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STAFF REPORT

Date: March 18, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Tahoe Douglas Visitor's Authority Tahoe South Event Center, TRPA File# ERSP2017-1212, 55 Highway 50, Stateline, NV, Douglas County, Nevada, APN 1318-27-002-006

Requested Action:

Governing Board action on the proposed project and a mitigated finding of no significant effect.

Staff Recommendation:

TRPA staff recommends that the Governing Board make the required findings and approve the proposed project with environmentally protective conditions. Staff makes this recommendation based upon the project elements and the mitigation, monitoring, and adaptive management elements contained in the proposed conditions of approval. Together, these conditions minimize, offset, and mitigate the environmental impacts from operations of the Events Center.

Governing Board Required Motions:

To approve the proposed project, the Governing Board must make the following motions, based on this staff summary and the evidence in the record:

- 1) A motion to approve the required findings (see Attachment A), including a mitigated finding of no significant effect; and
- 2) A motion to approve the proposed project, subject to the draft permit (see Attachment B).

For the motions to pass, an affirmative 5-9 vote (5 Nevada and 9 total) of the Board is required.

Background:

In November 2017 the Tahoe Douglas Visitor's Authority (TDVA) submitted a project application to TRPA for a 6,000-seat Events Center. The project site is located at the southeast corner of the US Highway 50 intersection with Lake Parkway near the MontBleu resort hotel. The TDVA is responsible for the planning, construction and eventual operation of the Events Center.

TRPA prepared a draft Environmental Assessment (EA) to evaluate the potential impacts of the project. TRPA released a draft EA on January 13, 2020 and a public hearing was held at the January 22, 2020 Governing Board meeting to solicit comments on the draft EA.

During the review of the project, potential impacts to transportation and air quality /greenhouse gases ("GHG") were identified as the main environmental issues. At the public hearing on the draft EA and during subsequent stakeholder meetings concern was expressed about the assumptions used to

evaluate the effectiveness of paid parking and micro transit to achieve reductions in vehicle miles traveled (VMT) and trips. TRPA received comment letters from the League to Save Lake Tahoe and Office of the California Attorney General that identified concerns regarding adequacy of the EA, and recommended mitigation measures and the post project monitoring plan. In response to comments received during the comment period, TRPA convened a group of stakeholders. The stakeholders focused first on mitigation to ensure the project does not increase VMT. Stakeholder discussions also addressed daily vehicle trip ends (DVTE) and project monitoring. The outcomes of the stakeholder discussions are discussed in the Regional Plan Conformance section below.

Project Description:

The proposed Events Center building would consist of two levels: an event floor level and a suites and offices level. The building footprint is approximately 88,000 square feet and the total floor area is approximately 138,500 square feet. The proposed Events Center design has a maximum height of 85 feet and complies with the maximum height limits within 100 feet of U.S. Highway 50 (i.e., over 80 percent of the portion of the Events Center located within 100 feet of U.S. Highway 50 is below 56 feet in height). The facility's flexible design offers a variety of venue configurations for events including conventions and conferences, sports, trade shows, performing arts and musical concerts. The maximum seating capacity is 6,000, which would include floor seating for a concert or performing arts event. During trade shows, ice skating shows, and sporting events, such as hockey, basketball and volleyball, up to 4,200 seats would be available. To reduce traffic loads and competition with other area venues during the peak season, which runs from June 15 through Labor Day, a 2,500-seat limit would be implemented for the Events Center. A year-round paid parking program and a transit service are also proposed. In addition, the Events Center is designed for "shelter-in-place" (i.e., as an emergency shelter) during an emergency in the event of a natural disaster. The Events Center could host up to 130 events per year with most of the events likely occurring in spring, early summer, and fall months.

The Events Center's proposed exterior design is in response to its position as the gateway to the south shore. Through a combination of building materials, colors, façade articulation and setback from the roadway, the Events Center will incorporate architectural design strategies and site planning principles to upgrade the character and quality of the nearby built environment.

The space surrounding the Event Center would be enhanced with a new lawn area, public plaza and pedestrian paths connecting the Events Center to the adjacent streetscape. Pedestrian connections will be provided from the street level to the Events Center to enhance the walking environment and create public gathering spaces. A key feature of the enhanced streetscape design is a transit pull-off with shelters to maximize the benefit of public transportation opportunities. The project also includes the undergrounding of overhead utility lines located along MontBleu street frontage.

Project Location:

Within the project area, the proposed improvements associated with the Events Center will be sited within a 13.3-acre project area boundary that fits almost entirely within the existing already developed area of the MontBleu surface parking lots.

Environmental Review:

The EA prepared for the project assesses whether the Events Center may proceed without preparation of a full Environmental Impact Statement. The EA evaluates whether all potential impact can be safely determined to be insignificant to begin with or adequately mitigated. The EA concludes all potential impacts can be fully mitigated with specific and enforceable measures. In particular, the traffic

mitigations require an aggressive mitigation and monitoring program and mandatory adaptive measures in the event monitoring reveals that transit service and parking management are not achieving the required trip and VMT reduction performance measures.

To determine whether the assumptions in the environmental assessment's traffic analysis regarding the effects of paid parking and transit were reasonable, TRPA retained a transportation consulting firm to independently peer review the traffic analysis. The peer review identified a concern that the "study assumes that all customers of the proposed event center that are lodging in or outside the Casino Core will have a negligible impact on VMT given that: 1) they will be in the Tahoe Basin for other reasons other than a given scheduled event; or, they will simply replace visitors that would be lodged there in the first place given that hotel occupancy rates are typically "very high" during the peak summer season. The peer review also noted the analysis assumptions should distinguish between different types of events that will be held (e.g. sporting event, concert, trade show, conferences). In response to the peer review, the traffic analysis was revised to include a sensitivity analysis that better reflects the uncertainty in percentage trip and VMT reductions as a result of paid parking and transit service. The sensitivity analysis presents the possible reductions as a range rather than a fixed percentage that could imply a certainty that cannot be established based on available research studies. Based on this more conservative analysis, and other information incorporated based on the peer review, the EA determined the impact to vehicle trips and VMT to be potentially significant. The major revisions to the EA are:

- 1) Changes to the assumptions regarding VMT and trip generation based on hotel/motel occupancy rates. The draft EA only considered occupancy rates for hotels/motels located in the Stateline area of Nevada and the revised EA includes consideration of occupancy rates in the City of South Lake Tahoe as well.
- 2) Changes to the assumptions regarding the type of events expected to be held over the year. A table is now included in the EA that describes the type and number of expected events as well as the number of attendees. This change better informs the expected traffic generation from events at the Event Center.
- 3) Consideration of the VMT/trip reductions associated with year-round paid parking and year-round free transit. The draft EA only considered reductions in VMT/trips from seasonal paid parking and transit.

The final EA (including version that highlights the changes made to the draft EA) may be found here:

<https://www.trpa.org/document/projects-plans/>

Regional Plan Compliance Analysis:

A. Level of Review:

The Code of Ordinances requires Governing Board review of the project because it involves the addition of more than 3,000 square feet of new public service (public owned assembly and entertainment) floor area. The proposed project complies with the Regional Plan Goals and Policies and the TRPA Code of Ordinances, including all required findings in Chapters 3, 4, 30, 33, and 50 (see Attachment A).

B. Transportation:

The EA describes the existing traffic, parking, and circulation system in the vicinity of the project site and presents the regulations applicable to the study area. The EA also identifies significance criteria for traffic, parking, and circulation impacts. In addition, future cumulative transportation impacts are evaluated, and mitigation measure are identified.

To fully mitigate the impacts of traffic, Events Center operations must result in:

- 1) No net increase in trips and vehicle miles travelled annually and during peak summer days.
- 2) No increase in Level of Service (“LOS”) as identified in Event Center Environmental Assessment Tables 3.5-2 and 3.5-3. [Insert discussion of basic performance measures.

To evaluate the traffic impacts from projects, TRPA requires that a transportation analysis be based on traffic impacts occurring on a peak summer day in August. The following key assumptions are applied in the transportation analysis for the summer “design day”:

- A 2,500-attendee concert/entertainment or sporting event occurs at the proposed venue
- The paid parking program and transit service are implemented
- Casino core employees are exempted from the paid parking program
- Only one event occurs at the proposed event venue over the course of the day
- No concert event occurs at Harvey’s the same day or concurrently.

The goal of the transit and parking management mitigation measures is to help implement the TRPA Regional Transportation Plan (RTP). The mitigations are consistent with the following RTP policies:

- Policy 2.11: Coordinate public and private transit service, where feasible, to reduce costs of service and avoid service duplication.
- Policy 2.4: Improve the existing transit system for the user making it frequent, fun, and free in targeted locations. Consider and use increased frequency, preferential signal controls, priority travel lanes, expanded service areas, and extended service hours.
- Policy 4.5: Support the use of emerging technologies, such as the development and use of mobile device applications, to navigate the active transportation network and facilitate ridesharing, efficient parking, transit use, and transportation network companies.

The EA disclosed that operation of the Events Center would add significant VMT and GHG emissions. The measures, adaptive management plan and mitigation monitoring necessary to avoid, mitigate and offset are described below.

Events Center Seating Capacity Limitations

As proposed, the Event Center will limit attendance from June 15 through the Labor Day weekend to reduce transportation related impacts. Additional limits to venue capacity may be required if traffic reduction measures do not achieve the goal of no net increase in VMT or trips. Specifics of the seating capacity limitation requirements are:

- 1) The applicant is required to record a TRPA-approved deed restriction to limit event size to 2,500 during June 15 through Labor Day, 6,000 attendees the rest of the year. The deed restriction will also include a provision that the capacity, number, or distribution of type of events may be restricted beyond these limits in accordance with the Adaptive Management Plan

The capacity, number, or distribution of type of events may be restricted beyond these limits in accordance with the Adaptive Management Plan (See Attachment A of the draft permit). By May 1 of each year, the applicant will submit a list of events scheduled for the upcoming year divided into the June 15 through Labor Day period and the rest of the year, including the maximum attendance for each event. If additional events are subsequently scheduled, the applicant will submit an updated event list to TRPA within 10 days prior to the subsequently scheduled event(s).

- 2) The applicant will post a \$25,000 security with TRPA, concurrently with submission of the first June 15 through Labor Day period event list. The security will be forfeited to TRPA if an event during any yearly June 15 through Labor Day period exceed the 2,500-attendee limitation. If the initial posted security is forfeited, the applicant will replace the \$25,000 security with a \$50,000 security. If any subsequently posted security is forfeited, the security required to be posted with TRPA will be increased in \$25,000 increments. TRPA will use all monies forfeited under these provisions for enhanced transportation and transit services to offset the impacts of added attendance.
- 3) To ensure the limitations are adhered to over the long-term, any contract the applicant awards to operate the Event Center will provide that the management company or other responsible entity must limit attendance from June 15 through Labor Day to 2,500 persons per day.
- 4) Seating capacity will be further reduced if traffic reduction measures do not achieve the goal of a net zero impact to VMT and DVTE.

Parking Management

To meet the performance metrics, TDVA proposed seasonal paid parking to offset VMT and trips associated with Event Center operations. As a result of public comment and stakeholder concerns regarding the effectiveness of seasonal paid parking in reducing traffic, TDVA agreed to implement a parking management program that now includes year-round paid parking. The parking management program that must be in place prior to Event Center operations requires:

- 1) The applicant to submit an agreement among TDVA, TRPA and the owners of Harrah's, Harvey's, MontBleu, and Hard Rock resort hotels to manage their parking lots year-round consistent with the Main Street Management Plan (MSMP) Parking Management Program.

- 2) Year-round paid parking at Harveys, Harrah's, MontBleu and Hard Rock Hotel and Casino. Employees are exempted from the paid parking program.
- 3) A flexible parking fee based on market conditions. This includes all guests/customers, including club card holders. Pricing must be set at a level necessary to produce the reductions in VMT and trips identified in the EA.
- 4) No "in and out" privileges for day users using the parking lots. Overnight visitors will be allowed "in and out" privileges.
- 5) An enforcement strategy to prevent parking impacts in adjacent neighborhoods.
- 6) A wayfinding and parking guidance signage plan.
- 7) On-line transportation and paid parking information given with Event Center ticket purchases.
- 8) Electronic based application payment system for paid parking.

Transit Service

In addition to paid parking, the applicant also proposed seasonal free transit to help reduce VMT and trips associated with Events Center operations. Stakeholders support the transit proposal but expressed concerns about the effectiveness of transit to reduce traffic if only in operation seasonally. During the stakeholder meetings the need for free, consistently available transit with short headways was identified as important for meeting transit goals of reducing dependence on the automobile and increasing ridership. As a result, the transit program was changed to include free year-round transit. During the first five years of Event Center operations year-round transit will be seasonal (summer and winter). After the first five years of Events Center operations a year-round transit system must be in place with the following operational details:

- 1) Continuous daily service year-round in a service area between the Round Hill, NV area on the north and the Bijou Center, CA area on the west, including a one-way loop around Pioneer Trail, Ski Run Boulevard and US 50 (See Appendix A of Permit Attachment A for transit service area).
- 2) On-demand rides will be available within the core service area using a rider mobile application for making ride requests. At the time of ride request, rider will receive an estimated wait time based on current outstanding ride requests and real-time vehicle routing.
- 3) Fixed route will run between Montbleu and Round Hill Pines Beach Resort.
- 4) Vehicle tracking and stop estimated times of arrival will be viewable using the rider application.
- 5) All services will be fare free.
- 6) The transit fleet will include a minimum of four vehicles in order to meet and maintain 15-minute headways.
- 7) If changes to the transit measures are proposed, they must be consistent with the transit component of the MSMP as approved by the TRPA Governing Board.

- 8) To generate additional funding for transit enhancements, the applicant will require that the operator of the Event Center include a surcharge of \$4.00 for each participant contracted or ticket issued for every Event Center event. At least 75 percent of the surcharge shall be dedicated to transit enhancements above and beyond the transit operations required by the Adaptive Management Plan (Attachment A). The funds collected may be used to further reduce the VMT generated by the Events Center. The applicant may use up to 25 percent of the surcharge for post project monitoring.

Level of Service

Level of service (LOS) is a term used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. Traffic and parking management measures are needed during peak periods of event-related traffic. The following traffic management measures are required to provide acceptable intersection LOS:

- 1) An ingress/egress, loading and traffic management plan that includes but is not limited to rideshare, taxi loading, queuing areas, signage and pedestrian access management.
- 2) Lake Parkway/Montbleu Driveway intersection (peak/off-peak season) – Provide Traffic Control Officer.
- 3) Lake Parkway/Heavenly Village Way intersection provide a post-event Traffic Control Officer until and unless construction of the US 50 bypass project.

Traffic Reduction Adaptive Management Plan

An adaptive management plan was developed with stakeholder input to ensure Events Center operations do not result in an increase in VMT and trips. The adaptive management plan requires the implementation of additional traffic reduction measures if monitoring determines the initial traffic reduction measures are not effective at achieving the required reductions in VMT and trips. The specific requirements of the plan are:

- 1) **Baseline and Effectiveness Monitoring:** TDVA is required to monitor pre- and post-commencement of Events Center operations.
- 2) **Performance Metrics:** triggers were established for major and minor exceedances of the VMT and LOS metrics. If the performance metrics are exceeded, the adaptive management plan requires implementation of additional traffic reduction measures in order to achieve a net zero increase in VMT. Minor exceedances are defined as increases equal to or less than 200 trips or 1,000 VMT and major exceedances are defined as more than 200 trips or 1,000 VMT. The LOS triggers for further action are set forth in Tables 3.5-2, -3 of the EA.
- 3) If monitoring after implementation of additional traffic reduction measures reveal exceedances, TDVA will decrease the number and/or capacity of events held at the Events Center in order to ensure the performance metrics are met unless it can implement, or fund implementation of, other major traffic reduction measures such as transit service to intercept lots. The required decrease in the number and/or capacity of events is proportional to the number of trips that exceeded the net zero increase in VMT/trip standard.

Adaptive Management Plan Reporting and Implementation

During the first five years of Event Center operations, a quarterly monitoring report and an annual report will be prepared. The annual report will be prepared by October 1. The report will include a summary of data collected for each event monitored and an assessment of the extent to which the established performance standards are met or exceeded.

After year five of Event Center operations, the quarterly monitoring reports may be discontinued, and an annual monitoring report will be prepared by October 1. The report will include a summary of data collected for each event monitored and an assessment of the extent to which the established performance standards are met or exceeded.

Stakeholder Committee Coordination

TDVA is required to coordinate with stakeholders to evaluate monitoring results. The purpose of coordinating with varied interests is to identify and to understand the cause and effect of factors, including those not specifically associated with the Events Center, that may be affecting traffic patterns/volumes and spillover parking from paid parking and how to respond to monitoring and determine next steps with stakeholder/applicant endorsement. The Stakeholder Committee must include, but is not limited to, Event Center representative, a state representative with statewide interest from each state, and representatives from Douglas County, the City of South Lake Tahoe, TRPA, public safety, and TTD. Meetings shall include:

- 1) Quarterly Coordination Meetings: For the first 20 years of Event Center operations, TDVA will organize quarterly one or more meetings as needed with the governmental, environmental, and economic interests represented by the Stakeholder Committee to evaluate the success and effectiveness of Event Center strategies and monitoring results.
- 2) Annual Coordination Meetings: During the life of the Event Center, TDVA will organize annually one or more meetings as needed with the Stakeholder Committee to evaluate and recommend, based on monitoring results, projected transit service needs and associated improvements to transit service operations. The public shall be invited and given an opportunity to provide comment.

Recommendation of Additional Management Options

The draft permit allows flexibility in the identification and implementation of the most effective and cost-efficient traffic reduction measures. Equal or superior traffic reduction mitigation measures may be proposed, subject to evaluation of effectiveness by a qualified third-party transportation consulting firm, hired by TRPA at the applicant's cost. The alternative traffic reduction mitigation measures will be reviewed by the stakeholder group identified above. As the permitting authority for the Project, TRPA in consultation with TDVA, will decide on additional measures to be implemented. Annual monitoring reports shall be completed by October 1 and a recommendation to the Governing Board shall be made no later than December 31st. The additional measures shall be implemented before the next summer season of operations with TDVA responsible for providing necessary funding. The selection of additional performance measures for implementation shall be subject to review and approval by the TRPA Governing Board. See Appendix C of permit Attachment A for the list of Additional Traffic Reduction Measures.

Monitoring

The adaptive management plan requires long-term monitoring to verify the effectiveness of the traffic reduction measures and to determine if additional traffic reduction measures are needed. The attached Monitoring Plan is the monitoring framework that will be applied to data collection for Event Center monitoring. Its specific terms are subject to refinement between permit approval and permit acknowledgement to assure it is well targeted to necessary data and cost efficient. The framework for the monitoring program is:

Goal: The goal of Event Center monitoring is to understand how the Event Center, paid parking and transit is reducing or generating VMT/trips and affecting/or not, offsite parking impacts/spillover. The following principles will guide development of the monitoring plan:

- 1) Establish baseline condition that will be used to determine impacts from Events Center through monitoring – particularly impacts from paid parking.
- 2) Ensure the monitoring plan isolates impacts (trips, VMT, LOS, neighboring parking) resulting from Event Center operations.
- 3) Understand what external forces (economy, weather, etc.) may be driving increases or decreases that are not attributable to the Event Center.
- 4) Make monitoring cost efficient. Avoid over-monitoring of data not tailored to desired outcomes (scope and scale).

See Appendix B of permit Attachment A for the Monitoring Plan.

C. Scenic Resources:

The project area is visible from two scenic roadway units (Units 31 and 32) and from Recreational Area 37 (Heavenly Ski Resort). The project area is also visible from other scenic resources areas. The scenic quality of these areas would not be affected by the construction of the Events Center due to the distance and intervening vegetation between the structure and the scenic viewpoints.

A scenic impact analysis, visual simulations and a massing study are included in the EA. Simulations were prepared from a variety of viewpoints. The EA also includes an analysis of alternatives to the project that includes evaluating the scenic impacts from a different location for the Event Center and an alternative that includes a reduction in height of the structure. The alternative analysis concludes the preferred site is the proposed location at the corner of Highway 50 and Lake Parkway.

Within the boundary of the Event Center project area, pedestrian-oriented development along Highway 50 would include increased building setbacks compared to existing developments, a visible event lawn, improved landscape elements and street trees, new pedestrian amenities, and a unified façade, oriented toward the street and transit facilities. Overhead utilities along the east side of U.S. Highway 50 (at the Lake Parkway intersection) would be removed as part of the adopted South Shore Community Revitalization Project (i.e., Loop Road), or if that project is not constructed, would be completed within the Event Center project area and immediately across Lake Parkway as part of the proposed project. Based on these elements and including the proposed building design, materials, and colors, the EA concludes there may be an incremental improvement to the applicable roadway travel route threshold rating and no mitigation is required. Conditions of approval require:

- 1) Coordination with the Main Street Management Plan streetscape design to ensure consistency in the type and location of pedestrian amenities.
- 2) Final TRPA approval of building materials and colors.
- 3) Final approval of landscape and irrigation plans and streetscape design.

C. Groundwater Interception:

Groundwater is expected to be intercepted during construction and seasonally over long-term operations of the facility. Generally, seasonal high groundwater measurements across the project area range from 13.5 feet to over 25 feet below ground surface (bgs) where excavations are proposed. The Proposed Action requires a maximum excavation depth of approximately 25.5 feet, which would extend approximately 12 feet below the seasonal high groundwater levels at the eastern extent of the proposed structure (located at the back of house and vehicle service area).

Most of the excavation depths are not anticipated to extend to the seasonal high groundwater level. However, because of seasonal fluctuation and the timing of construction, variable depth to bedrock, and slope topography across the site, the need for construction and post construction dewatering is anticipated. The TRPA Code of Ordinances allows for the interception of groundwater if “there are no feasible alternatives for locating mechanical equipment, and measures are included in the project to prevent groundwater from leaving the project area as surface flow, and any groundwater that is interfered with is rerouted in the ground water flow to avoid adverse impacts to riparian vegetation.”

Mechanical equipment such as boilers, electrical, chillers, and an elevator are located on the ground floor which is the same level as the event floor. According to the project architect the building would not be marketable if mechanical equipment associated with back of house functions (such as loading/unloading dock) were not located on the same level as the event floor. The EA identifies mitigation for groundwater interception which includes dewatering during construction and over long-term operations of the facility that will prevent the intercepted groundwater from leaving the site as surface flow.

During construction temporary dewatering wells will be constructed and intercepted groundwater will be captured and discharged to the vacant property north of Lake Parkway through a system of sprinklers which will require approval from the Nevada Division of Water Resources. The intercepted groundwater will be pumped through a settling tank to allow any suspended sediment to settle out prior to the water being discharged into the undeveloped meadow across Lake Parkway Drive.

