S), amusements and recreation services (S), gaming - nonrestricted (A), privately owned assembly and entertainment (S), outdoor amusements (S), broadcasting studios (A), business support services (A), financial services (A), health care services (A), personal services (A), professional offices (A), schools - business and vocational (S) and vehicle storage and parking (S).

Public Service Cemeteries (S), churches (S), collection stations (A), cultural facilities (A), day care centers/pre-schools (A), government offices (A), hospitals (A), local assembly and entertainment (A), local post office (A), local public health and safety facilities (A), membership organizations (A), publicly owned assembly and entertainment (S), regional public

health and safety facilities (S), schools - college (S), social service organizations (A), pipelines and power transmission (S), transit stations and terminals (S), transportation routes (S), and transmission and receiving facilities (S).

Recreation

Beach recreation (A), boat launching facilities (S), cross country skiing courses (S), day use areas (A), golf courses (S), marinas (S), outdoor recreation concessions (A), participant sports facilities (S), recreation centers (S), riding and hiking trails (A), sport assembly (S), and visitor information centers (A).

Resource Management

Reforestation (A), regeneration harvest (S), sanitation salvage cut (A), special cut (S), thinning (A), timber stand improvements (S), early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), fire detection and suppression (A), fuels treatment/management (A), insect and disease suppression (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), stream environment zone restoration (A).

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

Public Service

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

Recreation

Beach recreation (A), boat launching facilities (S), cross country skiing courses (S), day use areas (A), golf courses (S), marinas (S), outdoor recreation concessions (A), participant sports facilities (S), recreation centers (S), riding and hiking trails (A), sport assembly (S), and visitor information centers (A).

Resource Management Reforestation (A), regeneration harvest (S), sanitation salvage cut (A), special cut (S), thinning (A), timber stand improvements (S), early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), fire detection and suppression (A), fuels treatment/management (A), insect and disease suppression (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), stream environment zone restoration (A).

Shorezone: Within the specified shorezone tolerance district, the following primary uses may be permitted in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use which they are dependent in accordance with Chapter 18. The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

Tolerance District 7

Primary Use Water oriented outdoor recreation concessions (A), beach recreation (A), water borne transit (S), tour boat operations (S), safety and navigation facilities (A), marinas (S), and boat launching facilities (S).

Accessory Structure Buoys (A), piers (A), fences (S), boat ramps (A), breakwaters or jetties (S), shoreline protective structures (S) and water intake lines (A).

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

USE	MAXIMUM DENSITY
Residential	
Multi-Family Dwelling	15 units per acre
Multi-Person Dwelling	25 people per acre
Nursing and Personal Care	25 people per acre
Residential Care	25 people per acre
Single Family	1 unit per parcel
Tourist Accommodation	
Bed and Breakfast	5 units per site 10 units per acre
Hotel, Motel and other Transient Units	
• Less than 10% of units with kitchens	40 units per acre
• 10% or more units with kitchens	15 units per acre
Timeshare	Based on hotel, motel and other transient use densities set forth above.

RESIDENTIAL BONUS UNITS: Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Plan Area is one hundred and ten (110) units.

MAXIMUM COMMUNITY NOISE LEVEL EQUIVALENT: The maximum community noise equivalent level for this Plan Area is 55 CNEL. The maximum community noise equivalent level for the State Route 28 corridor is 55 CNEL.

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

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

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

Source: Tahoe Regional Planning Agency, 1996.

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

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

TOURIST ACCOMMODATION BONUS UNITS: 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 11,806 square feet.

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

Appendix B

EXTERIOR LIGHTING STANDARDS

Replace the existing exterior lighting standards listed below found in Section 30.8 of TRPA Code with the following substitute standards. Add the additional standards as noted. Add language underlined and delete language with strike-out.

30.8 Exterior Lighting Standards: In accordance with Section 30.1, the following exterior lighting standards shall apply:

30.8.A General Standards: The general standards are:

- (1) Exterior lights shall not blink, flash or change intensity. String lights, building or roof line tube lighting, reflective or luminescent wall surfaces are prohibited.
- (2) Exterior lighting shall not be attached to trees except for the Christmas season or when the fixture or mounting hardware does not girdle the tree trunk. Lighting attached to trees shall be directional in design and concealed from view by neighboring trees. Lighting attached to trees may be angled up to 30 degrees from vertical if the light source is shielded by louvers.
- (3) Parking lot, walkway and building lights shall be directed downward except as provided below. No exterior lighting shall be installed or directed in such a manner that causes light to spill over off the site. Building lights where the light source is directed upward may be allowed provided they are wall-mounted and are completely underneath a porch roof or porte cochere and are not visible from areas other than the porch or porte cochere. Landscape lighting which is directed upward may be allowed provided the light source and fixture are hidden from view and properly shielded from glare. Maximum wattage for either type of upward lighting shall not exceed 175 watts per fixture.
- (4) Fixture mounting height shall be appropriate to the purpose. The following maximum fixture mounting heights may be allowed: walkways: 12 feet; parking lots: 30 feet; buildings: 24 feet or no higher than the top of the second floor window line, whichever is less. Maximum wattage shall not exceed 250 watts per fixture. Fixture size shall not exceed 18 inches in any dimension, except for path lights which shall not exceed 12 inches in dimension. Path lights, including bollards, shall not have reflector or light source visible at normal viewing angles, and light sources must be completely concealed up to the horizontal.

- (5) Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display.
- (6) The commercial operation of searchlights for advertising or any other purpose is prohibited.