

# Tahoe South Event Center

Public hearing to solicit input and comment  
from the Governing Board and public on the  
Draft Environmental Assessment

TRPA Governing Board Meeting  
1.22.20

# Tahoe South Event Center Environmental Assessment

- Hauge Brueck Associates along with our subcontractor LSC Transportation was hired by TRPA to prepare the EA
- Past experience includes similar analysis for the Heavenly Master Plan, Homewood Resort Master Plan and Boulder Bay Project environmental documentation

# Public Scoping Process

- Though not mandated by Code, a scoping notice was circulated for 30 days based on the uniqueness of the Project
- The notice offered a chance to provide input on the EA scope of work, impacts and project alternatives
- Input focused on Purpose & Need, Traffic and VMT, and suggestions for Mitigation and Alternatives

# Key Issues – Scenic Quality



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- Analysis evaluated impacts to viewsheds (ridgelines), and quality of the built environment (architecture, landscaping and building materials)
- Analysis discloses anticipated improvement to applicable scenic quality ratings as a result of replacing existing surface parking and utilities with high quality built environment

# Scenic Quality



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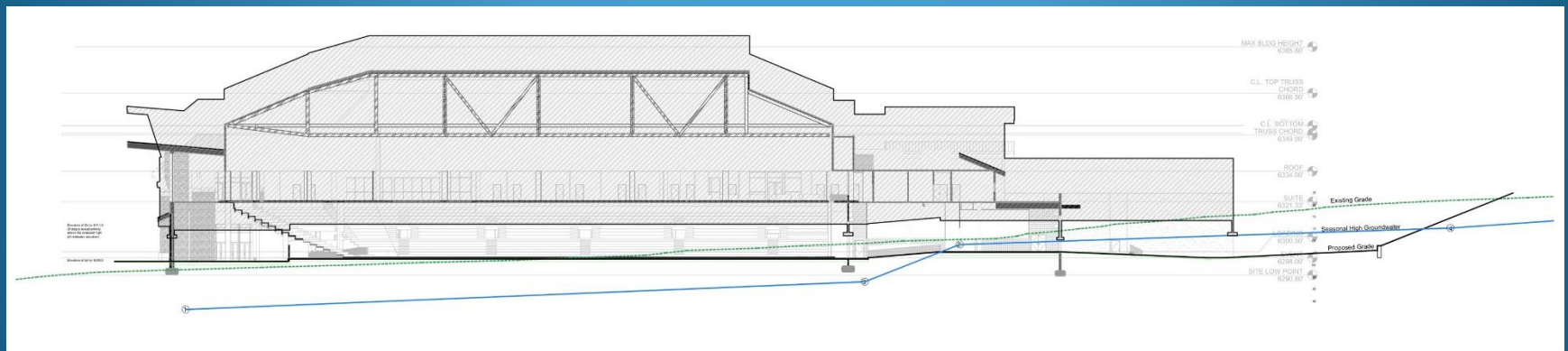


# Key Issues – Hydrology and Water Quality

- Project replaces 2 acres of existing surface parking lot land coverage with the Events Center structure
- Project reduces existing stormwater runoff volumes by infiltrating runoff onsite
- Project results in a small reduction to fine sediment loading



# Key Issues – Hydrology and Water Quality



# Key Issues – Groundwater Interception

- Excavation to depths up to 25 feet below existing grade is required at the SE corner of the Events Center for mechanical equipment/vehicle access
- During construction, dewatering is required and will be pumped to Edgewood land across Lake Parkway
- For long-term operations, intercepted groundwater will be infiltrated back into the groundwater table onsite

# Key Issues – Trip Generation/VMT

- The Events Center is a new land use and will generate new daily vehicle trips ends (DVTE) and associated VMT
- EA calculates 1,322 new DVTE will be generated for a max 2,500 person summer event (EA page 3.5-32)
- To achieve a net zero increase in DVTE/VMT, the Project includes:
  - Paid parking program during peak summer period
  - Free microtransit shuttle service during peak summer period

# Key Issues – Trip Generation/VMT

- EA calculates a 3,541 DVTE reduction of existing trips with operation of summer paid parking and microtransit shuttle programs (EA page 3.5-31)
- The paid parking/transit trip reduction offsets new Events Center trips (1,322) and results in a net reduction of 2,219 DVTE
- TRPA hired a peer review consultant to evaluate the assumptions used in the analysis

# Key Issues – Trip Generation/VMT

- The traffic section was revised to add a sensitivity analysis of paid parking/transit VMT reductions (EA page 3.5-74)
- The sensitivity analysis shows that the variable inputs could be reduced by 50 percent and a net VMT reduction would still occur
- Regardless, because of uncertainty with the analysis assumptions, the EA reports a potentially significant impact
- Project mitigations will be integrated into and made consistent with the upcoming MSMP process and monitoring will be required to demonstrate compliance

# Key Issues – Event Day Traffic

- Summer operations may increase total peak hour vehicle trips by up to 210 (EA page 3.5-32)
- Resulting traffic at nearby intersections and MontBleu driveways could impact US 50 through traffic
- Mitigation is included to require traffic control as needed during summer and non summer events
- Mitigation also requires that the proposed microtransit be coordinated with existing transit service

# Key Issues – Parking

- Project will remove 468 existing parking spaces at MontBleu
- Analysis demonstrates that there is sufficient parking supply (EA page 3.5-91)
- Analysis documents potential offsite parking impacts – EA includes requirement to work with City/County and MSMP process on a parking management and monitoring plan

# Potential Conditions of Approval

- Events Center may not create a net increase of DVTE and VMT for the summer design day
- Additional traffic monitoring is required to establish baseline traffic volumes
- Post project traffic monitoring is required to validate no net increase of DVTE and VMT
- Ongoing post project coordination with the MSMP to achieve consistency between parking management and microtransit shuttle programs



# Potential Conditions of Approval

- Require additional traffic reduction measures, in coordination with MSMP, should monitoring show performance standards are not being met
- Recordation of a TRPA approved deed restriction limiting capacity to 2,500 persons from June 15 through Labor Day weekend

# How to Comment

Please submit comments on the Draft EA by February 5, 2020.

Email comments to [pnielsen@trpa.org](mailto:pnielsen@trpa.org)

Mail comments to:

TRPA

Attn: Paul Nielsen

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# Questions