During the long-term operations of the facility permanent dewatering is required. Groundwater will be intercepted behind the retaining walls located at the back of house service dock area and rerouted to a permanent on-site infiltration facility to ensure runoff does not leave the site as surface flow. The capacity of the permanent facility is oversized by a factor of four to accommodate flows from above average winters. The groundwater infiltration facility will be located downslope from the Event Center and will be separate from the proposed underground stormwater infiltration facility. Conditions of approval addressing groundwater interception will require:

- 1) Review and approval of final temporary and permanent dewatering systems.
- 2) A maintenance and monitoring plan for the dewatering and infiltration facilities to ensure long-term functionality of the system.

- 3) Construction of the permanent infiltration facility to be completed by October 15 of the first construction season. Once the permanent dewatering facility is completed the temporary system will be discontinued to avoid surface dewatering over the winter while snow is on the ground.

D. Area Plan:

The project is located in the South Shore Area Plan. The Land Use Classification for the project area is High Density Tourist. The High-Density Tourist District contains a concentration of hotel/casino towers and is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities for residents. The High-Density Tourist District is the appropriate location for the Region’s highest intensity development. The proposed activity (Public Owned Assembly and Entertainment) is listed as an allowed special use.

E. Land Coverage:

1. Land Capability Districts:

The project area has been verified as Class 6, 5, 2, 1a and 1b. The total project area is 1,626,555 square feet (37.34 acres).

2. Allowable Land Coverage:

Class 1b:	393,496 s.f. x 1% =	3,935 s.f.
Class 1a:	82,547 s.f. x 1% =	826 s.f.
Class 2:	68,468 s.f. x 1% =	685 s.f.
Class 5:	40,067 s.f. x 25% =	10,017 s.f.
Class 6:	1,041,977 s.f. x 30% =	312,592 s.f.
<u>Total Allowable Land Coverage</u>		= 328,055 s.f.

3. Existing Approved Land Coverage:

Class 1b:	152,939 s.f.
Class 1a:	0 s.f.
Class 2:	1,725 s.f.
Class 5:	2,176 s.f.
Class 6:	610,776 s.f.
<u>Total</u>	767,616 s.f.

4. Excess Land Coverage:

Class 1b:	149,004 s.f.
Class 2:	1,040 s.f.
Class 5:	7,841 s.f.
Class 6:	298,184 s.f.
<u>Total</u>	456,069 s.f.

5. Proposed Land Coverage:

Class 1b:	152,939 s.f.
Class 2:	1,725 s.f.
Class 5:	2,176 s.f.
<u>Class 6:</u>	<u>606,423 s.f.</u>
Total	763,263 s.f.

There is a reduction of 4,353 s.f. of existing land coverage with the proposed project.

F. Building Height:

The proposed height of the structure is 85 feet – 1 inch and the allowable height is 95 feet. The building complies with the requirement of the South Shore Area Plan that over 80 percent of the portion of a structure within 100 feet of U.S. highway 50 be below 56 feet in height.

G. Parking:

The proposed project will result in the elimination of 468 parking spaces. The Event Center will enter into parking agreements with the owners of Harrah’s, Harvey’s, MontBleu, and Hard Rock resort hotels to manage their parking lots year-round consistent with the Main Street Management Plan (MSMP) Parking Management Program. The EA concludes that there will be a surplus of parking on days of the greatest parking demand associated with the Event Center which is a concert event. The estimated number of surplus parking spaces is 1,187.

H. Water Quality:

The proposed structure will replace approximately two acres of an existing paved parking area. Stormwater from the existing parking lot is collected in storm drains and routed to pre-treatment facilities on the MontBleu property that include sediment collection vaults and oil and grease separators. Stormwater is then conveyed to stormwater facilities operated by the Stateline Stormwater Association that was created to construct and operate a common stormwater treatment system to serve the Stateline casino corridor. Maintenance of the existing stormwater facilities occurs annually and consists of sediment removal and replacements of hydrocarbon absorbent booms within each pre-treatment vault as well as a systemwide inspection.

Stormwater sediment loading will be reduced since more runoff volume would originate from the roof of the proposed Event Center building instead of the existing surface parking lots which are a source of fine sediment. The relatively cleaner roof runoff will not require pre-treatment and will be infiltrated on-site. The proposed stormwater runoff and conveyance that would result from the proposed project was modeled for comparison to the existing drainage and conveyance across the project area. The modeling concluded that the proposed project would contribute roughly 1% of the credits needed to meet Douglas County’s Total Maximum Daily Load reduction milestone by the year 2021.

Contact Information:

For questions regarding this project, please contact Paul Nielsen, at (530) 318-6025 or pnielsen@trpa.org

Attachments:

A. Required Findings/Rationale

B. Draft Permit

- Attachment A to the Draft Permit – Adaptive Management Plan

- Permit Appendix A - Transit Service Area Map

- Permit Appendix B - Monitoring Plan

- Permit Appendix C - Additional Traffic Reduction Measures

C. Project Plans (site plan, floor plans, building elevations, landscaping, etc.)

Attachment A

Required Findings/Rationale

REQUIRED FINDINGS/RATIONALE FOR APPROVAL OF THE
TAHOE SOUTH EVENT CENTER

The following findings in Chapter 3: *Environmental Documentation*, Chapter 4: *Required Findings*, Chapter 21, *Permissible Uses*, Chapter 30: *Land Coverage*, , Chapter 33, *Grading and Construction* and Chapter 50, *Allocation of Development* of the TRPA Code of Ordinances must be made in order to approve the project:

CHAPTER 3 FINDINGS – ENVIRONMENTAL DOCUMENTATION

Finding 3.3.2.A: The proposed project could not have a significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with Rules of Procedure Section 6.6.

Rationale: Based on the information submitted in the Tahoe South Event Center Environmental Assessment (EA) the proposed project would not have a significant effect on the environment.

Water Quality:

The proposed structure will replace approximately two acres of an existing paved parking area. Stormwater sediment loading will be reduced since more runoff volume would originate from the roof of the proposed Event Center building instead of the existing surface parking lots which are a source of fine sediment. The EA concludes that the proposed project would contribute roughly 1% of the credits needed to meet Douglas County’s Total Maximum Daily Load reduction milestone by the year 2021.

Groundwater Interception:

Groundwater is expected to be intercepted during construction and seasonally over long-term operations of the facility. During construction temporary dewatering wells will be constructed and intercepted groundwater will be captured and discharged to the vacant property north of Lake Parkway through a system of sprinklers. During the long-term operations of the facility groundwater will be intercepted behind the retaining walls located at the back of house service dock area and rerouted to a permanent on-site infiltration facility to ensure runoff does not leave the site as surface flow. The capacity of the permanent facility is oversized by a factor of four to accommodate flows from above average winters.

Scenic Quality:

A scenic impact analysis, visual simulations and a massing study are included in the EA. Simulations were prepared from a variety of viewpoints. Within the boundary of the Event Center project area, pedestrian-oriented development along Highway 50 would include increased building setbacks compared to existing developments, a visible event lawn, improved landscape elements and street trees, new pedestrian amenities, and a unified façade, oriented toward the street and transit facilities. Based on these elements and including the proposed building design, materials, and colors, the EA concludes there may be an incremental improvement to the applicable roadway travel route threshold rating.

Air Quality/Traffic/GHG Emissions:

The EA assesses whether the project may proceed without preparation of a full

Environmental Impact Statement if all potential impact can be safely determined not to be significant or adequately mitigated. The analyses conclude that all potential impacts can be fully mitigated with specific and enforceable mitigation. In particular, the traffic mitigations require an aggressive mitigation monitoring program and mandatory adaptive measures in the event monitoring reveals that transit service and parking management are not achieving the required trip and VMT reduction performance measures.

To fully mitigate the impacts of traffic from the Event Center, operations must result in:

1. No net increase in trips and vehicle miles travelled annually and during peak summer days.
2. No increase in Level of Service (“LOS”) as identified in Event Center Environmental Assessment Tables 3.5-2 and 3.5-3. [Insert discussion of basic performance measures.

Paid parking and transit service are key elements of the project that address impacts related to traffic. Mitigations ensure the long-term operation of the Event Center will not result in a net increase in VMT or trips. The proposed mitigation measures focus on Event Center seating capacity limitations, parking management, transit, level of service, and mitigation monitoring. In addition, an adaptive management approach to implementing mitigations is proposed that requires changes to the traffic reduction measures (i.e. year-round paid parking/management and transit) if monitoring determines the goal of no net increase in VMT and trips is not achieved. The Events Center parking management plan and transit proposal will be required to coordinate and integrate with the Highway 50 Project’s Main Street Management Plan, once adopted.

As shown in Tables 3.6-4 through 3.6-7 of the Tahoe South Event Center EA, project construction and operation would not generate emissions that exceed applicable daily or annual standards or deteriorate air quality or conflict with adopted air quality plans.

The GHG emissions from construction and operation of the Proposed Action would not conflict with the GHG-related plans, policies or regulations. The Project would not conflict with federal, state, or TRPA applicable plans, policies, or regulations for reducing GHG emissions. Diesel fuel consumption would occur and increased vehicle trips would likewise occur; however, the location of the Event Center adjacent to existing tourist accommodations, and near existing residential areas surrounding the tourist and commercial core improve pedestrian and transit access to the proposed facility, and reduce overall reliance on vehicle trips to access the facility. For the Proposed Action, the transit summer shuttle and paid parking programs will reduce vehicle trips and associated use of diesel fuel to better achieve GHG reduction goals.

The proposed project will not result in the creation of additional land coverage and the proposed use is a permissible use identified in the South Shore Area Plan. TRPA rules and regulations will continue to be in place to ensure maintenance and

attainment of the environmental thresholds and the proposed project will not have a significant effect on the environment. As a result, TRPA has prepared a mitigated finding of no significant effect as required by Rules of Procedure, Section 6.6.

All of the adverse environmental effects associated with the proposed Tahoe South Event Center project may be avoided or reduced to a less-than-significant level with the adoption of the mitigation measures set forth in the EA and the conditions of approval contained in the draft permit. Table 1-1 in the EA summarizes potential impacts and mitigations.

CHAPTER 4 FINDINGS – REQUIRED FINDINGS

Finding 4.4.1.A: The project is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs.

Rationale: The transit and parking management mitigation measures are designed to help implement the TRPA Regional Transportation Plan (RTP) and are consistent with the following RTP policies:

Policy 2.11: Coordinate public and private transit service, where feasible, to reduce costs of service and avoid service duplication.

Policy 2.4: Improve the existing transit system for the user making it frequent, fun, and free in targeted locations. Consider and use increased frequency, preferential signal controls, priority travel lanes, expanded service areas, and extended service hours.

Policy 4.5: Support the use of emerging technologies, such as the development and use of mobile device applications, to navigate the active transportation network and facilitate ridesharing, efficient parking, transit use, and transportation network companies.

The South Shore Area Plan identifies the project area as High Density Tourist District, which is defined as: “The High Density Tourist District contains a concentration of hotel/casino towers and is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto dependent development pattern and provides economic opportunities for local residents. The High-Density Tourist District is the appropriate location for the Region’s highest intensity development.”

The South Shore Area Plan establishes objectives for this area dominated by casino and hotel uses. The objectives seek to: replace the casino towers with energy efficient, architecturally compatible buildings; reduce coverage and surface parking; restore stream environment zones; create a pedestrian friendly environment; and provide a variety of recreational opportunities (including indoor and outdoor entertainment) within walking distance from the bed base to revitalize and sustain the economy while contributing to TRPA environmental threshold attainment.

The project will result in the reduction of coverage and elimination of approximately two acres of existing surface parking to be replaced with an

architecturally compatible building. The design of the improvements is consistent with design standards and guidelines of the South shore Area Plan and the proposed use is listed as a permissible use. The proposed project as conditioned in the draft permit (see Attachment C) is compliant with all provisions of the Regional Plan and will not adversely affect its implementation including all applicable goals and policies, local plans (i.e., plan area statements, community plans, and area plans) adopted for the purpose of implementing the Regional Plan and their maps, the TRPA Code, and other TRPA plans and programs (as amended).

Finding 4.4.1.B: The project will not cause the environmental threshold carrying capacities to be exceeded.

Rationale: Based on the analysis in the Tahoe South Center Project EA and Table 2-1, implementation of the Tahoe South Event Center project would not cause the environmental threshold carrying capacities to be exceeded. The primary threshold areas that affected by the project are Air Quality/Transportation, Water Quality and Scenic Quality.

Air Quality/Transportation: As shown in Tables 3.6-4 through 3.6-7 of the Tahoe South Event Center EA, project construction and operation would not generate emissions that exceed applicable daily or annual standards/thresholds or deteriorate air quality or conflict with adopted air quality plans. The Proposed Action would likely result in fewer operational emissions than shown in the tables referenced above due to implementation of the paid parking program and summer shuttle program which would result in a reduction of existing daily vehicle trips but was not included in the assumptions related to the generation of emissions.

Mitigation measures require that Event Center operations must result in:

1. No net increase in trips and vehicle miles travelled annually and during peak summer days.
2. No increase in Level of Service (“LOS”) as identified in Event Center Environmental Assessment Tables 3.5-2 and 3.5-3. [Insert discussion of basic performance measures.

Paid parking and transit service are key elements of the project that address impacts related to traffic. The proposed mitigation measures focus on Event Center seating capacity limitations, parking management, transit, level of service, and mitigation monitoring. In addition, an adaptive management approach to implementing mitigations is proposed that requires changes to the traffic reduction measures (i.e. year-round paid parking/management and transit) if monitoring determines the goal of no net increase in VMT and trips is not achieved.

The GHG emissions from construction and operation of the Proposed Action would not conflict with the GHG-related plans, policies or regulations. The Project would not conflict with federal, state, or TRPA applicable plans, policies, or regulations for reducing GHG emissions. Diesel fuel consumption would occur and increased vehicle trips would likewise occur; however, the location of the Event Center adjacent to existing tourist accommodations, and near existing residential areas

surrounding the tourist and commercial core improve pedestrian and transit access to the proposed facility, and reduce overall reliance on vehicle trips to access the facility. For the Proposed Action, the transit and paid parking programs will reduce vehicle trips and associated use of diesel fuel to better achieve GHG reduction goals.

For the reasons described above and based on the Tahoe South Event center Project EA, the proposed project would not cause the air quality thresholds to be exceeded.

Water Quality: The proposed structure will replace approximately two acres of an existing paved parking area. Stormwater sediment loading will be reduced since more runoff volume would originate from the roof of the proposed Event Center building instead of the existing surface parking lots which are a source of fine sediment. The EA concludes that the proposed project would contribute roughly 1% of the credits needed to meet Douglas County's Total Maximum Daily Load reduction milestone by the year 2021.

Groundwater is expected to be intercepted during construction and seasonally over long-term operations of the facility. During construction temporary dewatering wells will be constructed and intercepted groundwater will be captured and discharged to the vacant property north of Lake Parkway through a system of sprinklers. During the long-term operations of the facility groundwater will be intercepted behind the retaining walls located at the back of house service dock area and rerouted to a permanent on-site infiltration facility to ensure runoff does not leave the site as surface flow. The capacity of the permanent facility is oversized by a factor of four to accommodate flows from above average winters.

For the reasons described above and based on the Tahoe South Event Center EA the proposed project would not cause the water quality thresholds to be exceeded.

Scenic Quality: The project area is visible from two scenic roadway units (Units 31 and 32) and from Recreational Area 37 (Heavenly Ski Resort). The project area is also visible from other scenic resources areas, but the scenic quality of these areas would not be affected by the construction of the Events Center due to the distance and intervening vegetation between the structure and the scenic viewpoints.

A scenic impact analysis, visual simulations and a massing study are included in the EA. Simulations were prepared from a variety of viewpoints. Within the boundary of the Event Center project area, pedestrian-oriented development along Highway 50 would include increased building setbacks compared to existing developments, a visible event lawn, improved landscape elements and street trees, new pedestrian amenities, and a unified façade, oriented toward the street and transit facilities.

Within the boundary of the Event Center project area, pedestrian-oriented development along Highway 50 would include increased building setbacks compared to existing developments, a visible event lawn, improved landscape elements and street trees, new pedestrian amenities, and a unified façade, oriented toward the street and transit facilities. Overhead utilities along the east side of U.S. Highway 50 (at the Lake Parkway intersection) would be removed as

part of the adopted South Shore Community Revitalization Project (i.e., Loop Road), or if that project is not constructed, would be completed within the Event Center project area and immediately across Lake Parkway as part of the proposed project.

Based on these elements and including the proposed building design, materials, and colors, the EA concludes there may be an incremental improvement to the applicable roadway travel route threshold rating. For these reasons, the proposed project would not cause the roadway units, shoreline units or scenic recreation area thresholds to be exceeded.

Soil Conservation: The proposed action would be located on the existing parking lot and would reconfigure the parking lot and landscaping to accommodate the new facility and parking layout, including creation of a landscaped lawn area and other landscape features. Grading would occur and the topography would change to accommodate entrances and layout; however, the overall site slope would be retained as depicted in the site plans.

There are no portions of the project area that are located on or near steep terrain and subject to slope instability (i.e., land sliding, both gravitational and earthquake-induced) hazards. Because of the developed state and the relatively flat topography of the project area, the possibility of landslides and seismically induced slope instability is considered very low. Unstable soil conditions do not currently exist within the project area. Compliance with Douglas County building codes and design standards, and implementation of geotechnical recommendations, project design features and the TRPA Erosion and Sediment Control Plan would avoid the creation of unstable soil conditions. Also, according to the Geotechnical Report (Black Eagle Consulting Inc. 2017), the Proposed Action would not alter geologic substructures.

Implementation of the proposed action would result in an approximately 4,353 square foot reduction in impervious land coverage. However, even with the coverage reduction, the total land coverage still exceeds coverage limits (328,055 square feet) by 456,069 square feet. No new temporary disturbance or permanent land coverage within LCD 1b, 1a, 2, or 5 lands would occur under the Proposed Action. No opportunity for Stream Environment Zone restoration exists on the project area because it consists of the Montbleu casino structures. Existing land coverage that exceeds TRPA base allowable land coverage is considered a significant impact requiring mitigation in compliance with TRPA Code Section 30.6, Excess Land Coverage Mitigation Program. For the reasons described above, and based on the Tahoe South Event Center EA, the proposed project would not cause the soil conservation thresholds to be exceeded.

Vegetation: Under the proposed action the vegetation in the project area will not be disturbed, injured, or removed during construction except in accordance with the conditions of project approval (TRPA Code Section 33.6). Trees, major roots, and other vegetation not specifically designated and approved for removal in connection with the Project will be protected through application of TRPA approved methods. Temporary construction fencing will be installed to clearly delineate the project area boundary and protect vegetation outside of the designated project area. No tree removal is proposed within SEZs and no TRPA special-interest plant species occur within the project area. For the reasons

described above, and based on the Tahoe South Event Center EA, the proposed project would not cause the vegetation thresholds to be exceeded.

Wildlife/Fisheries: The project area is currently developed, and the construction and operation of the proposed action would not result in physical disturbance to surrounding forest habitat; thus avoiding and minimizing potential impacts to special status species. Due to the location of construction activities, which are either within existing asphalt pavement or within the existing road rights-of-way, only four (4) trees of greater than 24-inch would require removal and potential impacts to habitat or nesting pairs would be avoided through implementation of the project's resource protection measures. Total tree removal would be up to 34 trees (18 trees between 14-inch and 24-inch dbh and 12 trees less than 14-inch dbh). Because of the urban characteristics and management of the project area, there are no snags (dead trees that provide wildlife habitat). Project construction will incorporate the appropriate resource protection measures to avoid impacts to migratory birds during nesting periods in accordance with TRPA Chapter 62. Should there be a discovery of a TRPA-designated sensitive species or species of interest, or the location of a nest or den of such a species, this discovery would be immediately reported to TRPA. Nests, dens, or plant locations would be protected in accordance with TRPA regulations, and construction work within the project area would cease until TRPA identifies under what conditions the Project may again commence and implementation continue.

There are no waterbodies within or adjacent to the project area. For the reasons described above and based on the Tahoe South Event Center EA, the proposed project would not cause the wildlife or fisheries thresholds to be exceeded.

Noise: The Proposed Action is construction and operation of the TSEC building, an enclosed events center and its adjacent event lawn. Noise generated within the structure would be mostly insulated from outside noise receptors. While noise producing events such as sporting events and concerts may occur in the building, they would not be substantially audible outside the building, and an events center is not considered a significant stationary source such as an industrial complex. Exterior noise would also include mechanical equipment noise; however, the primary noise source would be event traffic and vehicle activity associated with operation of the facility. Existing daily traffic numbers along U.S. 50 in the vicinity of the TSEC range from 22,000 to nearly 38,000 trips (in both directions). The EA noise analysis shows that for increased traffic to be noticeable and have a potential to exceed existing CNEL measurements, the number of vehicles in the vicinity of the proposed Event Center area along U.S. 50 would have to double.

Construction would result in temporary noise increases; however, no extraordinary noise level above typical construction noise is anticipated. Construction noise levels are exempt between the hours of 8:00 a.m. and 6:30 p.m. Construction noise would be most audible to patrons on the MontBleu Casino and Resort, the Hard Rock Hotel and Casino and patrons of the Edgewood Golf Course. If construction occurred outside this time, guests of the adjacent hotels could be exposed to severe noise levels.

As discussed in the project description, construction measures include noise best management practices. Active construction would be limited to between the hours

of 8:00 a.m. and 6:30 p.m., except during potential continuous concrete pours, which would occur during overnight hours if required for the project's foundation. Exceptions to the construction limitation (exceedance of CNEL levels outside the hours of 8:00 a.m to 6:30 p.m.) will need to be acquired to allow certain types of construction work outside the exemption hours. Equipment would be equipped with mufflers and engine shrouds per the manufacturers' specifications and vehicle idling for construction equipment should be kept to a maximum of five minutes. For the reasons described above and based on the Tahoe South Event Center EA the proposed project would not cause the noise thresholds to be exceeded.

Recreation: The proposed action would establish a new regional indoor entertainment venue that would provide space for sports events, performances, and conventions/banquets. This would not detract from existing outdoor recreation opportunities. Use of the facility would differ from existing recreational facilities and would not compete with those uses as the facility would not be used for every day, casual recreation such as an outdoor or school-related basketball court or sports field. The facility would be used for scheduled, large events, with a large spectator base, such as semi-professional hockey, regional tournaments or competitions, or large sports clinics.

Population increases associated with the Proposed Action are addressed in Chapter 13 of the EA. The Proposed Action would generate approximately 12 new full-time positions. Large events would generate up to 225 part-time positions (during a maximum 6,000-seat event); however, these jobs would primarily be filled by existing part-time or seasonal workers. This change in population associated with new employment would be spread through the South Tahoe area in both California and Nevada as well as the Carson Valley. Existing recreational facilities would accommodate this growth and no increase in recreational demand would occur that would result in the need to construct additional facilities. Likewise, the slight increase in demand would not overburden existing facilities or cause a decrease in the quality of the facilities as a result of demand. Increased tourist populations associated with attendance at the proposed TSEC would not be of a size that would negatively affect existing recreation. The variety and dispersion of recreation facilities and opportunities in the area would dispel demand in any one area or for any recreational facility. For the reasons described above, and based on the Tahoe South Event Center EA, the proposed project would not cause the recreation thresholds to be exceeded.

As demonstrated in the Tahoe South Event Center Project EA there are no unmitigated adverse impacts to the thresholds. TRPA rules and regulations will continue to be in place to ensure maintenance and attainment of the environmental thresholds and the proposed project will not have a significant effect on the environment.

Applicable environmental threshold carrying capacities are incorporated into the criteria of significance for each applicable resource evaluation in Chapter 3 of the EA. As explained in the findings portion of Table 2-1, changes or alterations have been required or incorporated into the proposed Tahoe South Event Center Project that avoid or reduce any significant adverse environmental effects of the proposed amendments to a less-than-significant level. As a result, TRPA has

prepared a mitigated finding of no significant effect as required by Rules of Procedure, Section 6.6.

Finding 4.4.1.C: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V (d) of the Tahoe Regional Planning Compact.

Rationale: The Tahoe South Event Center does not affect or change the federal, state, or local air and water quality standards applicable to the Region. As disclosed in the EA (Section 3.2, Hydrology, Surface Water Quality and Groundwater, and Section 3.6, Air Quality/Greenhouse Gases), these standards were used as criteria of significance where applicable and no unmitigable air quality and water quality impacts were found.

Based on the Tahoe South Event Center EA, no applicable federal, state or local air or water quality standard would be exceeded with implementation of the Tahoe South Event Center Project. The proposed project would be required to meet the strictest applicable air or water quality standards and implement water quality improvements consistent with TRPA BMP requirements, the Lake Tahoe Total Maximum Daily Load (TMDL), and the county and city Pollutant Load Reduction Plan (PLRP) in California and Stormwater Load Reduction Plan (SLRP) in Nevada.

To reduce fugitive dust emissions during all construction activities involving earth-moving activities, the prime construction contractor shall implement all available fugitive dust control measures. The project would also be required to comply with TRPA's Best Construction Practices Policy for Construction Emissions (TRPA 2013); construction idling restrictions set forth in Section 65.1.18 of the TRPA Code.

The proposed project will not alter federal, state, or local air or water quality standards currently in place. Therefore, the strictest standards will continue to be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact. In addition, the applicant will comply with all temporary and permanent air and water quality BMP requirements which will prevent any adverse impacts to federal, state, or local air and water quality standards (Also see rationale for finding 4.4.1.A, above).

Finding 4.4.2: In order to make the findings required by subparagraph 4.4.1, TRPA evaluated the proposed project pursuant to the provisions of subsection 4.4.2.

Rationale: In making the findings required by subparagraph 4.4.1, TRPA evaluated the proposed project pursuant to the provisions of subsection 4.4.2 and found that it would not negatively impact a compliance measure, resource capacity, target date or interim target date, threshold, or Environmental Improvement Program (EIP) project.

Finding 21.2.2.A: The project to which the use pertains is of such a nature, scale, density, intensity, and type to be an appropriate use for the parcel on which and surrounding area in which it will be located.

Rationale: The project is located in the South Shore Casino core, which is home to Harrah's, Harvey's, Hard Rock and MontBleu resort hotels. Combined, the Casinos have five existing hotel towers ranging in height from 85 to 197 feet, 2,266 hotel rooms, four parking garages and acres of surface parking. Various shops and restaurants are also located in the Core.

The project will be constructed on a paved parking area on the MontBleu property comprised of approximately 13.7 acres. The building footprint is approximately 88,000 square feet (sf) and the total floor area is approximately 138,500 sf. The building is 85 feet in height and consists of two levels: an event floor level and a suites and office level. Existing parking at MontBlue is sufficient to serve the parking demands of the project, and the proposed micro-transit and paid parking programs will reduce reliance on the private automobile.

The project is designed to host a variety of event types including concerts, conventions, trade shows, sporting events, banquets and performing art shows and has a maximum seating capacity of approximately 6,000. The project is sized between existing casino ballrooms and theaters (750 - 1,750 indoor capacity) and the existing Harvey's Lake Tahoe Outdoor Arena (8,000 capacity). Since the project site is currently occupied by entertainment-related uses in multi-story towers adjacent to US 50, and surrounding properties contain similar uses in buildings much taller than the Event Center building, the project is of such a nature, scale, density, intensity, and type to be an appropriate use for the parcel on which and surrounding area in which it will be located.

Finding 21.2.2.B: The project to which the use pertains will not be injurious or disturbing to the health, safety, enjoyment of property, or general welfare of persons or property in the neighborhood, or general welfare of the region, and the applicant has taken reasonable steps to protect against any such injury and to protect the land, water, and air resources of both the applicant's property and that of surrounding property owners.

Rationale: As described above, the purpose of the project is to provide a multi-functioning facility that is designed to accommodate a variety of events, uses and functions for which there is no appropriately sized indoor venue in the Core. While the Casinos have facilities that can accommodate several of the events that are proposed at the Event Center, they are limited due to square footage, seating capacity, lack of appropriate infrastructure or a combination of these factors. The project is designed to account for the existing facility limitations, while also maximizing the use of existing land coverage, maximizing proximity to existing tourist accommodations and transit, addressing drainage and water quality, and reducing potential noise and air conflicts.

Specifically, the project will reduce land coverage and replace existing asphalt with clean building materials, thereby improving water quality. The project, which

includes transit, paid parking and adaptive management programs, will reduce existing VMT on the peak summer day and existing vehicle trips on an annual basis. As designed, the project ensures the protection of persons and the environment of the neighborhood and region.

Finding 21.2.2.C: The project to which the use pertains will not change the character of the neighborhood, or detrimentally affect or alter the purpose of the applicable planning area statement, community plan, and specific or master plan, as the case may be.

Rationale: The project is located in the High-Density Tourist District of the South Shore Area Plan (SSAP). The District includes the high-rise Casinos, various shops in a multi-story building and several restaurants. US 50 runs through the center of this highly urbanized area. Since the project site is currently occupied by entertainment-related uses in multi-story towers adjacent to US 50, and surrounding properties contain similar uses in buildings much taller than the Event Center building, the project will not change the character of the neighborhood. project consists of an 85-foot tall building

The project supports the SSAP's objective for the District by providing a large indoor entertainment venue, within walking distance of the bed base in the casino core and other tourist amenities and attractions, that can accommodate a wide range of events for both local residents and visitors. The project will help to maintain steady tourism in the shoulder season and allow for a different variety and caliber of events consistent with SSAP's vision for the District to enhance recreational opportunities in the area. Accordingly, the project will not detrimentally effect or alter the purpose of the SSAP.

CHAPTER 30 FINDINGS – LAND COVERAGE

Finding 30.4.5.A: The relocation is to an equal or superior portion of the parcel or project area.

Rationale: The land coverage to be relocated will be adjacent to the removed land coverage location. Land coverage will be removed from an existing parking lot and relocated to the footprint of the new building, and pedestrian walkways and plaza areas adjacent to the new building. Relocation would be feasible since the areas are disturbed, on the same soil type, are adjacent to existing development, do not encroach on SEZ, and otherwise complies with coverage mitigation.

Finding 30.4.5.B: The area from which the land coverage was removed for relocation is restored in accordance with subsection 30.5.3.

Rationale: All areas of removed land coverage shall be revegetated. The applicant has submitted a landscape/revegetation plan documenting all areas disturbed by construction and areas of removed land coverage will be restored with the planting of trees, shrubs and groundcovers.

Finding 30.4.5.C: The relocation shall not be to Land Capability Districts 1a, 1b, 1c, 2, or 3, from any higher numbered land capability district.

Rationale: No land coverage is proposed to be relocated to Land Capability Districts 1a, 1b, 1c, 2, or 3, from any higher numbered land capability district.

CHAPTER 33 FINDINGS – GRADING AND CONSTRUCTION

Finding 33.3.6.A.2 Groundwater Interception, and 33.3.6.B – Excavation in excess of 5 feet or where there exists a reasonable possibility of interference or interception of a water table findings:

There are no feasible alternatives for locating mechanical equipment, and measures are included in the project to prevent groundwater from leaving the project area as surface flow, and any groundwater that is interfered with is rerouted in the ground water flow to avoid adverse impacts to riparian vegetation.

Rationale: Groundwater is expected to be intercepted during construction and seasonally over long-term operations of the facility. Most of the excavation depths are not anticipated to extend to the seasonal high groundwater level.

Mechanical equipment such as boilers, electrical, chillers, and an elevator are located on the ground floor which is the same level as the event floor. According to the project architect the building would not be marketable if mechanical equipment associated with back of house functions (such as loading/unloading dock) were not located on the same level as the event floor. Therefore, there a no feasible alternative for locating mechanical equipment.

The EA identifies mitigation for groundwater interception which includes dewatering during construction and over long-term operations of the facility that will prevent the intercepted groundwater from leaving the site as surface flow. There is no riparian vegetation in the project vicinity.

CHAPTER 50 FINDINGS – ALLOCATION OF DEVELOPMENT

Finding 50.8.1.A: There is a need for the project.

Rationale: The South Shore of Lake Tahoe currently lacks a year-round venue suitable to host conventions, trade shows, special events and entertainment. The desired condition is a high-quality public assembly and entertainment venue for residents and visitors to the south shore of Lake Tahoe. There is also a desire to reinvent the built environment, animating the street with retail, dining, entertainment and events, providing aesthetic and environmental enhancements, and improving the area’s market position and visitor experience.

As proposed, the Event Center will limit attendance from mid-June through the Labor Day weekend to no more than 2,500 persons per day. Hotel, motel, timeshare, and vacation home rental occupancies within and adjacent to the tourist core operate at near capacity during these peak summer months, commanding high room rates compared to the remainder of the year, particularly spring and fall. Due to high rate and occupancy, the summer room night inventory is not available to accommodate discounted room blocks necessary to attract group sales. Accordingly, since occupancies are at near capacity during the peak summer months, the Event Center project analysis assumes little to no increase in peak summer occupancy in as much as lodging inventory is already occupied. It is

anticipated the Event Center will increase occupancy in the spring, fall and winter, particularly mid-week when discounted group sales' room blocks are available. This is expected to change the business model favorably for the South Shore because it will generate steadier business revenues over more of the year.

To respond to both the name brand entertainment component and sports tourism, a facility capable of accommodating the seating for 6,000 persons for entertainment and with an area of 29,000 sf for sporting events is proposed. This space allocation will also accommodate floor exhibition and trade show functions, as well as banquet seating for up to 1,500 persons. To host the range of anticipated events, approximately 10,000 sf of meeting rooms, a commissary kitchen, concession stands, locker rooms, dressing rooms, storage, ticket office, and supporting office spaces are programmed. Most annual events (approximately 90) are expected to draw between 250 and 1,200 attendees.

Finding 50.8.1.B: The project complies with the Goals and Policies, applicable plan area statements, and Code;

Rationale: The proposed project is located in Land Use District 4 of the Bijou-Al Tahoe Community Plan. Schools – College is an allowed use for this Community Plan District. The design of the improvements is consistent with the design standards and guidelines of District 4 of the Bijou-Al Tahoe Community Plan. The proposed project as conditioned in the draft permit (see Attachment C) is compliant with all provisions of the Community Plan and Regional Plan and will not adversely affect their implementation.

Finding 50.8.1.C: The project is consistent with the TRPA Environmental Improvement Program;

Rationale: The US 50 South Shore Community Revitalization Project is listed on the five-year EIP list (EIP # 03.01.02.0024) and will achieve multi-threshold attainment in Transportation and Air Quality, Water Quality, and Scenic Resources. The Event Center project will assist in implementing the project by providing free transit and parking management in the Core area. The parking management plan will encompass the four major casinos which have frontage along Highway 50. In addition, the Event Center project will help to implement the EIP by undergrounding utility lines, which are considered EIP project, along the property frontage which will result in benefits to scenic quality.

Finding 50.8.1.E: If the proposed project is to be located within the boundaries of a community plan area, then, to the extent possible consistent with public health and safety, the project is compatible with the applicable community plan; and

Rationale: The project is located in the South Shore Area Plan. The Land Use Classification for the project area is High Density Tourist. The High-Density Tourist District contains a concentration of hotel/casino towers and is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities for residents. The High-Density Tourist District is the appropriate location for the Region's highest intensity development. The Events Center is designed for "shelter-in-place" (i.e., as an emergency shelter) during an emergency should a

natural disaster occur in the area. The proposed activity (Public Owned Assembly and Entertainment) is listed as an allowed special use.

Finding 50.8.1.F:

Where a public service project is proposed for construction in a community plan area before the community plan has been adopted by TRPA, the sponsoring entity shall demonstrate that the need for such a construction schedule outweighs the need for the prior completion of the community plan process.

Rationale:

The proposed project is located within the boundaries of an adopted community/area plan.

Attachment B

Draft Permit

Draft Permit

PROJECT DESCRIPTION: Tahoe South Events Center APN: 1318-27-002-006

APPLICANT: Tahoe Douglas Visitor’s Authority FILE #: ERSP2017-1212

COUNTY/LOCATION: Douglas / 55 Highway 50, Stateline

Having made the findings required by Agency ordinances and rules, the TRPA Governing Board approved the project on **March 25, 2020**, subject to the standard conditions of approval attached hereto (Attachments Q) and the special conditions found in this permit.

This permit shall expire on **March 25, 2023**, without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Commencement of construction consists of pouring concrete for a foundation. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

CONSTRUCTION SHALL NOT COMMENCE UNTIL:

- (1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE APPLICANT(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;
- (2) ALL PRE-CONSTRUCTION CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA’S ACKNOWLEDGEMENT OF THIS PERMIT;
- (3) THE APPLICANT OBTAINS APPROPRIATE COUNTY PERMIT. TRPA’S ACKNOWLEDGEMENT MAY BE NECESSARY TO OBTAIN A COUNTY PERMIT. THE COUNTY PERMIT AND THE TRPA PERMIT ARE INDEPENDENT OF EACH OTHER AND MAY HAVE DIFFERENT EXPIRATION DATES AND RULES REGARDING EXTENSIONS; AND
- (4) A TRPA PRE-GRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND/OR THE CONTRACTOR.

TRPA Executive Director/Designee

Date

APPLICANTS’ ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents’ and employees’ compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Applicant _____ Date _____

(PERMIT CONTINUED ON NEXT PAGE)

**APN 1318-27-002-006
FILE NO. ERSP2017-1212**

SECURITY AND MITIGATION FEE INFORMATION

Excess Coverage Mitigation Fee(1): Amount \$ _____	Paid _____	Receipt No. _____
Project Security(2): Amount \$ _____ Type _____	Posted _____	Receipt No. _____
Security Administration Fee: Amount <u>\$206.00</u>	Posted _____	Receipt No. _____
Monitoring Deposit(3): Amount <u>\$10,000.00</u>	Paid _____	Receipt No. _____
Capacity Exceedance Security(4): Amount <u>\$25,000.00</u> Type _____	Posted _____	Receipt No. _____
Security Administration Fee: Amount <u>\$206.00</u>	Posted _____	Receipt No. _____

Notes:

- (1) See Special Condition 5.B, below.
- (2) See Special Condition 5.A, below.
- (3) See Special Condition 5.C, below.
- (4) See Special Condition 5.E, below.

Required plans determined to be in conformance with approval: Date: _____

TRPA ACKNOWLEDGEMENT: The Applicant has complied with all pre-construction conditions of approval as of this date:

TRPA Executive Director/Designee

Date

SPECIAL CONDITIONS

1. This permit authorizes construction of the Tahoe South Events Center ("Events Center"). The building consists of two levels: an event floor level and a suites and offices level. The building footprint is approximately 88,000 square feet and the total floor area is approximately 138,500 square feet. The approved building height is 85 feet. The proposed design would repurpose the space between the Events Center and MontBleu for use as an event lawn, public plaza and pedestrian paths connecting the Events Center with the adjacent streetscape. Streetscape improvement consist of a transit pull-off with shelters to maximize the benefit of public transportation opportunities, sidewalks, landscaping and lighting consistent with the Main Street streetscape design. This permit requires the placement of 615 linear feet of overhead utility lines to be placed underground. The facility's is authorized to host conventions and conferences, sports, trade shows, performing arts and musical concerts.

The maximum seating capacity is approximately 6,000, which would include floor seating for a concert or performing arts event. During the peak season, which runs from June 15 through the Labor Day weekend, a 2,500-seat limit would be implemented for the Events Center during the peak season. In addition, the paid parking program and a new microtransit service described in Attachment A of this permit shall be operational prior to holding the first event in the Events Center. The Events Center is designed for “shelter-in-place” (i.e., as an emergency shelter) during an emergency should a natural disaster occur in the area. Office and meeting spaces are approved to accommodate Events Center administration, the TDVA and the Tahoe Chamber of Commerce. The verified existing land coverage is 767,616 square feet and the total approved land coverage is 763,264 square feet. The approved roof material is non-reflective composite shingles. The maximum approved depth of excavation is 25.5 feet.

2. The Standard Conditions of Approval listed in Attachment Q shall apply to this permit.
3. The permittee shall mitigate the impacts of traffic from the Events Center so that operations result in no net increase in trips and vehicle miles travelled annually and during peak summer days or an increase in Level of Service (“LOS”) as identified in Tahoe South Events Center Environmental Assessment (“EA”) Tables 3.5-2 and 3.5-3.
4. In order to ensure that the performance metrics identified in Special Condition 3 are continuously met, the permittee shall implement the Tahoe South Events Center Traffic Reduction Adaptive Management Plan (“Adaptive Management Plan”) appended hereto as Attachment A of this permit and incorporated as a condition. The microtransit and paid parking program described in the Adaptive Management Plan shall be operational prior to holding the first event in the Events Center and throughout its operational life.
5. Prior to permit acknowledgement, the following conditions of approval must be satisfied.
 - A. The security required under Standard Condition I.B. of Attachment Q shall be equal to 110% of the estimated BMP cost and shall be determined upon the permittee’s submittal of required Best Management Practices plan and related cost estimate. Please see Attachment J, Security Procedures, for appropriate methods of posting the security and for calculation of the required security administration fee.
 - B. The affected property has 767,616 square feet of excess land coverage. The permittee shall mitigate a portion or all excess land coverage on this property by removing coverage within Hydrologic Transfer Area 4 – South Stateline (Nevada side), or by submitting an excess coverage mitigation fee.

To calculate the amount of excess coverage to be removed, use the following formula:

Estimated project construction cost multiplied by the fee percentage of 5.0% (as identified in Table A of Subsection 20.5.A.(3), Chapter 20 of the TRPA Code of Ordinances) divided by the mitigation factor of 8. If you choose this option, please revise the final site plans and land coverage calculations to account for the permanent coverage removal.

An excess land coverage mitigation fee may be paid in lieu of permanently retiring land coverage. The excess coverage mitigation fee shall be calculated as follows:

Land coverage reduction square footage (as determined by formula above) multiplied by the coverage mitigation cost fee of \$15.00 for projects within Hydrologic Transfer Area 4 – South Stateline (Nevada side). Please provide an updated construction cost estimate by your licensed contractor, architect or engineer. See TRPA Code of Ordinance Subsection 30.6.1.C.2 for how to calculate the construction cost estimate for the purposes of the excess land coverage mitigation fee.

- C. The permittee shall submit a \$10,000.00 deposit for monitoring costs. Field inspections and administrative costs related to monitoring will be charged against this deposit. This deposit is based on review of three monitoring plans per year, for a minimum of 5 years. Fees charged against this deposit will be based on a reasonable hourly rate, \$75 per hour at the time of permit issuance. Rates are subject to change for inflation. If necessary, TRPA will send an invoice for an additional deposit to cover monitoring costs. Any such invoice shall be paid within 30 days. Upon successful completion of the monitoring period, any funds remaining in the deposit shall be refunded to the permittee.
- D. The permittee shall record a TRPA-approved deed restriction to limit event size to 2,500 during June 15 through Labor Day, 6,000 attendees the rest of the year. The deed restriction shall also include a provision that the capacity, number, or distribution of type of events may be restricted beyond these limits in accordance with the Adaptive Management Plan. These restrictions cannot be modified or revoked without TRPA approval. The deed restriction shall remain in place for the life of the operations of the Events Center unless TRPA approves its removal. The deed restriction shall include the following or comparable language:
- “From June 15 through Labor Day of each year, no event or combination of Events Center events shall exceed 2,500 attendees per day. From the day after Labor Day to June 14, no event or combination of Events Center events shall exceed 6,000 attendees per day. The capacity, number, or distribution of type of events may be restricted beyond these limits in accordance with the Adaptive Management Plan attached hereto). No later than May 1 of each year, the permittee shall submit a list of events scheduled for the upcoming year divided into the June 15 through Labor Day period and the rest of the year, including the maximum attendance for each event. Should additional events subsequently be scheduled, the permittee shall submit an updated event list to TRPA no later than 10 days prior to the subsequently scheduled event(s). No later than October 1 of each year, the permittee shall submit a report of all events held during the prior June 15 through Labor Day period, including actual attendance counts for each.”
- E. The permittee shall post a \$25,000 security with TRPA, concurrently with submission of the first June 15 through Labor Day period event list required herein, which security shall be automatically forfeited to TRPA should an event during any yearly June 15 through Labor Day period exceed the 2,500-attendee limitation. If the initial posted security is forfeited as provided herein, the permittee shall replace the \$25,000 security with a \$50,000

security. If any subsequently posted security is forfeited as provided herein, the security required to be posted with TRPA shall be increased in \$25,000 increments. TRPA shall use all monies forfeited under these provisions for enhanced transportation and transit services to offset the impacts of added attendance. The provisions of this paragraph shall be in addition to, and do not preclude use of, TRPA's enforcement authority pursuant to Article VI of the Tahoe Regional Planning Compact.

Any contract the Permittee awards to operate the Events Center shall provide that the management company or other responsible entity must limit attendance from June 15 through Labor Day to 2,500 persons per day.

- F. The permittee shall submit an agreement between TDVA, TRPA and the owners of Harrah's, Harvey's, MontBleu, and Hard Rock resort hotels to manage their parking lots year-round consistent with the Main Street Management Plan (MSMP) Parking Management Program if adopted by the TRPA Governing Board. The agreement shall require market rate, year round paid parking be in place prior to commencement of operations of the Events Center. The agreement shall also require participation in the MSMP Parking Management Program as long as that participation will not result in the elimination of the paid parking requirement required by TRPA to mitigate the traffic impacts associated Events Center operations. The agreement shall also specify that the implementation of additional parking management measures beyond those specified in the Adaptive Management Plan must be consistent with the parking management component of the MSMP as approved by the TRPA Governing Board. If either the MSMP Parking Management Plan is not adopted or the US 50 Community Revitalization Project (EIPC 201-0008) does not occur, the owners of these resort hotels shall also agree to prepare and manage their parking lots under a paid parking program for the Events Center, including a fee structure, wayfinding, signage, technology and enforcement agreements, a parking program manager, information technology and data, enforcement operations, employee parking program and other operating and monitoring requirements; all designed to ensure that the trip reductions identified in the Events Center Environmental Assessment occur to offset all new trip and VMT created by operation of the Events Center. The price for parking shall be set at rate to at least meet the trip and VMT reductions projected in the Tahoe South Events Center Environmental Assessment (March 2020). Should the owners of Harrah's, Harvey's, MontBleu, and Hard Rock resort hotels (or their successors) individually or jointly end their participation in the paid parking required by this provision, the permittee shall within 60 days submit to TRPA for review and approval a plan to mitigate the lack of participation or cease operations of the Events. The permittee shall implement the plan immediately upon TRPA approval.
- G. The permittee shall submit an active raptor and migratory bird nest site and wildlife nursery site protection program. The Program shall include dates surveys will occur, consultation, and protective actions. Pre-construction surveys, conducted during the nesting/breeding season immediately prior to initial project construction (e.g., excavation, grading and tree removal), shall be conducted to identify any active raptor or migratory bird nest sites and wildlife nursery sites (bat roosts) within the Project area. During initial construction activities (tree removal and excavation for construction), a qualified biological

monitor shall be onsite to evaluate whether any raptors or migratory birds are occupying trees or whether any wildlife den/nursery sites are within the Project area. The biological monitor will have the authority to stop construction near occupied trees or nursery sites if it appears to be having a negative impact on nesting raptors or migratory birds or their young observed within the construction zone. If construction must be stopped, the monitor must consult with TRPA and/or NDOW staff within 24 hours to determine appropriate actions to restart construction while reducing impacts to identified nursery sites, raptors or migratory bird nests.

- H. The permittee shall prepare a Storm Water Pollution Prevention Plan (SWPPP), which describes the site, sediment, erosion and dust control measures and maintenance responsibilities. The plan shall also address tracking of sediment off site during construction. The plan shall include proposed methods for winterizing the site prior to October 15 during each year of construction. Water quality controls shall be consistent with the TRPA Handbook of Best Management Practices, the Nevada Division of Environmental Protection and Douglas County requirements for erosion control. Water quality controls shall ensure that runoff quality meets or surpasses TRPA water quality objectives. The SWPPP shall specifically include a dewatering plan and measures to prevent/minimize sediment and contaminant releases into groundwater during excavations, and methods to clean up releases if they do occur. Measures to prevent/minimize sediment and contaminant releases into groundwater during excavations and methods to clean up releases may include using temporary berms or dikes to isolate construction activities; using vacuum trucks to capture contaminant releases; and maintaining absorbent pads, and other containment and cleanup materials on-site to allow an immediate response to contaminant releases if they occur.
- I. The permittee shall submit a temporary dewatering plan consistent with the recommendations included in the technical memo from Welsh/Hagan dated November 4, 2019.
- J. A BMP Inspection and Maintenance Plan shall be submitted detailing necessary maintenance activity and schedules for all BMPs installed on the property. All BMPs shall be maintained subject to the Inspection and Maintenance Plan approved as part of this permit. All maintenance activities shall be recorded in a corresponding maintenance log. This log shall be maintained for the life of the property and made available for inspection by TRPA staff. If this log is not complete, TRPA will assume that maintenance has not been performed and reserves the right to revoke the BMP Certificate of Completion.
- K. The Permittees shall prepare an exterior lighting plan in conformance with Chapter 30 of the TRPA Code and other applicable TRPA standards. The Lighting Plan shall encompass all public areas and street frontages.
- L. The applicant shall submit a Construction Noise Control plan for TRPA review and approval. Said plan shall include best available noise mitigation technology and shall restrict noise generating construction activities to the hours of 8:00 a.m. to 6:30 p.m.

- M. The permittee shall provide evidence that a boundary line adjustment has been approved and acknowledged by the TRPA, and recorded with the Douglas County Recorder's Office, that adjusts the existing lot lines to reflect the proposed project area. As an alternative the permittee may record a TRPA approved project area deed restriction to combine both parcels for the purposes of land coverage calculations.
 - N. The permittee shall provide final will-serve letters that indicate adequate services are available for water, sewer, fire flow and access, gas and electricity.
 - O. The permittee shall submit calculations demonstrating that the proposed infiltration facilities are sized accordingly for the slope and soil type of the property and will capture and infiltrate a 20 year/1-hour storm event.
 - P. The permittee shall submit three sets final construction plans and property owner and utility provider authorization for the 615 linear feet of overhead utility lines to be placed underground.
 - Q. The permittee shall submit a projected construction completion schedule to TRPA prior to commencement of construction. Said schedule shall include completion dates for each item of construction, as well as BMP installation for the entire project area, as outlined in Section 33.5 of the TRPA Code of Ordinances. The construction schedule shall also identify the underground groundwater infiltration chamber will be completed and operational by October 15 of the first year of construction.
 - R. The permittee shall pay all invoices from Hauge Brueck and Associates, LLC to TRPA for completion of the project EA have been paid in accordance with the provisions of the three-party contract.
 - S. The permittee shall submit a fertilizer management plan in accordance with the standards required in Section 60.1.8 of the TRPA Code of Ordinances for TRPA review and approval.
 - T. The permittee shall submit a contaminated soils remediation plan for contaminated soils associated with a former underground storage tank near the entrance to the parking structure consistent with the requirements of the Nevada Division of Environmental Protection (NDEP).
 - U. The permittee shall submit three sets of final construction drawings and site plans to TRPA.
6. An increase to the 2,500-person building capacity limit extending from June 15 thru the Labor Day weekend requires TRPA Governing Board approval and modification of the deed restriction recorded pursuant to Special Condition 5.D after consultation with and recommendation of the stakeholder group created by the Adaptive Management Plan.
7. From June 15 through Labor Day of each year, no event or combination of events shall exceed 2,500 attendees per day. No later than May 1 of each year, the permittee shall submit a list of events scheduled for the upcoming June 15 through Labor Day period, including the maximum attendance for each event. Should additional events subsequently be scheduled for that period,

the permittee shall submit an updated event list to TRPA no later than 10 days prior to the subsequently scheduled event(s). No later than October 1 of each year, the permittee shall submit a report of all events held during the prior year, separating out the June 15 through Labor Day period, including actual attendance counts for each individual event. The total number of events is limited to 130 events and 220 event days. Not less than three years after operations of the Events Center commence, the Permittee may, after consultation with and recommendation of the stakeholder group created by the Adaptive Management Plan, propose to the TRPA Executive Director to amend the above limitations on event number and days if monitoring results from implementation of the Adaptive Management Plan establish sufficient and sustained VMT reductions to offset any change in VMT produced by an amendment to the event number and day limitations. The Executive Director's decision is subject to appeal to the TRPA Governing Board pursuant to Article XI of the TRPA Rules of Procedure.

8. The Permittee shall ensure that the attendee arrival or departure shall not occur at peak hour for large events, defined as more than 2,000 in the summer and 4,000 in other seasons.
9. The Permittee shall require that the operator of the Events Center include a surcharge of at least \$4.00 for each participant contracted or ticket issued for every Events Center event. At least 75 percent of the surcharge shall be dedicated to transit enhancements above and beyond the transit operations required by the Adaptive Management Plan (Attachment A). The funds collected may be used to further reduce the VMT generated by the Events Center. The Permittee may use up to 25 percent of the surcharge for monitoring required by this permit with any unused portion dedicated to transit enhancements above and beyond the transit operations required by the Adaptive Management Plan. After review and recommendation by the stakeholder group, the Permittee shall submit for TRPA review and approval an annual plan for the use and distribution of the funds generated by the surcharge required by this condition.
10. Prior to commencement of operations, the Permittee shall submit for TRPA review and approval an Employer Transportation Plan, pursuant to TRPA Code of Ordinances Section 65.5.2.B.2, to reduce automobile trips associated with TDVA's commuting employees. The Employer Transportation Plan's Transportation Control Measures pursuant to 65.5.3 shall include the provision of secure bicycle parking, showers, lockers, and a meaningful credit or subsidy for employees commuting by non-auto modes or car or vanpooling.
11. In order to address potential impacts from taxis, limousines, and Transportation Networking Companies (e.g., Lyft, Uber) ("TNCs"), the Permittee shall prior to commencement of operations provide a plan for TRPA review and approval that includes but not limited to a dedicated "wait and hold" area for such vehicles, appropriate wayfinding to alert Events Center participants to the dedicated pickup area, measures to control vehicle staging and operations on U.S. 50, and appropriate enforcement mechanisms. The dedicated "wait and hold" area shall be located sufficiently distant from building exits to minimize congestion at event release.
12. The Tahoe South Events Center is considered a public service use (Publicly Owned Assembly and Entertainment). If the Tahoe South Events Center is sold to a private entity, the building will be considered a commercial use (Privately Owned Assembly and Entertainment) and shall not operate

until approximately 138,500 square feet (subject to verification) of commercial floor area is either allocated or transferred (or a combination thereof) to the property in accordance with the requirements of the TRPA Code of Ordinances.

13. The Applicant and contractor shall coordinate with law enforcement and fire protection agencies, utility companies, and businesses within the vicinity of the construction area prior to and during construction activities. This coordination shall inform affected parties of the construction schedule and allows development of actions to best maintain access and service in the active project area. Coordination with utility companies shall follow accepted practice. During final plan preparation, utilities shall be located on the civil plan sheets and confirmed to identify the depth to conduit, pipeline, or other facility and to avoid significant grade changes for maintenance of minimum coverage depths for safety and compliance. If necessary, utility infrastructure, including underground or aboveground connections, shall be relocated. Prior to construction, the contractor shall contact Underground Service Alert (USA) to ensure buried lines are properly located and marked and provide utility companies with an accurate schedule noting when construction occurs in the vicinity of their facilities.
14. Prior to occupancy and operation, the Applicant shall meet with the Tahoe Douglas Fire Protection District (District) to evaluate staffing and/or equipment needs generated by Events Center operations. A Funding Agreement between the Applicant and District shall be negotiated and established that requires the Applicant to pay their proportional fair share of impact fees to fund increased fire protection and emergency services that may include additional equipment or staffing to maintain current levels of service.
15. Any material excavated from the site that does not meet TRPA and NDEP waste discharge standards shall be hauled out of the Basin to an approved disposal site.
16. Temporary and permanent BMPs may be field fit as appropriate by the TRPA inspector.
17. Loose piles of soil, silt, clay, sand, debris, or other earthen material shall be covered to prevent the discharge of these materials.
18. Any soil tracked off site during construction shall be immediately cleaned up with a mechanical street sweeper.
19. The construction and use of concrete washout facilities is prohibited unless approved in writing by the TRPA Environmental Specialists.
20. If buried cultural resources are discovered during the course of construction activities, construction operations shall immediately stop in the vicinity of the find and the Nevada State Historic Preservation Office, shall be notified. At the discretion of the Nevada State Historic Preservation Office, the undertaking may proceed provided reasonable efforts are implemented to minimize harm to the resource until a determination of significance is made. Cultural resources could consist of, but not be limited to, artifacts of stone, bone, wood, shell, or other materials, or features, including hearths, structural remains, or dumps. If human burials are encountered, all work in the area will stop immediately and the County Coroner shall be notified. If the remains are determined to be Native American in origin, the State Native American Heritage Commission and the

appropriate Native American organization, pursuant to the requirements of the Native American Graves Protection and Repatriation Act of 1990 Section 3(d), shall be notified. Following notification, and upon certification that notification has been received, the undertaking may resume after 30 days.

21. The permittee shall prepare and provide photographs to the TRPA Compliance Inspector that have been taken during construction that demonstrate any subsurface BMPs or trenching and backfilling proposed on the project have been constructed correctly (depth, fill material, etc.).
22. All Best Management Practices, including the groundwater infiltration facility, shall be maintained in perpetuity to ensure effectiveness which may require BMPs to be periodically reinstalled or replaced.
23. All BMPs shall be maintained subject to the Inspection and Maintenance Plan approved as part of this permit. All maintenance activities shall be recorded in a corresponding maintenance log. This log shall be maintained for the life of the property and made available for inspection by TRPA staff. If this log is not complete, TRPA will assume that maintenance has not been performed and reserves the right to revoke the BMP Certificate of Completion.
24. Excavation equipment shall be limited to approved construction areas to minimize site disturbance. No grading or excavation shall be permitted outside of the approved areas of disturbance.
25. All waste resulting from the saw-cutting of pavement shall or other activities be removed using a vacuum (or other TRPA approved method) during the cutting process or immediately thereafter. Discharge of waste material to surface drainage features is prohibited and constitutes a violation of this permit.
26. Any change to the project requires approval (except for TRPA exempt activities) of a TRPA plan revision permit prior to the changes being made to any element of the project related structures (i.e., coverage, landscaping, grading, BMPs, etc.). Failure to obtain prior approval for modifications may result in monetary penalties and removal of the unapproved elements.
27. To the maximum extent allowable by law, the Permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board, its Planning Commission, its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities, and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, or implementation of this permit; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or Permittee.

Included within the Permittee's indemnity obligation set forth herein, the Permittee agrees to pay all fees of TRPA's attorneys and all other costs and expenses of defenses as they are incurred, including reimbursement of TRPA as necessary for any and all costs and/or fees incurred by TRPA

for actions arising directly or indirectly from issuance or implementation of this permit. TRPA reserves the right to select its own attorney. Permittee shall also pay all costs, including attorneys' fees, incurred by TRPA to enforce this indemnification agreement. If any judgment is rendered against TRPA in any action subject to this indemnification, the Permittee shall, at its expense, satisfy and discharge the same.

END OF PERMIT

Attachment A to the Draft Permit (Attachment B)

Adaptive Management Plan

Permit Attachment A

Tahoe South Event Center Traffic Reduction Adaptive Management Plan

Performance Metrics:

The TDVA shall mitigate the impacts of traffic from the Event Center so that operations result in:

- 1) No net increase in trips and vehicle miles travelled annually and during peak summer days.
- 2) No increase in Level of Service (“LOS”) as identified in Event Center Environmental Assessment Tables 3.5-2 and 3.5-3.

Initial Mitigation Measures:

The following traffic reducing measures shall be in place, upon opening of the Events Center and thereafter as long as it operates:

- 1) **Transit:** Provide a combination of fixed route, flexible route and on-demand transit service with 15-minute headways to meet the goal of net zero increase in VMT and vehicle trips (See Appendix A for service area). Year-round transit shall be provided in perpetuity after the first five years of Event Center operations. Prior to and for the first five following opening of the Event Center free to the user transit to be provided seasonally in core service area with the following minimum components:
 - a) **Dates:** Continuous daily service year-round (seasonally in peak summer, June 15 through Labor Day weekend and major holiday periods during years one through two and during years three through five from June 15 through Labor Day weekend and winter, Dec 1 to April 1

Major Holiday Periods are defined as:

- The Wednesday preceding Thanksgiving thru the Monday following Thanksgiving
 - The Friday preceding December 25 thru the Monday following January 1
 - The Friday preceding Martin Luther King Jr. Day thru the Tuesday after Martin Luther King Jr. Day
 - The Friday preceding Presidents Day thru the Monday after Presidents Day
- b) On-demand rides available within core service area
 - Hours: 7am - 9pm, Monday - Friday
 - Hours: 9am - 10pm, Saturday - Sunday
 - Ability to extend service to add-on areas
 - When major Event Center events end after 10 PM, the service hours would be extended to serve departing attendees

- C) On-demand rides requested using a rider mobile application
- D) At the time of ride request, rider will receive an estimated wait time based on current outstanding ride requests and real-time vehicle routing
- E) Fixed route will run between Montbleu (A) and Round Hill Pines Beach Resort (B)
 - Frequency: 15 minute headways (depending on time of day)
 - Hours: 9am - 5pm, Friday - Sunday
 - Dates: June 5 - September 20
- F) Vehicle tracking and stop estimated times of arrival will be viewable using the rider application
- G) All services will be fare free
- H) Fleet – To include, but is not limited to, the following vehicles in order to meet and maintain 15-minute headways:
 - On-demand service: At a minimum four vehicles
 - Fixed and flexible route service: At a minimum two vehicles

After the first five years of event center operations, free to the user micro-transit to be provided in core service area year-round as described above; headway can be reduced after Labor Day and before Memorial Day if ridership data warrants. To be provided for fixed route (orange line on Appendix A) seasonally as demand warrants. The implementation of additional transit measures below must be consistent with the transit component of the Main Street Management Plan (MSMP) as approved by the TRPAS Governing Board.

2) **Paid Parking:**

Implement a paid parking program at Harrah’s, Harvey’s, MontBleu, and Hard Rock resort hotels consistent with MSMP Parking Management Program and including flexible pricing rates, enforcement, and wayfinding; to be determined in coordination with Main Street Management Plan Parking Management Plan stakeholders. The following shall be in place upon opening of the Events Center:

The paid parking components shall include:

- Year-round paid parking
- No “in and out” privileges for day users (allowed for overnight visitors)
- Flexible fares based on market rates
- Enforcement strategy to prevent parking impacts in adjacent neighborhoods
- Wayfinding and parking guidance signage plan
- On-line transportation and paid parking information given with Event Center ticket purchases
- Electronic based application payment system

- Year-round parking management plan in place for events with 4,800 or more attendees including enforcement, wayfinding and parking guidance signage plan, and marketing strategy

3) **Traffic Management for LOS:**

Traffic and parking management measures should be provided during peak periods of event-related traffic. The following traffic management measures are needed in order to provide acceptable intersection LOS:

- 1) An ingress/egress, loading and traffic management plan that includes but is not limited to rideshare, taxi loading, queuing areas, signage and pedestrian access management
- 2) Lake Parkway/Montbleu Driveway intersection (peak/off-peak season) – Provide Traffic Control Officer.
- 3) Lake Parkway/Heavenly Village Way intersection provide a post-event Traffic Control Officer until and unless construction of the US 50 bypass project.

The initial mitigations measures may not be changed without TRPA approval. Major changes to the initial mitigation measures requires Governing Board approval.

Baseline and Effectiveness Monitoring:

TDVA shall monitor pre- and post-commencement of Events Center operations according to the monitoring requirements attached hereto as Appendix B.

Performance Metrics Triggers:

The following triggers for additional management measures shall be used:

- 1) **Minor exceedance:** equal to or less than 200 trips or 1,000 VMT
- 2) **Major exceedance:** more than 200 trips or 1,000 VMT
- 3) **Level of Service:** exceedance of LOS standard in Tables 3.5-2, -3.

Additional Management Measures:

If post-operation monitoring reveals exceedances of performance metrics, TDVA shall:

- 1) For minor exceedances, TDVA, with consultation and agreement from stakeholders specified in F.2, shall propose sufficient measures from Appendix C: Additional Traffic Reduction Measures, to reduce trips/VMT in order to achieve performance metrics.
- 2) For the first major exceedance, TDVA shall increase the year-round free transit service area by adding Area 1 (lighter blue on Appendix A), with at most 15-minute headway; headway can be reduced if ridership data warrants. Additional traffic control measures shall be proposed from

the list of Additional Traffic Reduction Measures and shall be selected based on efficacy and cost efficiency.

- 3) For exceedances of LOS standard, TDVA shall revise its traffic management plan, to include, but not limited to, increased use of traffic control officers, modification traffic patterns, and/or changed event start and end times.
- 4) In the case of any exceedance of trips/VMT, TDVA shall submit a plan for TRPA review and approval demonstrating with monitoring data, how the trips/VMT exceedance will be reduced with the applicable measure(s).
- 5) If monitoring after implementation of the applicable measures listed above reveal exceedances, TDVA shall decrease the number and/or capacity of events held at the Events Center in order to ensure the performance metrics are met unless it can implement, or fund implementation of, other major traffic reduction measures such as transit service to intercept lots.
- 6) Additional adaptive management measures required to meet net zero VMT/trip reductions shall be implemented three months after first year of monitoring, if required (subject to Governing Board approval). If the following year of monitoring concludes VMT/trip reductions are still not being met, then implement revised set of traffic reduction measures within three months (subject to Governing Board approval). If based on following year of monitoring, VMT/trip reductions are still not being met, staff will present a recommendation, based on stakeholder group input, regarding next steps which may include requiring capacity reductions specified in conditions. Future increases in capacity will be determined based on monitoring results that show enough reductions to justify increase in capacity and stakeholder group input. Capacity reductions shall not affect events that are previously “booked”. Capacity reductions shall apply to future “unbooked” events. Any reductions or increases in Event Center capacity is subject to Governing Board approval based on consideration of staff and stakeholder group recommendation.
- 7) The capacity of the number of events or type of event for the Event Center shall be reduced proportionally to the amount of VMT exceedance over the net zero standard. Based on the results of monitoring, the amount of VMT shall be divided by the average number of VMT (9.1 miles) associated with a vehicle trip. Each trip shall then be multiplied by the average number of occupants of a vehicle (2.8 occupants per car) to identify the required per person capacity reduction.

Reporting and Implementation:

- 1) **Documentation:**
 - a) During the first five years of Event Center operations, a quarterly monitoring report and an annual report shall be prepared. The annual report shall be prepared by October 1. The report will include a summary of data collected for each event monitored and an

assessment of the extent to which the established performance standards are met or exceeded.

- b) After year five of Event Center operations, an annual monitoring report shall be prepared by October 1. The report will include a summary of data collected for each event monitored and an assessment of the extent to which the established performance standards are met or exceeded.

2) **Stakeholder Coordination:**

TDVA shall organize coordination meetings with stakeholders to evaluate monitoring results to understand the cause and effect of factors, including those not specifically associated with the Events Center, that may be affecting traffic patterns/volumes and spillover parking from paid parking and how to respond to monitoring and determine next steps with stakeholder/Permittee endorsement. Stakeholders include, but are not limited to Event Center representative, a state representative with statewide interest from each state, Douglas County, the City of South Lake Tahoe, TRPA, public safety, and TTD. Meetings shall include:

- a) **Quarterly Coordination Meetings:** TDVA shall organize a quarterly meeting with governmental, environmental, and economic interests to evaluate the event center strategies and monitoring results during the first twenty years of operation.
- b) **Annual Coordination Meetings:** TDVA shall organize an annual meeting with stakeholders during the life of the event center to discuss transit service operations, monitoring results, and projected transit needs. The public shall be invited and given an opportunity to provide comment.

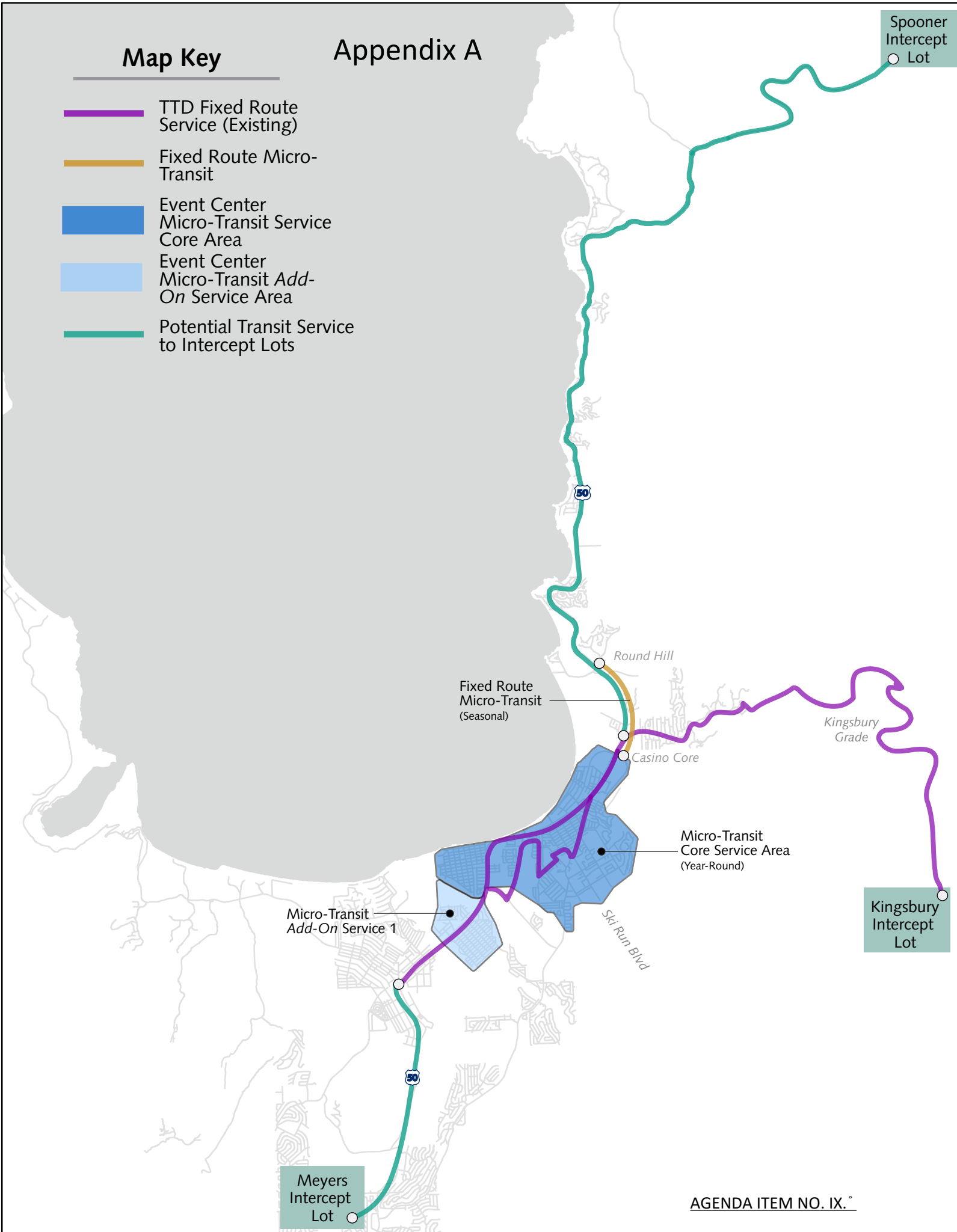
3) **Recommendation of Additional Management Options:**

To provide flexibility in the identification and implementation of the most effective and cost efficient traffic reduction measures, equal or superior traffic reduction mitigation measures may be proposed, subject to evaluation of effectiveness by a qualified transportation third party consulting firm, hired by TRPA, reviewed by a stakeholder group, and at the applicant's cost. As the permitting authority for the Project, TRPA with consultation with TDVA, will decide on additional measures to be implemented. Annual monitoring reports shall be completed by October 1 and a recommendation to the Governing Board shall be made no later than December 31st. The additional measures shall be implemented before the next year of operations with TDVA responsible for providing necessary funding. Implementation of additional performance measures shall be subject to review and approval by the TRPA Governing Board.

Map Key

Appendix A

- TTD Fixed Route Service (Existing)
- Fixed Route Micro-Transit
- Event Center Micro-Transit Service Core Area
- Event Center Micro-Transit Add-On Service Area
- Potential Transit Service to Intercept Lots



Spooner Intercept Lot

Kingsbury Intercept Lot

Meyers Intercept Lot

Appendix B - Tahoe South Events Center - Traffic Performance Monitoring Plan

Introduction

This discussion focuses on the data collection steps necessary to ensure that adequate data is available for future analysis. Additional detail will need to be defined as to specifically how the data analysis is conducted. The key performance measures that this monitoring plan is intended to address are as follows:

- The net impact on a busy summer day of a 2,500 attendee event and paid parking/microtransit programs shall not result in an increase in VMT and vehicle trips.
- The net impact over the course of a year of all Event Center activities and paid parking/microtransit programs shall not result in an increase in VMT and vehicle trips.
- Parking overflow into nearby parking areas outside of the Casino Core shall not result in unacceptable parking conditions.

The following data collection steps will be implemented.

Bluetooth Traffic Count Data

Traffic counts will be conducted using an electronic sensor system. Developed over recent years, these systems detect and record the individual electronic “tags” of various types of devices, such as smartphones paired with in-vehicle sound systems. The recorded time-stamped tags can then be used to identify and tally specific vehicles that pass through multiple sensor locations, as well as the time required between sensor locations. While there are several commercially available systems, BLYNCSY is a system that has been successfully deployed in similar resort settings, such as Park City.

To provide comprehensive counts of the traffic activity in the four casino core properties, it is necessary to install sensors at all roadways/driveways providing access into and out of the area. Figure A presents the nine locations of the sensors needed to provide this comprehensive count. (Other configurations within the individual properties were also configured but found to be more complicated and raised issues regarding trips between properties.)

Appendix B - Tahoe South Events Center - Traffic Performance Monitoring Plan

Sensors will be installed at each of these nine locations and maintained and monitored to provide hourly count data over all days of the year. The data will be analyzed to identify those vehicles that are through vehicles (observed at two locations within a specific time period defined to disaggregate through trips versus short stop trips) versus those observed at a single location (within the specific time period). This data will be evaluated to identify the following:

- Total vehicle-trips to/from the four casino core properties over the course of the year.
- Total vehicle-trips to/from the four casino core properties over the course of a busy summer day.
- Travel speeds along US 50 between Stateline and north of Lake Parkway, as an indicator of roadway Level of Service.

The Bluetooth counts will need to be evaluated to subtract trips to/from the Wells Fargo Bank property on the northwest corner of Lake Parkway / 50 (which is currently being redeveloped), as it is not part of the paid parking properties. In addition, it may be necessary to adjust the counts to reflect other uses in the area, such as the current practice of Edgewood Tahoe Resort employees to park in the Harveys lot on peak days. Finally, any off-site parking generated by travel to/from the Casino Core (as evidenced by parking counts and survey data discussed below) will need to be added. An advantage of this data source is that it can be reviewed to identify trip generation (for the casino core as a whole) for any number of periods with events, both large and small.

Sensors and the provision of the resulting data is provided on a subscription basis. For each site, the total 5-year subscription cost for the BLYNCSY technology is on the order of \$5,700 for units provided with 110-volt power or \$7,400 for solar powered units. Assuming that solar powered units are installed (avoiding the need to provide power cabling), installation would be relatively inexpensive (so long as permission can be granted for suitable locations). A reasonable cost for installation would be \$1,000 per site, or \$9,000 in total. Subscription costs would be approximately \$66,700 for a five-year period, or \$13,300 per year.

Appendix B - Tahoe South Events Center - Traffic Performance Monitoring Plan

Mobile Device Data

The widespread use of internet enabled mobile devices provides the basis for a variety of services that can track (in an anonymous manner) individuals. Rather than using specifically-installed data collection devices (like the Bluetooth devices discussed above), these services rely on smartphone signals picked up by the mobile phone networks or satellite networks. Firms that provide this type of data include Teralytics, Airsage and StreetLight. Of these, the latter to date appears to work best in the Tahoe Region (and is currently in use by TRPA).

Some of the services purport to be able to provide data by trip type (such as commute trip versus visitor trip, etc.). However, this disaggregation has been developed for typical urban area trip-making patterns, and would need to be evaluated in more detail to ensure that unique characteristics of a resort area (such as day visitor trips that can appear to the software to mimic employee commute trips) are accurately characterized.

The key data this source will provide is average vehicle trip length information. This information can then be multiplied by traffic counts (from the Bluetooth devices) in order to define total VMT.

Assuming that the StreetLight option is selected, the appropriate version is the “Advanced Analytics” option with up to 10 zones. This version allows analysis of relative trip generation, origin/destination analysis (among the 10 zones) analysis of specific time periods (such as for Event Center events) and other trip attributes. The ten zones could be designed to define individual casino core properties and/or other zones (such as the microtransit service area) that could help inform overall trip patterns and potential new trip reduction strategies. This option currently has an annual subscription cost of \$6,000 per year.

The mobile device data services capture data on only a proportion of total vehicles, as not all vehicles are generating signals that the specific service collects. Generally, the services provide data on approximately 30 percent of all vehicles. While this data provides relative traffic volumes, it introduces uncertainty regarding actual total trip counts. For this reason, it is not preferable to rely solely on mobile device data

An advantage of this data source is that historic data is available back to 2017 – prior to the implementation of partial paid parking in the casino core. Obtaining this data would therefore allow an

Appendix B - Tahoe South Events Center - Traffic Performance Monitoring Plan

analyst to assess the impacts of paid parking on existing casino trips (so long as this analysis carefully controls for other factors such as hotel occupancy rates, special events, etc.)

Surveys

The data sources discussed above give a good database regarding overall trip generation and trip length. However, they do not provide data regarding trip purpose, or trips specific to the Event Center.

Event Attendee Surveys

Attendee surveys will be conducted for each of the six individual types of events. These surveys will be conducted manually, by having staff persons intercept attendees (such as while they are arriving at the venue) and using tablets to record responses. A review of the number of annual vehicle-trips expected by the various events over the course of the year indicates that the following proportions of annual vehicle-trips by type of event are as follows:

- Corporate/Association Meetings 42 percent
- Concert/Entertainment Events 30 percent
- Sporting Events 9 percent
- Conventions/Conferences 8 percent
- Banquets/Receptions 8 percent
- Public/Consumer Shows 3 percent

Based on these proportions, surveys will be conducted for two relatively large corporate/association meetings and two concert/entertainment events and one each of the other four types of events, for a total of eight surveys per year.

Survey questions will be consistent with those used in the ongoing TRPA Travel Mode surveys. In addition, for those persons indicating that they drove to the event, a question will be asked regarding where they parked (aided by a map). A minimum of 200 responses will be generated at each event. These surveys are estimated to cost a total of \$25,000 per year.

Event Employee Surveys

Employees will be surveyed regarding travel mode, trip origin/destination, trip travel times, vehicle occupancy and parking location. The limited permanent employees will be surveyed, as well as

Appendix B - Tahoe South Events Center - Traffic Performance Monitoring Plan

temporary employees for at least five larger events each year. These surveys can be administered either directly via email or paper forms distributed to employees. A budget of \$4,000 is sufficient for this survey.

Surveys of Non-Event Casino Core Travelers

For many years, TRPA has conducted surveys throughout Tahoe's commercial and recreational activity centers every two years, alternating between summer and winter surveys. The LTVA will provide funding for TRPA to conduct summer surveys for each of the first five summers throughout the casino core or arrange for an independent organization to complete the surveys using TRPA protocols. In addition to the standard questions, those persons indicating that they drove to the event will be asked where they parked (aided by a map). A minimum of 300 surveys will be completed. A budget of \$5,000 per year is defined for this work.

Other Survey Considerations

If three years of surveys indicate that results for a specific type of event are consistent and are not critical to the overall analysis, at the discretion of TRPA staff the survey process can be modified to reduce overall costs and/or to better priority survey resources.

Off-Site Parking Counts

One of the potential impacts of the Event Center and paid parking program is an increase in off-site parking. While the EA indicates that there will be more than adequate parking available within the four casino properties, some drivers may choose to park beyond the four casino properties in order to avoid parking fees. To provide data needed to assess this impact, manual counts will be conducted for off-site parking areas shown in Figure B. These areas consist of on-street parking areas within a 10-minute walk of the casino core, as well as the Douglas County Government Center off-street parking areas.

Counts will be conducted hourly, over a four-hour period (defined by observed parking activity and event scheduling). For at least the first five years, counts will be conducted a minimum of five days. These days will all occur in the busy summer period and will be selected for three days with large concert events, one busy (expected high occupancy) day without a large event, and one typical day without an event.

Appendix B - Tahoe South Events Center - Traffic Performance Monitoring Plan

As there are many other land uses in the Stateline area that generate on-street parking activity, this data will not specifically quantify parking activity associated with off-site casino parking and/or Event Center parking. However, by comparing parking counts under various conditions, an analyst will be able to draw general conclusions regarding the impact of casino core activity on off-site parking demand. This data can also be augmented by survey data collected among casino core patrons and employees (as discussed above).

This parking count area could be modified (at TRPA discretion) based upon observed parking patterns, as well as community input. For example, if the first year's counts indicate no off-site parking activity in the Van Sickle Bi-State Park area, this area could be dropped and resources potentially used to collect data in another area that has been raised as a possible concern.

Collecting hourly data will require four count personnel at a time. Including staff time for designing the count forms, managing the counts and summarizing the data, this plan element will cost approximately \$15,000 per year.

There are options to manual counts that could be considered, such as video monitoring and device detection. Given the extent of the potential off-site parking area and the informal nature of many of the parking areas (undefined parking areas along roadway shoulders, for example), manual counts will be more cost-effective. They will also be more able to be modified as conditions change and new areas of concern may arise.

Note that there are currently parallel planning efforts regarding the US 50 Main Street Management Plan as well as the related US 50 South Shore Community Revitalization Project which may change parking areas in the vicinity and/or introduce new parking management strategies. The parking monitoring program discussed above may be modified to coordinate with other changes, so long as the overall level of parking data remains at identified levels.

Other Data

The project are many other factors that could impact trip generation and VMT of the Casino Core beyond the operation of the Event Center and the paid parking /microtransit programs. In particular, changes in the economy could impact trip generation and VMT. Changes in transit ridership and level

Appendix B - Tahoe South Events Center - Traffic Performance Monitoring Plan

of event attendees could also impact VMT. The following additional data will be collected by the LTVA and provided to the TRPA on an annual basis:

- Hotel occupancy counts for the four casino properties, by day.
- Microtransit ridership and origin/destination data, as well as app request response times.
- A list of all events held at the Event Center over the course of the year, including the dates/times, type of event, number of employees and number of attendees.

Data Analysis and Report Preparation

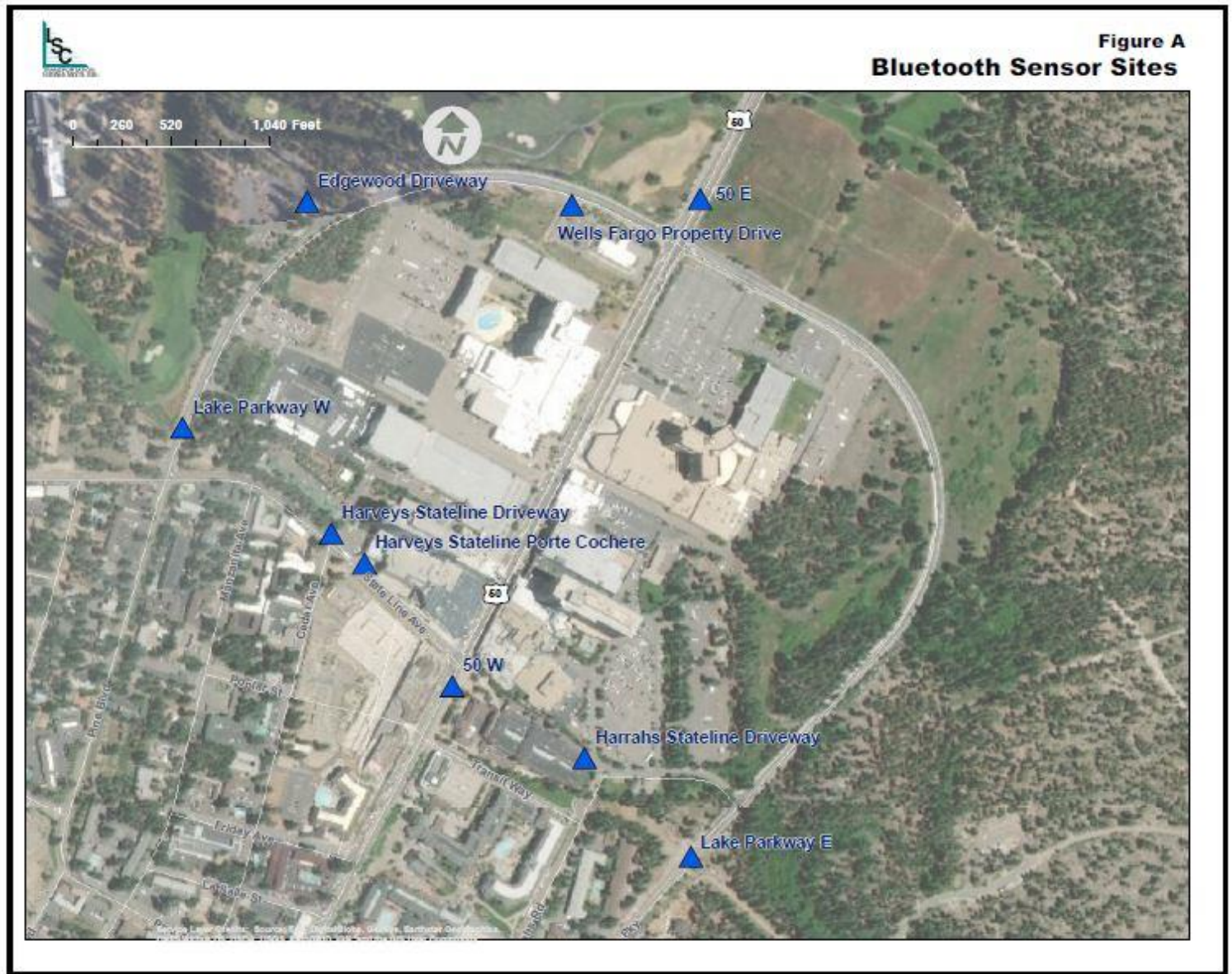
An independent analysis conducted by a qualified transportation consulting firm will be needed to analyze the various data sources and quantify overall impacts. While this cost can only be defined through a bidding process and will depend on the level of review and revision, a reasonable budget for the first year report (including discussions at multiple levels regarding methodology and content) is \$30,000. Subsequent annual reports will be more straightforward and require lower levels of higher-rate staff time, resulting in an estimated \$20,000 per year.

Total Cost

Capital costs for this overall data collection program consist of the \$9,000 for the Bluetooth traffic count technology. Ongoing annual costs are estimated as follows:

	Year 1	Subsequent Years
Bluetooth traffic count annual subscription	\$13,300	\$13,300
Mobile Device Data	\$ 6,000	\$ 6,000
Event Center Attendee Surveys	\$25,000	\$25,000
Event Center Employee Surveys	\$ 4,000	\$ 4,000
Casino Core Travel Mode Surveys	\$ 5,000	\$ 5,000
Data Analysis and Report Preparation	<u>\$30,000</u>	<u>\$20,000</u>
TOTAL COST	\$83,300	\$73,300

Appendix B - Tahoe South Events Center - Traffic Performance Monitoring Plan



Appendix B - Tahoe South Events Center - Traffic Performance Monitoring Plan

Figure B
Off-Site Parking Count Locations



Permit Appendix C: Additional Traffic Reduction Measures

Measure	Category	Time of Year	Applies to Event Trip Generators	Applies to All Casino Core	Relative VMT Reduction	Discussion
Bus pullout and shelter	Transit	Ongoing			Low	Modest improvement in convenience for transit riders
Require all Casino Core employees to pay for parking on days of peak events	Parking Management	Peak Event Days	●	●	Moderate	
Further reduce maximum event size in peak summer	Event Operations	Peak Summer	●		Potentially High	Specific event limits would depend on results of monitoring
Cap number of events in peak summer	Event Operations	Peak Summer	●		None, on a daily basis	Does not affect VMT in peak day (with event). VMT over the summer or year is not a traffic standard.
Prohibit large scale events on days when Harvey's outdoor concerts are held	Event Operations	Peak Summer	●		Potentially large reduction if double peak events avoided	Already assumed in the traffic analysis
Prohibit large scale events on peak winter ski weekends	Event Operations	Peak Winter	●			Could also consider prohibiting only on the peak exiting day (typically Sunday, except on 3-day weekend) when traffic conditions are worse
Increase microtransit shuttle service during	Transit	Peak Event Days	●	●	Potentially Moderate	Depends on the scale of the microtransit program. Potentially strong shift for visitors/employees within the immediate area

peak loading or unloading periods						that can be effectively served by convenient microtransit
Prepare marketing materials for event attendees and south shore lodging guests – explain paid parking and microtransit shuttle info	Other	Year Round	●	●	Low	A strong transit marketing program can increase use by around 5 percent, but that is an increase on a small number
Provide secured bike parking	Bike/Ped	Year Round	●		Low	Beneficial, but biking is a relatively small mode split
Provide employee lockers and shower facilities	Bike/Ped	Year Round	●		Low	Employees are only 6% of total 2,500-attendee event trip generation, and this only slightly increases non-auto commute mode
Utilize parking revenues from paid parking program to provide free transit to employees	Transit	Year Round	●	●	Low	Employees are only 6% of total 2,500-attendee event trip generation and 11% of existing casino core trips, though free transit tends to increase transit use by 40-50%
Employer sponsored vanpool/shuttle	Transit	Year Round	●	●	Low	Employees are only 6% of total 2,500-attendee event trip generation and 11% of existing casino core trips
Implement single rideshare matching program for employees of casino core	Employee TDM	Year Round	●	●	Low	Employees are only 6% of total 2,500-attendee event trip generation and 11% of existing casino core trips
Designate employee transportation coordinator to educate casino core employees of options	Employee TDM	Year Round	●	●	Low	Good idea, but limited benefit without other non-auto incentives

Event Center subsidy to expand TTD fixed route or other for cost of regional transit services	Transit	Peak Summer or Year-Round	●	●	Probably Moderate	To provide useful public transit service, any expansion would need to be provided on a consistent basis. But event trip generation is sporadic. As a result, this would not be as cost-effective as special transit services for event attendees.
Preferential carpool/vanpool parking	Parking	Year Round	●	●	Low	As more than adequate nearby parking available, would provide only a small overall improvement in the convenience of carpooling/vanpooling
Improve pedestrian/bike trails in the project vicinity	Bike/Ped	Year Round	●	●	Low	Already good pedestrian access from lodging within reasonable walk distance. Proportion cycling relatively low.
Overall Casino/City core parking management plan	Parking Management	Peak Event Days or Year-Round	●	●	Unknown, but potentially high	Expanding paid parking area. Parking fees on public parking within ½ mile of Core?
Offsite satellite parking with bus service	Transit / Parking	Peak Event Days	●		Potentially high	Should focus on day visitors (though commuting employees could also be required to use it) as it is difficult for overnight visitors to shift luggage to a shuttle, delivering overnight visitors to their lodging would be difficult, and day visitors generate roughly 2/3 of event VMT for a maximum event. Key Basin entrances to focus on are Spooner Summit and Echo Summit. Long travel times to Basin entrances will result in high operating costs. Will require restriction on availability of, or higher cost for, Stateline parking to be effective.

Provide transit to key tourist destinations such as Emerald Bay and Sand Harbor.	Transit	Peak	●		Unknown	
Increase rate of Airport shuttles	Transit		●		Unknown	

Attachment C

Project Plans (site plan, floor plans, building elevations, landscaping, etc.)

TAHOE SOUTH EVENTS CENTER

TAHOE DOUGLAS VISITORS AUTHORITY
Stateline, Nevada 89449

APN 1318-27-002-006
APN 1318-27-001-007

TRPA PERMIT APPLICATION

ISSUED: JANUARY 17, 2018
REVISED: OCTOBER 9, 2019
REVISED: JANUARY 2, 2020

Property Owner:

EDGEWOOD COMPANIES
PO Box 2249
Lake Tahoe, NV 89449
Tel: (775) 588-5900

Project Applicant:

TAHOE-DOUGLAS VISITORS AUTHORITY
169 US Highway 50
Stateline, NV 89449
Tel: (775) 588-5900

Sheet Index

Sheet No.	Sheet Title
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- G1-00 Design Criteria
- G1-01 Design Criteria
- G2-00 Existing Conditions
- G3-00 Existing Coverage Plan
- L1-00 Site Plan
- L1-01 Illustrative Site Plan
- L1-02 Illustrative Site Plan-US Hwy 50 Community Revitalization Project
- L2-00 Proposed Coverage Plan
- L3-00 Tree Removal and Protection Plan
- L4-00 Circulation Diagram
- L4-01 Circulation Diagram-Emergency Services
- L5-00 Snow Management Plan
- L6-00 Exterior Lighting Plan
- L6-01 Lighting Details
- L7-00 Planting Plan

ARCHITECTURE SERIES:

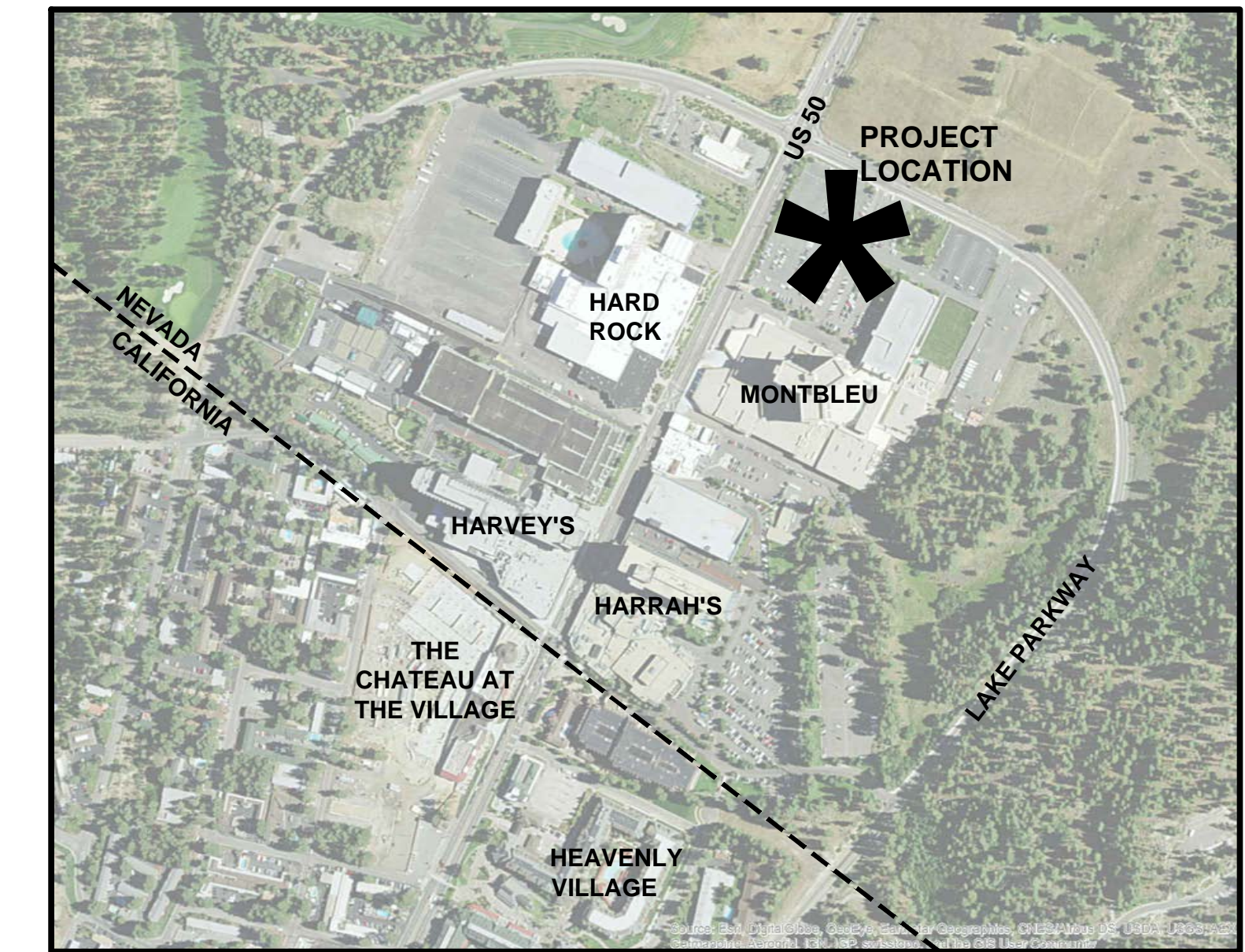
- A1-00 General Notes
- A1-01 Level 1 Floor Plan
- A1-02 Level 2 Floor Plan
- A1-03 Roof Plan
- A2-00 Elevations
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- A2-02 Enlarged Elevations
- A2-03 Enlarged Elevations
- A2-04 Exterior Lighting Elevations
- A2-05 Exterior Lighting Elevations
- A2-06 Parking Garage Elevations
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- C2-00 BMP Plan
- C3-00 Demolition Plan
- C4-00 Overall Utility Plan
- C4-01 Electrical Plan
- C5-00 Overall Grading Plan
- C5-01 HWY 50 Entrance Enlargement
- C5-02 Lake Parkway Entrance Enlargement
- C6-00 BMP Details
- C6-01 Ramp Details
- C6-02 Water Details
- C6-03 Sewer and Storm Drain Details
- C6-04 Standard Details



Location Map



Project Description:

The proposed Tahoe South Events Center (Events Center) will be a publicly owned assembly event and entertainment venue located in Stateline, Douglas County, Nevada. The project area consists of two properties (APN's 1318-27-002-006 and 1318-27-001-007) owned by Edgewood Companies. APN: 1318-27-001-007 is currently the site of the MontBleu Resort Casino and Spa and APN: 1318-27-002-006 is an adjacent undeveloped parcel. The project applicant is the Tahoe Douglas Visitors Authority (TDVA). TDVA will be responsible for the planning, construction and eventual operation of the Events Center.

The proposed Events Center building consists of two levels: an event floor level and a suites and offices level. The building footprint is approximately 88,420 square feet and the total floor area is approximately 138,550 square feet. Overall seating capacity is approximately 6,000, which includes floor seating for a concert or performing arts event. On the ground level fixed, telescopic seating is arranged in a horseshoe pattern around the event floor with the event stage at one end. This ground level concourse also includes restrooms, concessions, ticketing, first aid and entry vestibules. Support and storage facilities are also located at ground level and are directly accessed via the exterior loading and service bays. The loading and service area is located behind the building and below Lake Parkway's elevation, screening it from view. The second level includes fixed loge seating, 13 suites, press boxes, spectator concourse, support facilities, meeting rooms, conference space, offices and restrooms.

The area surrounding the Events Center will be converted from surface parking into an event lawn, public plaza and pedestrian paths connecting the Events Center with the adjacent streetscape. A new transit pull-off with shelters will be located along U.S. Highway 50. The remaining surface parking and driveways will be redesigned to County standards. The existing parking garage will be slightly modified to create a new ingress/egress that works with the overall site grading concept. Subsurface waterquality treatment facilities will capture runoff from the building and paved areas for treatment prior to being discharged to the Stateline Stormwater Treatment System.

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SOILS HYDROLOGIST:
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PLRM:
NORTHWEST HYDRAULIC
CONSULTANTS
3351 Lake Tahoe Blvd., Suite 4
South Lake Tahoe, CA 96150
Tel: (530) 544-3788

GENERAL NOTES:

1. Welsh Hagen Associates prepared the survey for this project. It has been reformatted for use in and for preparation of these documents. All discrepancies should be brought to the attention of the landscape architect for resolution. Landscape architect will not be responsible for errors or omissions associated with preparation or documentation of survey.
2. Geotechnical investigation an associated boring logs were prepared by Black Edge Consulting, Inc. Ref. Geotechnical Investigation Tahoe South Event Center prepared September 7, 2017.
3. The project area consists of two properties (APN's 1318-27-002-006 and 1318-27-001-007) owned by Edgewood Companies. APN: 1318-27-001-007 is a developed parcel that is currently the site of the Montbleu Resort Casino and Spa and APN: 1318-27-002-006 is an adjacent undeveloped parcel. Although both parcels have been used to define the project area, the proposed improvements associated with the Events Center will be situated within a 12.4 acre project boundary that fits almost entirely within the existing Montbleu surface parking lots.
4. Montbleu total existing parking supply is 1,494 spaces (834 spaces in surface lot + 660 spaces in the garage). Ref. Fee: summer parking counts study prepared by LSC Transportation Consultants.
5. Land capability boundaries based on land capability challenge prepared by R.J. Poff and Associates. Approved by trpa 3/22/2018.

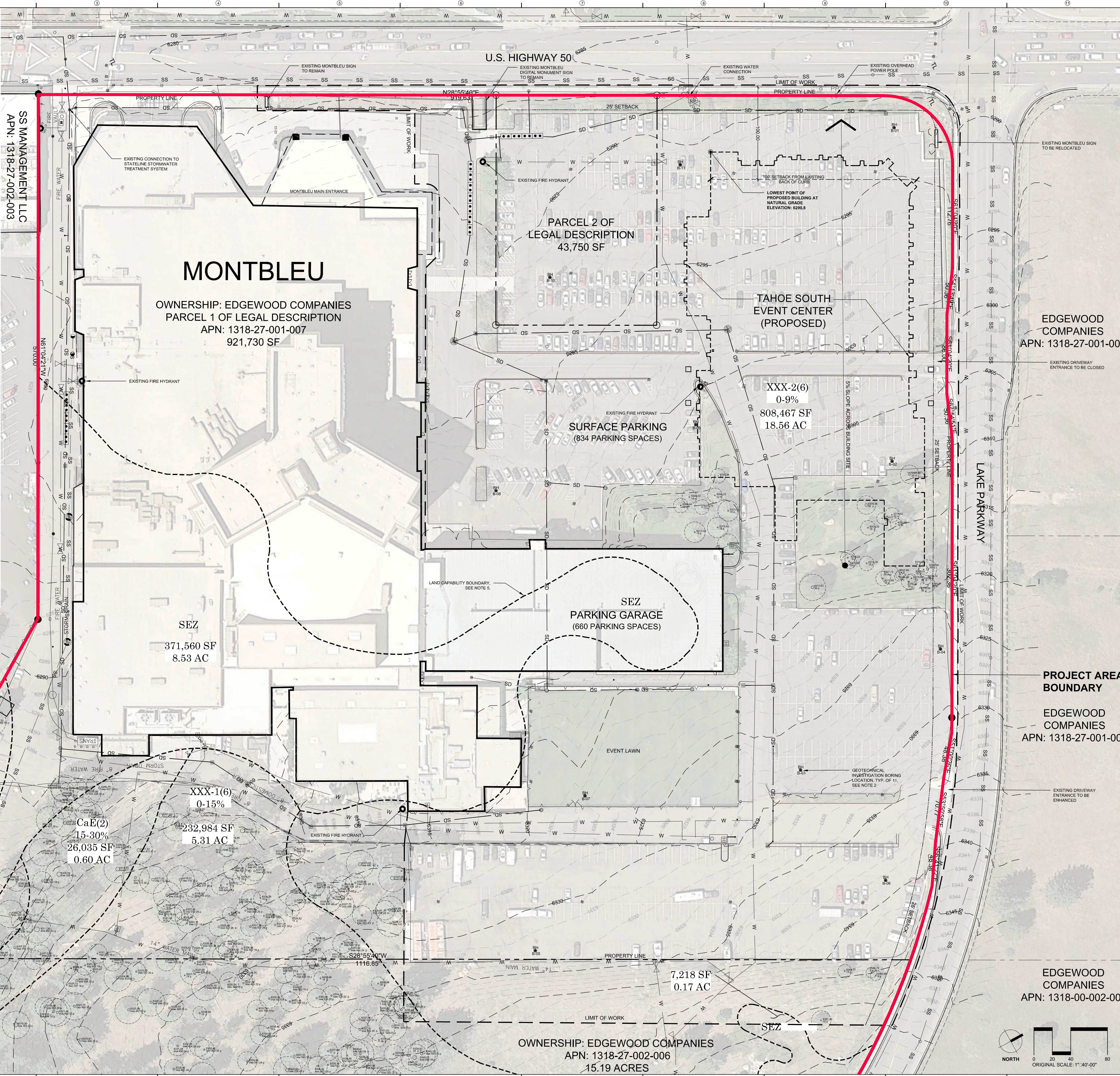
APPLICABLE DEVELOPMENT STANDARDS:

20 703 080 SOUTH SHORE AREA PLAN DEVELOPMENT STANDARDS

Development Standards	T-T/HDT Overlay (High Density Tourist District)
Height (maximum) [1]	197 feet[2] /95 feet
Front Yard Setback (feet) [3] [5]	25' (from Hwy 50)
Rear Yard Setback (feet) [3] [5]	25' (from Lake Parkway)
Side Yard Setback (feet) [4] [5]	0'
Street Side (feet) [5]	25' (from Lake Parkway)
Minimum Parcel Size (square feet)	10,000

Land Coverage (maximum) Per Section 30.4 of the TRPA Code of Ordinances. High Capability Lands in the T-T/HDT Overlay and T-MU/TC Overlay zoning districts may be covered up to 70%.

1. Structures must not project above the forest canopy, ridge lines, or otherwise distract from the viewshed, except as permitted within the T-T/HDT and T-MU/TC Overlay zoning districts. For structures within the T-MU/TC Overlay zoning district that are over three stories, the findings in Section 37.7.16 of the TRPA Code of Ordinances must be met. Eighty percent of structures fronting Highway 50 within the T-T/HDT Overlay zoning district shall not exceed 95 feet in height when an existing building or buildings are being replaced within 100 feet of the right-of-way. See DCDGIS Manual, Part 1, Division 7, South Shore Design Standards and Guidelines and TRPA Code of Ordinances for additional height requirements.
2. Limited to replacement structures, provided, the structures to be demolished and replaced are an existing casino hotel, with existing structures of at least eight stories, or 85 feet of height as measured from the lowest point of natural grade. Such structures shall also comply with Section 37.7.17 of the TRPA Code of Ordinances.
3. Setbacks from major roadways (Highway 50, S.R. 207, and Lake Parkway) shall be measured from the back of curb line. All other setbacks shall be measured from property lines.
4. Setbacks between structures must conform to International Building Code requirements.
5. Projections, including roof overhangs and eaves, porte cocheres, decks, stairs and stairway landings, awnings, ornate and bay windows, and canopies, may encroach up to 20 percent into a setback as long as the projection conforms to International Building Code requirements.



DESIGNWORKSHOP

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 WWW.DESIGNWORKSHOP.COM

**TAHOE SOUTH EVENT CENTER
 TAHOE DOUGLAS VISITORS AUTHORITY
 STATELINE, NEVADA**

EDGEWOOD COMPANIES
 APN: 1318-27-001-006

PROJECT AREA BOUNDARY
 EDGEWOOD COMPANIES
 APN: 1318-27-001-005

EDGEWOOD COMPANIES
 APN: 1318-00-002-006

ISSUE DATE: JANUARY 17, 2018

REVISIONS	DATE	DESCRIPTION

DRAWN: ER/KC REVIEWED: RS/SG

TRPA PERMIT APPLICATION

PROJECT NUMBER: 5797
EXISTING CONDITIONS

SHEET NUMBER
G2-00
 © COPYRIGHT AGENDA ITEM NO. 108

EXISTING LAND COVERAGE CALCULATIONS SUMMARY

Parcel APN	Land Capability District (LCD)	Percent Allowable Coverage	Total Area Within LCD	Base Allowable Coverage	Physical Existing Coverage	Undeveloped Area
1318-27-001-007	B	1%	175,977.8	1,759.8	15,899.4	15,248.5
	Z	1%	21,963.4	219.6	1,752.2	15,242.2
	S	25%	1,998.9	499.7	1,176.2	15,427.7
	R	30%	716,729.2	215,018.8	612,710.4	146,918.4
TOTALS			964,510.3	232,627.5	767,636.5	196,896.6

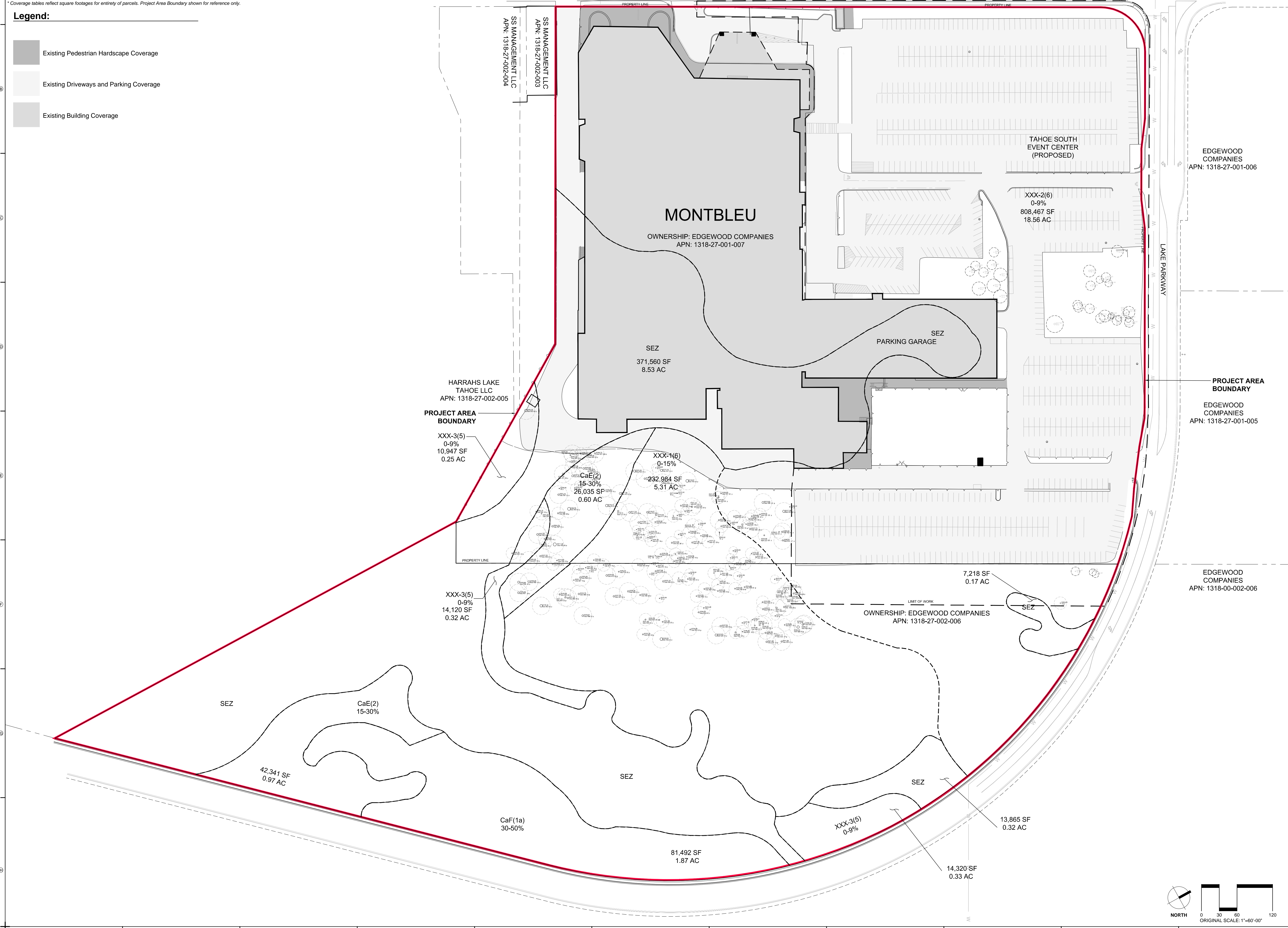
EXISTING LAND COVERAGE CALCULATIONS BREAKDOWN

Features	APN 1318-27-001-007				APN 1318-27-002-006				Totals
	1b	2	3	4	1b	1a	2	3	
Buildings	117,526.2				10,022.4				127,548.6
Driveways and Parking	30,241.1	1,725.2	2,176.2		411,144.0				445,286.5
Pedestrian Hardscape	1,072.1				16,581.3				17,653.4
Totals	152,839.4	1,725.2	2,176.2	612,710.4	767,636.5				767,636.5

* Coverage tables reflect square footages for entirety of parcels. Project Area Boundary shown for reference only.

Legend:

- Existing Pedestrian Hardscape Coverage
- Existing Driveways and Parking Coverage
- Existing Building Coverage



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TAHOE SOUTH EVENT CENTER
TAHOE DOUGLAS VISITORS AUTHORITY
 STATELINE, NEVADA

ISSUE DATE: JANUARY 17, 2018

REVISIONS #	DATE	DESCRIPTION

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PROJECT NUMBER: 5797

EXISTING COVERAGE PLAN

SHEET NUMBER
G3-00

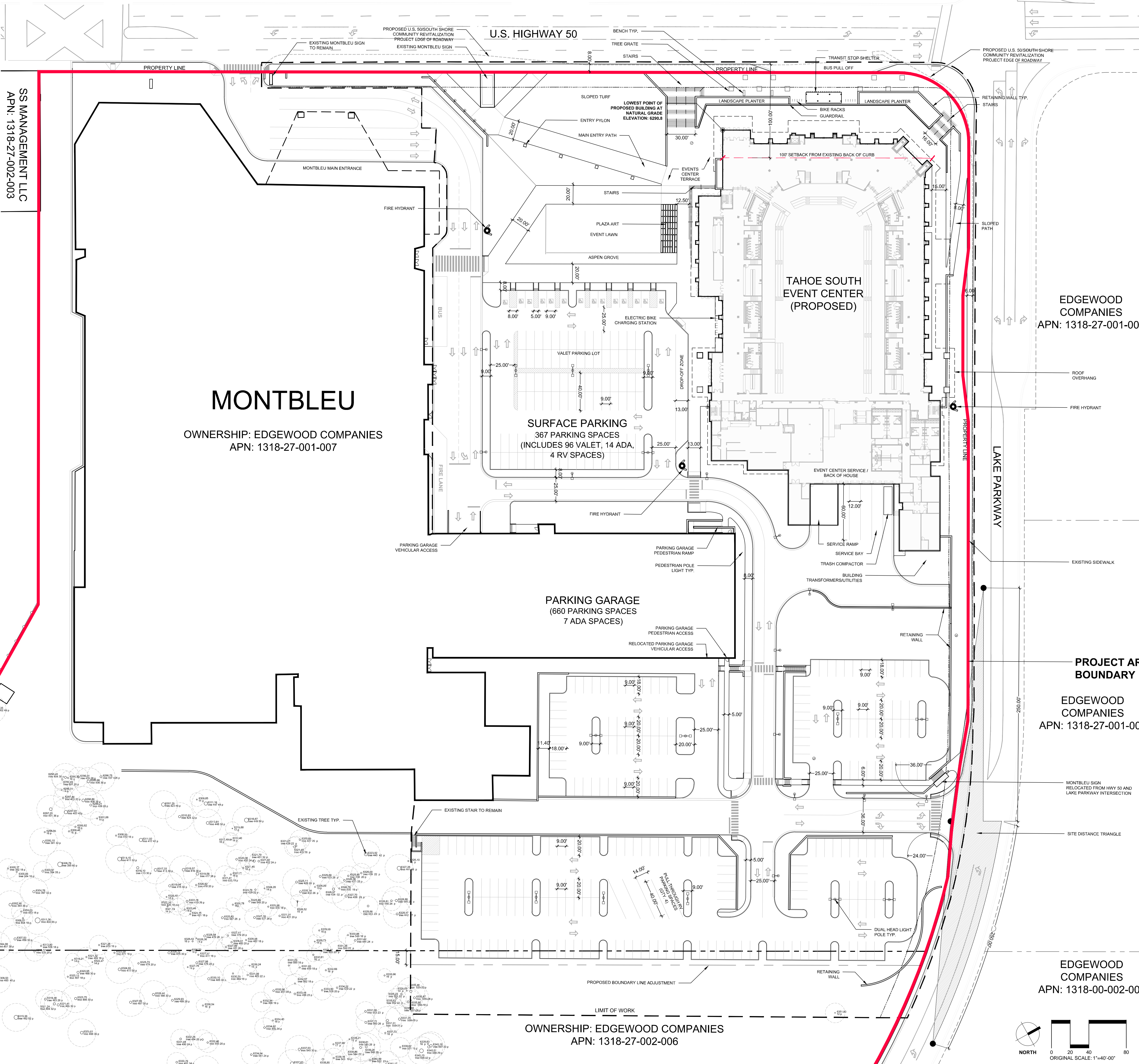
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GENERAL NOTES:

1. THE LINework SHOWN FOR THE PROPOSED U.S. 50/SOUTH SHORE COMMUNITY REVITALIZATION PROJECT REPRESENTS ALTERNATIVE B. REF. TAHOE TRANSPORTATION DISTRICT GEOMETRIC APPROVAL DRAWINGS, APRIL 2013.
2. ACCESSIBLE PARKING SPACES BASED ON 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN, SECTION 208 PARKING SPACES. A TOTAL OF 1027 PARKING SPACES ARE PROVIDED REQUIRING A TOTAL OF 21 ACCESSIBLE SPACES INCLUDING 4 VAN ACCESSIBLE SPACES.
3. SIGHT DISTANCE TRIANGLE IS BASED ON AASHTO: "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", CASE B INTERSECTION WITH STOP CONTROL ON MINOR ROAD WITH A DESIGN SPEED OF 35 MPH.

SS MANAGEMENT LLC
APN: 1318-27-002-003

HARRAHS LAKE
TAHOE LLC
APN: 1318-27-002-005
**PROJECT AREA
BOUNDARY**



MONTBLEU
OWNERSHIP: EDGEWOOD COMPANIES
APN: 1318-27-001-007

PARKING GARAGE
(660 PARKING SPACES
7 ADA SPACES)

SURFACE PARKING
367 PARKING SPACES
(INCLUDES 96 VALET, 14 ADA,
4 RV SPACES)

**TAHOE SOUTH
EVENT CENTER
(PROPOSED)**

EDGEWOOD
COMPANIES
APN: 1318-27-001-006

EDGEWOOD
COMPANIES
APN: 1318-27-001-005

EDGEWOOD
COMPANIES
APN: 1318-00-002-006

OWNERSHIP: EDGEWOOD COMPANIES
APN: 1318-27-002-006

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TAHOE DOUGLAS VISITORS AUTHORITY
STATELINE, NEVADA**

**PROJECT AREA
BOUNDARY**

ISSUE DATE: JANUARY 17, 2018

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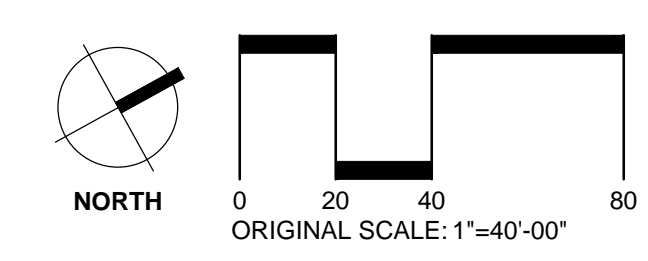
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SITE PLAN

SHEET NUMBER
L1-00
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- LEGEND:**
- A. Existing Montbleu Sign
 - B. Main Entry Path
 - C. Streetscape Park
 - D. Event Lawn and Aspen Grove
 - E. Granite Art Blocks and Pavers in Lawn
 - F. Ticket Lobby
 - G. Event Center Main Entrance
 - H. Transit Stop
 - I. Event Center Gateway Entrance
 - J. North Accessible Route
 - K. Valet and Accessible Parking Lot
 - L. Event Center Service Access
 - M. New Parking Garage Entry
 - N. New Surface Parking Lot
 - O. Relocated Montbleu Sign

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TAHOE SOUTH EVENT CENTER
TAHOE DOUGLAS VISITORS AUTHORITY
 STATELINE, NEVADA

HARRAHS LAKE
 TAHOE LLC
 APN: 1318-27-002-005

**PROJECT AREA
 BOUNDARY**

MONTBLEU
 OWNERSHIP: EDGEWOOD COMPANIES
 APN: 1318-27-001-007

PARKING GARAGE

**TAHOE SOUTH
 EVENT CENTER
 (PROPOSED)**

EDGEWOOD
 COMPANIES
 APN: 1318-27-001-006

**PROJECT AREA
 BOUNDARY**

EDGEWOOD
 COMPANIES
 APN: 1318-27-001-005

OWNERSHIP: EDGEWOOD COMPANIES
 APN: 1318-27-002-006

EDGEWOOD
 COMPANIES
 APN: 1318-00-002-006

ISSUE DATE: JANUARY 17, 2018

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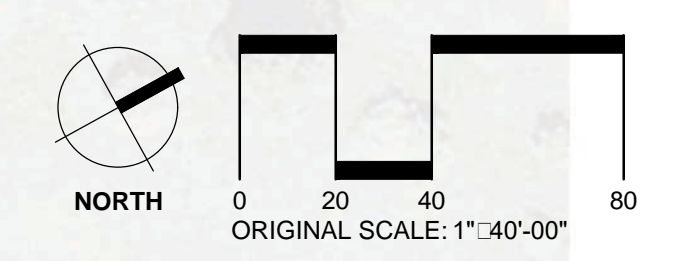
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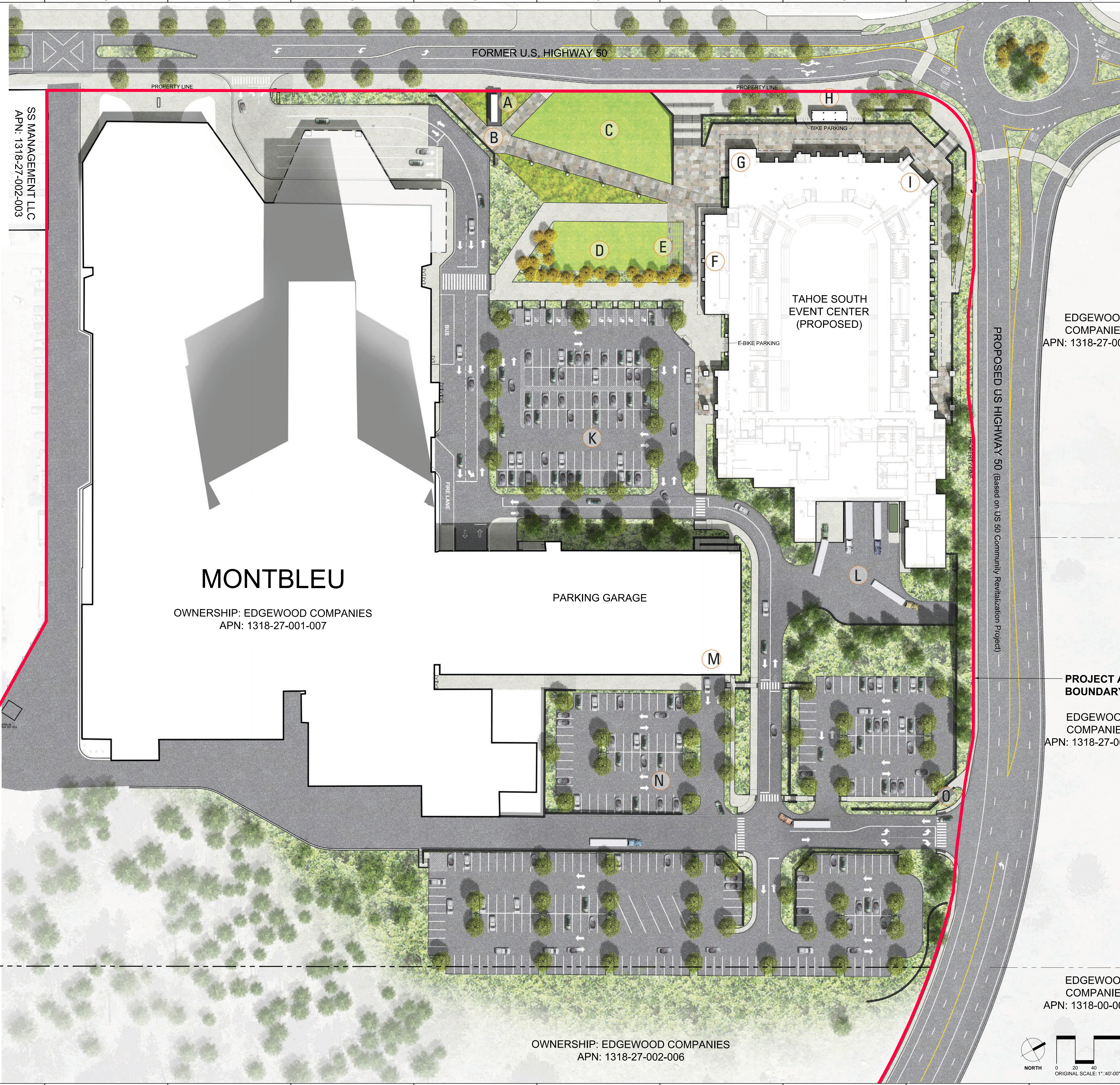
**ILLUSTRATIVE
 SITE PLAN**

SHEET NUMBER
L1-01



- LEGEND:**
- A. Existing Montbleu Sign
 - B. Main Entry Path
 - C. Streetscape Park
 - D. Event Lawn and Aspen Grove
 - E. Granite Art Blocks and Pavers in Lawn
 - F. Ticket Lobby
 - G. Event Center Main Entrance
 - H. Transit Stop
 - I. Event Center Gateway Entrance
 - J. North Accessible Route
 - K. Valet and Accessible Parking Lot
 - L. Event Center Service Access
 - M. New Parking Garage Entry
 - N. New Surface Parking Lot
 - O. Relocated Montbleu Sign

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TAHOE SOUTH EVENT CENTER
TAHOE DOUGLAS VISITORS AUTHORITY
 STATELINE, NEVADA

EDGEWOOD COMPANIES
 APN: 1318-27-001-006

PROJECT AREA BOUNDARY
 EDGEWOOD COMPANIES
 APN: 1318-27-001-005

EDGEWOOD COMPANIES
 APN: 1318-00-002-006

ISSUE DATE: JANUARY 17, 2018

REVISIONS	DATE	DESCRIPTION

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 ILLUSTRATIVE SITE PLAN
 FUTURE CONDITION

SHEET NUMBER
L1-02
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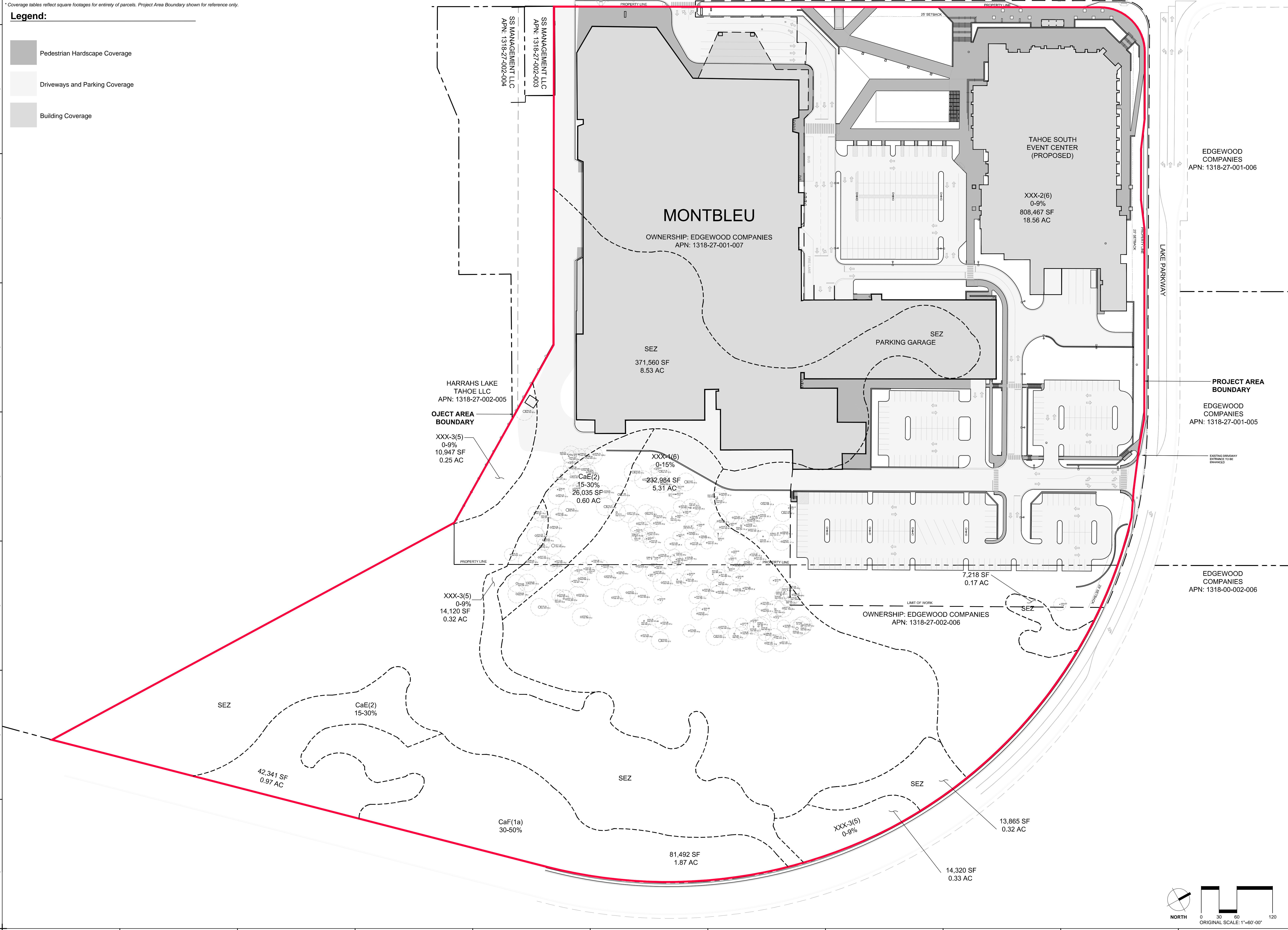
LAND COVERAGE CALCULATIONS SUMMARY							
Parcel APN	Land Capability District (LCD)	Percent Allowable Coverage	Total Area Within LCD	Base Allowable Coverage	Existing Coverage	Proposed Total Coverage	Increase or Reduction in Coverage
1318-27-001-007	1b	1%	17,197.9	1,719.8	1,719.8	1,719.8	0.0
	2	1%	20,965.4	2,096.5	1,719.8	1,719.8	0.0
	5	25%	14,989.9	3,747.5	3,747.5	3,747.5	0.0
	6	30%	76,779.4	23,033.8	60,745.6	60,745.6	-15,288.2
107445			119,632.6	38,597.6	79,885.7	79,885.7	-39,746.9
1318-27-002-006	1b	1%	23,298.1	2,329.8	0.0	0.0	0.0
	1a	1%	49,568.6	4,956.9	0.0	0.0	0.0
	2	1%	47,553.9	4,755.4	0.0	0.0	0.0
	5	25%	15,467.7	3,866.9	0.0	0.0	0.0
	6	30%	265,272.3	79,581.7	0.0	0.0	0.0
107445			481,230.7	147,624.0	0.0	0.0	0.0

PROPOSED LAND COVERAGE CALCULATIONS BREAKDOWN												
Features	APN 1318-27-001-007						APN 1318-27-002-006					
	1b	2	5	6	Totals	Percent of Total Coverage	1b	2	5	6	Totals	Percent of Total Coverage
Buildings	117,328.0				232,279.4	35.95%						
Decorative Land Treatment	33,541.8	1,725.2	2,176.2		37,443.2	5.81%						
Pedestrian Hardscape	5,075.1				26,570.0	4.08%						
Totals	155,944.9	1,725.2	2,176.2	0.0	169,846.3	25.84%	0.0	0.0	0.0	0.0	0.0	0.0%

*10% of Driveway and Parking Coverage converted to Buildings and Pedestrian Hardscape or Eliminated

Legend:

- Pedestrian Hardscape Coverage
- Driveways and Parking Coverage
- Building Coverage



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TAHOE DOUGLAS VISITORS AUTHORITY
 STATELINE, NEVADA

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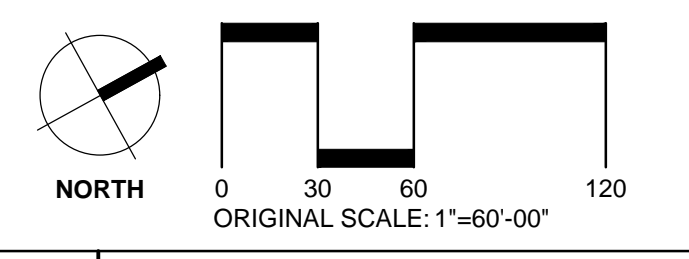
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PROPOSED COVERAGE PLAN

SHEET NUMBER
L2-00

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**TAHOE SOUTH EVENT CENTER
TAHOE DOUGLAS VISITORS AUTHORITY
STATELINE, NEVADA**

EXISTING TREE REMOVAL

NOTE:
TREES LESS THAN 10" DBH ARE NOT SHOWN ON THE PLANS. TREE REMOVAL ON DEVELOPED LOTS IN THE LAKE TAHOE REGION DOES NOT REQUIRE A PERMIT IF THE REMOVED TREES ARE LESS THAN 14 INCHES DIAMETER BREST HEIGHT (DBH) AND NOT LOCATED WITHIN THE SHOREZONE OR AN SEZ.

TREES TO BE REMOVED

- 4 TREES GREATER THAN 24" DBH
- 18 TREES BETWEEN 14" AND 24" DBH
- 12 TREES LESS THAN 14" DBH
- 34 TOTAL TREES REMOVED

TREE PROTECTION NOTES:

1. INSTALL FENCING TO PROTECT LARGE AREAS AND OTHER VEGETATION AS A GROUP RATHER THAN INDIVIDUAL TREES WHERE FEASIBLE.
2. WHERE POSSIBLE, DO NOT PRUNE TREE ROOTS 4 INCHES AND LARGER. (A MAJORITY OF TREE ROOTS ARE WITHIN 3 FEET OF THE SURFACE. SEVERING ONE MAJOR ROOT MAY CAUSE A LOSS OF UP TO 20 PERCENT OF THE TOTAL ROOT SYSTEM. ROOT SYSTEMS FOR A HEALTHY TREE CAN EXTEND LATERALLY A DISTANCE EQUAL TO ONE TO THREE TIMES THE HEIGHT OF THE TREE.)
3. INSTALL PROTECTIVE FENCING THAT IS BRIGHTLY COLORED (CLEARLY VISIBLE) AND AT LEAST 48 INCHES HIGH; ANCHOR IT TO METAL POSTS.
4. ON CONSTRUCTION SITES WHERE THERE IS NOT ADEQUATE SPACE TO INSTALL PROTECTIVE FENCING UNDER THE DRIPLINE OF THE TREE, WRAP THE TREE TRUNKS WITH PROTECTIVE WOODEN STAVES POSITIONED VERTICALLY AND EXTENDING 10 TO 12 FEET ABOVE THE GROUND SURFACE TO PROTECT THE TREE FROM EQUIPMENT DAMAGE.
5. DO NOT PERFORM EARTHWORK WITHIN THE DRIPLINE OF ANY TREE.
6. DO NOT NAIL, STAPLE, WRAP, OR WIRE SIGNS, EQUIPMENT, OR FENCING TO TREES OR OTHER VEGETATION.
7. DO NOT ALLOW VEHICLES, PERSONNEL, MATERIAL, OR EQUIPMENT BEYOND PROTECTIVE FENCING.
8. MAINTAIN VEGETATIVE PROTECTIVE MEASURES UNTIL ALL CONSTRUCTION ACTIVITY INCLUDING SITE CLEANUP AND STABILIZATION IS COMPLETE.

SS MANAGEMENT LLC
APN: 1318-27-002-003

U.S. HIGHWAY 50

MONTBLEU

OWNERSHIP: EDGEWOOD COMPANIES
APN: 1318-27-001-007

TAHOE SOUTH
EVENT CENTER
(PROPOSED)

XXX-2(6)
0.9%
808,467 SF
18.56 AC

EDGEWOOD
COMPANIES
APN: 1318-27-001-006

LAKE PARKWAY

SEZ
PARKING GARAGE

SEZ
371,560 SF
8.53 AC

HARRAHS LAKE
TAHOE LLC
APN: 1318-27-002-005

**PROJECT AREA
BOUNDARY**

XXX-3(5)
0.9%
10,947 SF
0.25 AC

XXX-4(6)
0.15%
232,984 SF
5.31 AC

XXX-3(5)
0.9%
14,120 SF
0.32 AC

7,218 SF
0.17 AC

**PROJECT AREA
BOUNDARY**

EDGEWOOD
COMPANIES
APN: 1318-27-001-005

EDGEWOOD
COMPANIES
APN: 1318-00-002-006

ISSUE DATE: JANUARY 17, 2018

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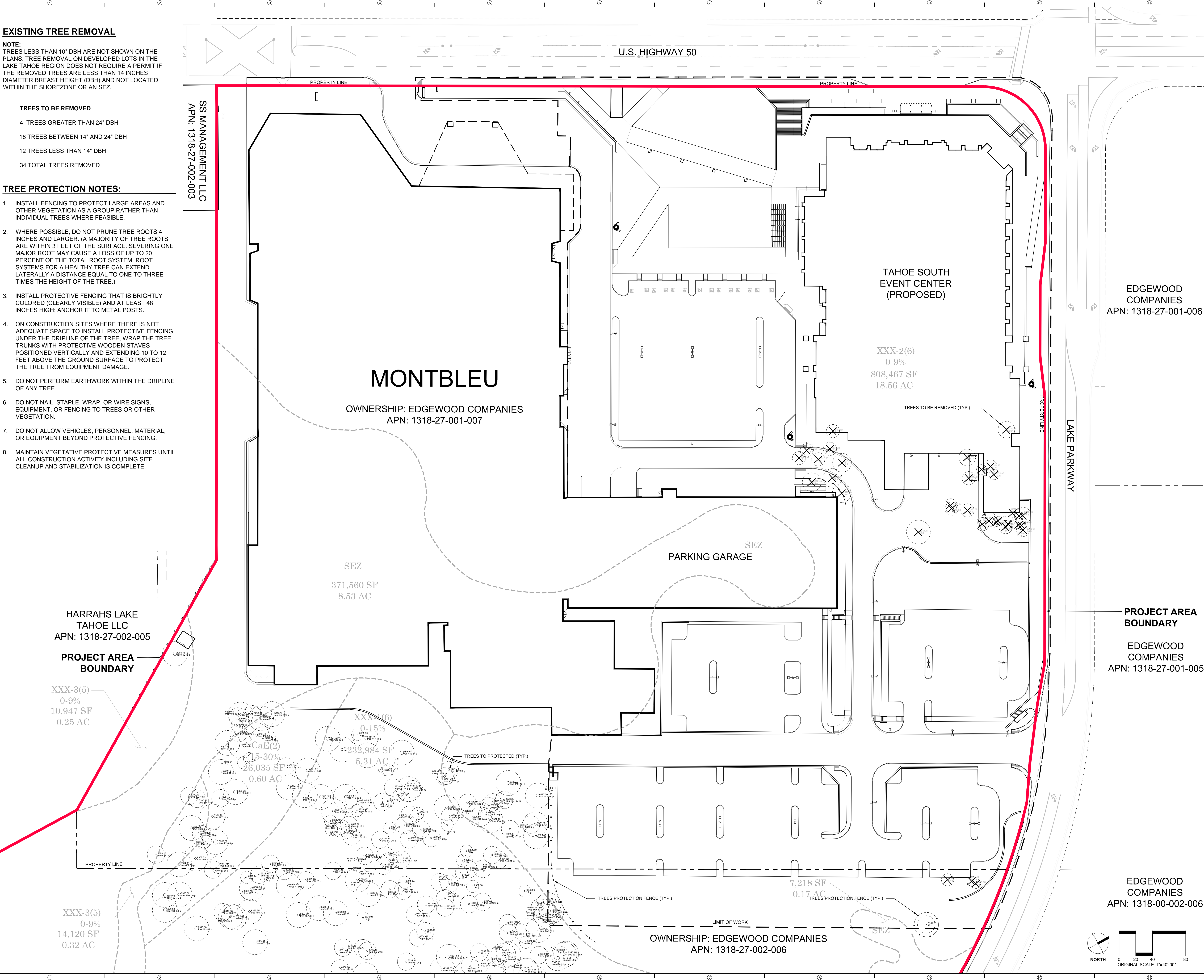
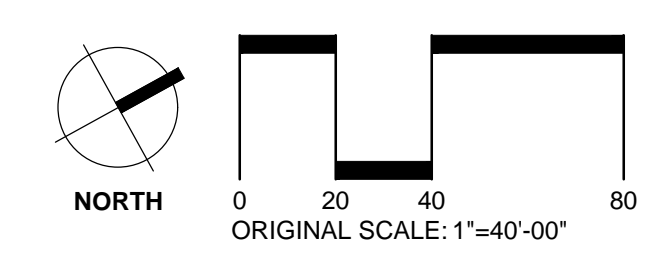
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APPLICATION**

PROJECT NUMBER: 5797

**TREE REMOVAL
PLAN**

SHEET NUMBER

L3-00

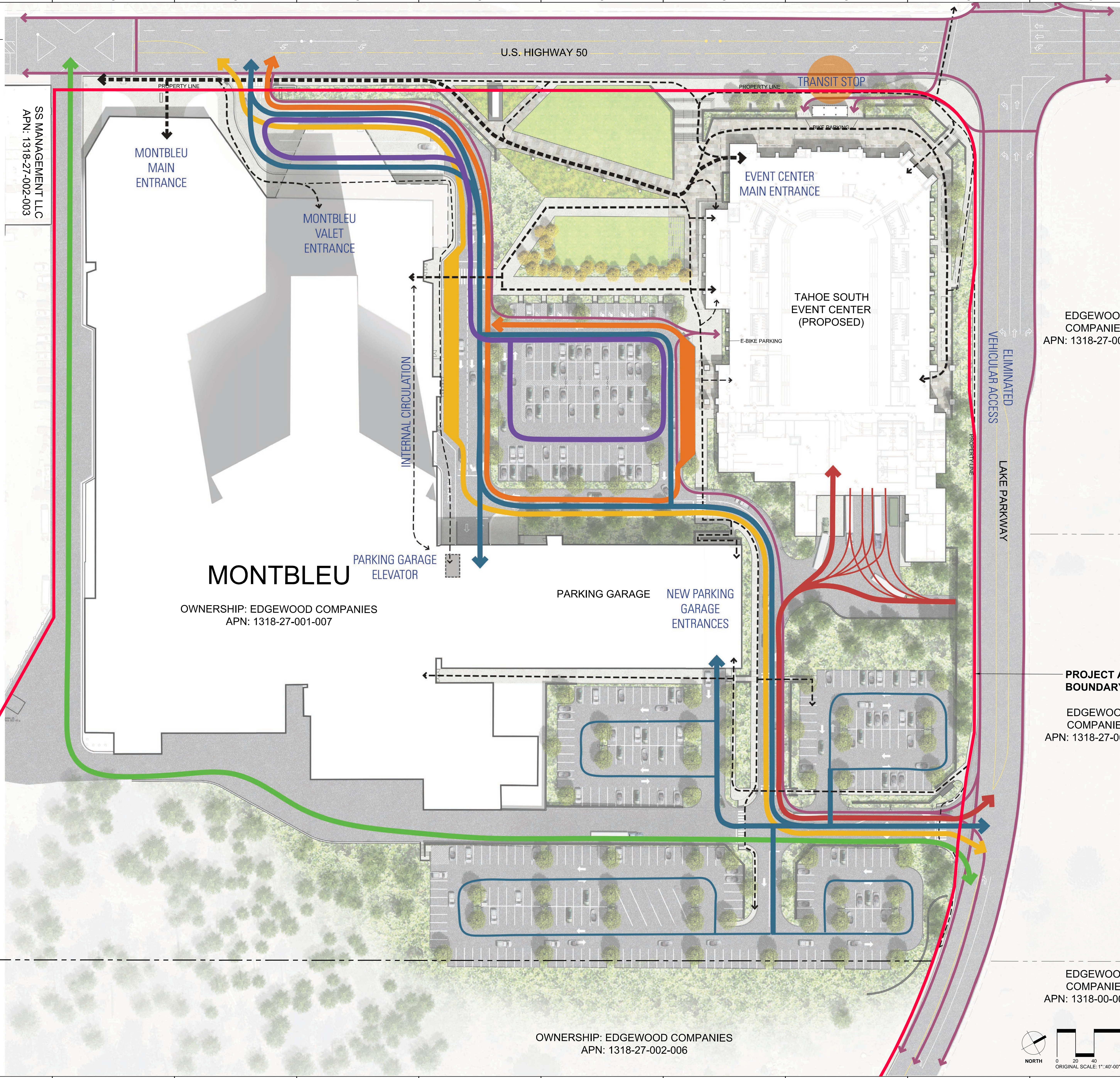


TAHOE SOUTH EVENT CENTER

TAHOE DOUGLAS VISITORS AUTHORITY

STATELINE, NEVADA

- LEGEND:**
- AUTO CIRCULATION
 - VALET CIRCULATION
 - EVENT SERVICE CIRCULATION
 - EVENT DROP-OFF CIRCULATION
 - BUS DROP-OFF CIRCULATION
 - MONTBLEU SERVICE CIRCULATION
 - PEDESTRIAN CIRCULATION
 - ANTICIPATED BIKE CIRCULATION (Based on the 2017 Linking Tahoe: Regional Transportation Plan)
 - TRANSIT STOP



EDGEWOOD COMPANIES
APN: 1318-27-001-006

OWNERSHIP: EDGEWOOD COMPANIES
APN: 1318-27-001-007

PROJECT AREA BOUNDARY
EDGEWOOD COMPANIES
APN: 1318-27-001-005

EDGEWOOD COMPANIES
APN: 1318-00-002-006

HARRAHS LAKE
TAHOE LLC
APN: 1318-27-002-005

PROJECT AREA BOUNDARY

OWNERSHIP: EDGEWOOD COMPANIES
APN: 1318-27-002-006

ISSUE DATE: JANUARY 17, 2018

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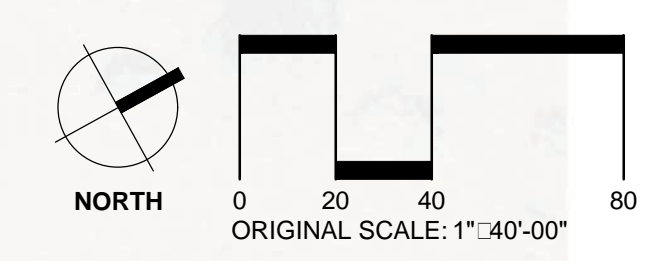
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PROJECT NUMBER: 5797

CIRCULATION DIAGRAM

SHEET NUMBER
L4-00



LEGEND

-  SNOWMELT = 18,670 sqft
-  SNOW STORAGE = 78,400 sqft
-  SNOW REMOVAL = 259,600 sqft

- SNOW MANAGEMENT NOTES**
1. ANY SNOW PUSHED ON TO SITE FROM SURROUNDING ROADS WILL BE BLOWN FROM SIDEWALK AREAS INTO LANDSCAPE AREAS.
 2. NO SNOW STORAGE ALLOWED IN OR AROUND UTILITIES THAT REQUIRE ACCESS.
 3. NO SNOW STORAGE ALLOWED AROUND FIRE HYDRANTS.
 4. SNOW REMOVED FROM PARKING LOTS AND DRIVEWAYS SHALL BE LOCATED ON AN IMPERVIOUS SURFACE THAT DRAINS TO A STORMWATER TREATMENT BMP ACCORDING TO THE TRPA BMP HANDBOOK, 4.2-C.
 5. IF AN ADEQUATE ON-SITE SNOW STORAGE CANNOT BE ACCOMMODATED ON-SITE, ARRANGEMENTS SHALL BE MADE FOR REMOVAL OF SNOW AND OFF-SITE STORAGE.

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SS MANAGEMENT LLC
 APN: 1318-27-002-003

MONTBLEU
 OWNERSHIP: EDGEWOOD COMPANIES
 APN: 1318-27-001-007

**TAHOE SOUTH
 EVENT CENTER
 (PROPOSED)**

EDGEWOOD COMPANIES
 APN: 1318-27-001-006

**PROJECT AREA
 BOUNDARY**
 EDGEWOOD COMPANIES
 APN: 1318-27-001-005

EDGEWOOD COMPANIES
 APN: 1318-00-002-006

U.S. HIGHWAY 50

LAKE PARKWAY

PARKING GARAGE

HARRAHS LAKE
 TAHOE LLC
 APN: 1318-27-002-005

**PROJECT AREA
 BOUNDARY**

ISSUE DATE: JANUARY 17, 2018

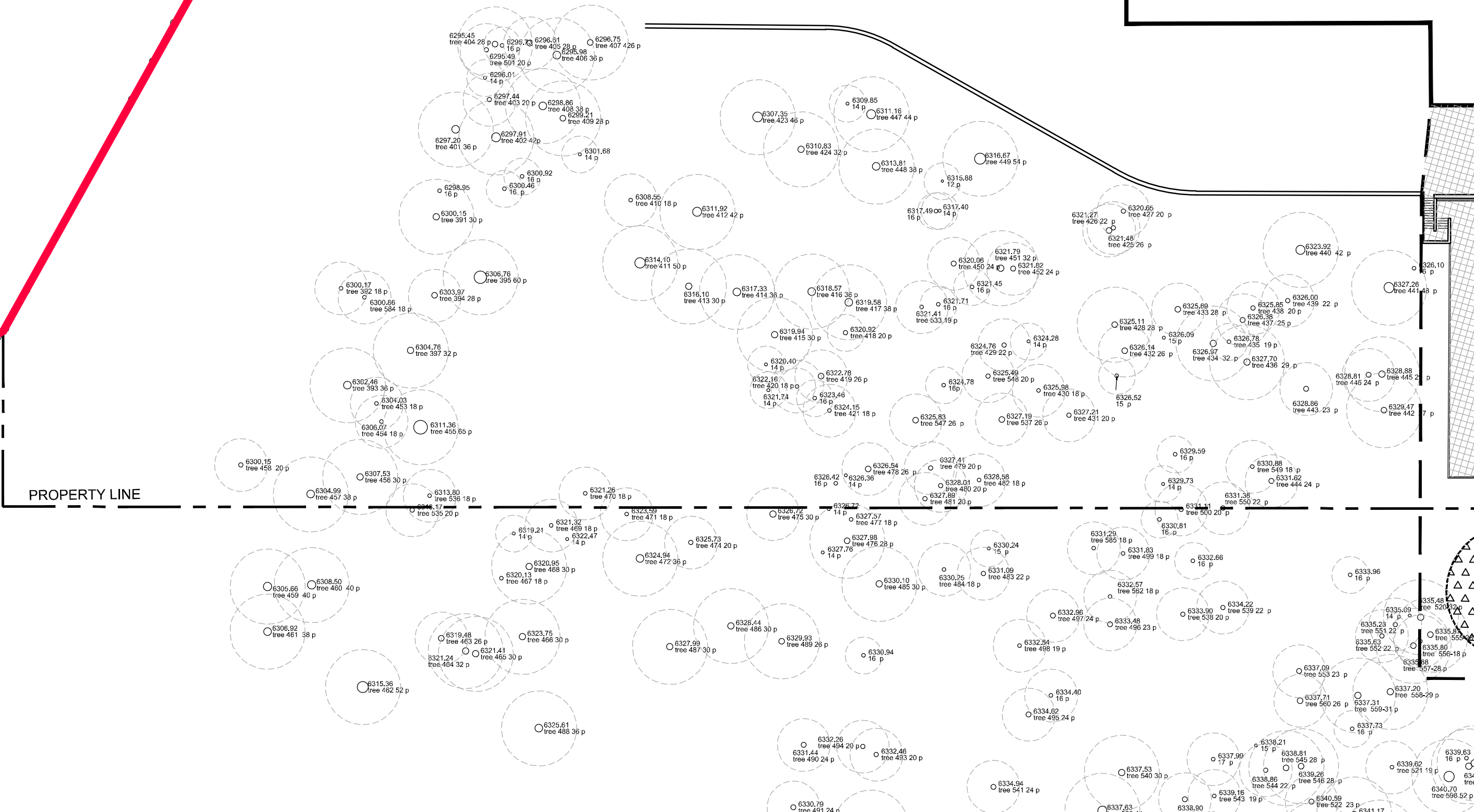
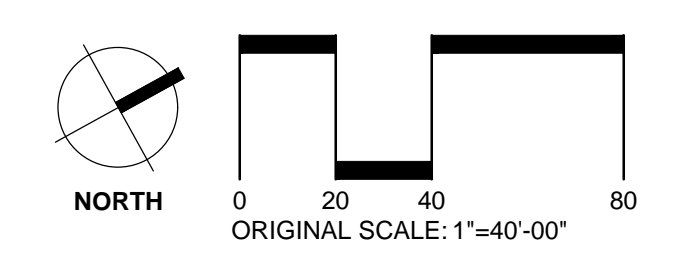
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**TRPA PERMIT
 APPLICATION**

PROJECT NUMBER: 5797
**SNOW
 MANAGEMENT
 PLAN**

SHEET NUMBER
L5-00



PLANT LIST

ABBR.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE
EVERGREEN TREES				
CD	<i>Calocedrus decurrens</i>	Incense Cedar	54	10'-12" Tall
PJ	<i>Pinus jeffreyi</i>	Jeffrey Pine	87	10'-16" Tall
Given the limited availability of large Jeffrey Pine trees, a substitution request for Ponderosa Pines may be issued prior to tree installation.				
DECIDUOUS TREES				
AR-4	<i>Acer rubrum</i>	Red Maple	60	4" Caliper
PT-2.5	<i>Populus tremuloides</i>	Quaking Aspen	20	2.5" Caliper
PT-4	<i>Populus tremuloides</i>	Quaking Aspen	12	4" Caliper
DECIDUOUS & EVERGREEN SHRUBS				
CA-5	<i>Cornus alba 'Sibirica'</i>	Red Twig Dogwood	567	5 Gal.
RA-5	<i>Rhus aromatica 'Gro-Low'</i>	Dwarf Sumac	581	5 Gal.
SP-5	<i>Salix purpurea 'Nana'</i>	Dwarf Blue Arctic Willow	550	5 Gal.
SJ-5	<i>Spiraea x 'Fire Light'</i>	Fire Light Spirea	693	5 Gal.
ORNAMENTAL GRASSES				
HS-1	<i>Heliconia sempervirens</i>	Blue Oat Grass	247	1 Gal.
TURF				
	Turf	Sod	18,800	sqft
ASPEN GROVE UNDERSTORY 3,106 sqft				
AA-1	<i>Asplenium x arenosum 'Fanal'</i>	Fanal Asplenium	250	1 Gal.
AF-1	<i>Adiantum filix 'Femina'</i>	Lady Fern	250	1 Gal.
AS-1	<i>Arachniodes standishi</i>	Upside Down Fern	250	1 Gal.
HP-1	<i>Heuchera</i>	Peppermint Spice	250	1 Gal.
NATIVE REVEGETATION				
	Native restoration mix to be made up of the following species and application rates.			1.5 acres
Botanical Name	Common Name	Application Rate (PLS lbs./acre)		
<i>Bromus carinatus</i>	California Brome	4.00		
<i>Elymus elymoides</i>	Squawtail	4.00		
<i>Poa secunda</i>	Sandberg Bluegrass	0.50		
<i>Achillea millefolium</i>	Yarrow	0.10		
<i>Eriogonum umbellatum</i>	Sulfur Buckwheat	1.00		
<i>Linum lewisii</i>	Lewis Flax	1.00		
<i>Lupinus argentus</i>	Silver Lupine	2.00		
<i>Artemisia tridentata 'vaseyana'</i>	Mountain Sagebrush	0.50		
<i>Ribes cereum</i>	Wax Currant	0.50		
<i>Chrysothamnus nauseosus</i>	Rabbitbrush	1.00		
<i>Purshia tridentata</i>	Antelope Bitterbrush	1.00		
TOTAL		19.60		

PARKING LOT REQUIRED LANDSCAPE CALCULATION

- PARKING/DRIVEWAYS = 223,500 SQFT
- REQUIRED PERVIOUS LANDSCAPE (15 X 223,500) = 33,525 SQFT
- PROPOSED PERVIOUS LANDSCAPE = 153,760 SQFT

LANDSCAPE PLANTING NOTES

- EXACT LOCATIONS OF PLANT MATERIALS TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANTS TO EXACT LOCATION IN FIELD.
- VERIFY PLANT COUNTS AND SQUARE FOOTAGES. QUANTITIES ARE PROVIDED AS OWNER INFORMATION ONLY. IF QUANTITIES ON PLANT LIST DIFFER FROM GRAPHIC INDICATIONS, THEN GRAPHICS SHALL PREVAIL. PROVIDE MATCHING FORMS AND SIZES FOR PLANT MATERIALS WITHIN EACH SPECIE AND SIZE DESIGNATED ON THE DRAWINGS.
- PRUNE NEWLY PLANTED TREES ONLY AS DIRECTED BY LANDSCAPE ARCHITECT.
- ALIGN AND EQUALLY SPACE IN ALL DIRECTIONS SHRUBS SO DESIGNATED PER THESE NOTES AND DRAWINGS.
- FINISH GRADES OF SHRUB AREAS AND LAWNS SHALL BE 2 INCHES BELOW ADJACENT PAVING OR HEADER.
- CUT AND REMOVE BURLAP FROM TOP 1/3 OF BALL.
- ALL TREE, SHRUB AND GROUND COVER PLANTINGS SHALL BE TOP DRESSED WITH A 2" LAYER OF FRESH BARK MULCH UNLESS SPECIFIED OTHERWISE BY LANDSCAPE ARCHITECT.

REVEGETATION NOTES

- AREA SHOWN ON PLANS AS NATIVE RESTORATION SHALL BE REVEGETATED IN ACCORDANCE WITH TRPA'S BMP HANDBOOK, REF. CHAPTER 5 SOILS AND VEGETATION MANAGEMENT.
- CONTRACTOR SHALL SALVAGE EXISTING VEGETATIVE LITTER, DUFF AND UPPER 3-INCHES OF TOP SOIL FROM AREAS TO BE GRADED OR DISTURBED ON THE PROJECT SITE BEFORE DISTURBANCE AND STORE UNTIL SUCH TIME IT CAN BE INCORPORATED BACK INTO THE REVEGETATION PROJECT. VEGETATIVE LITTER (E.G. PINE NEEDLES, LEAVES), AND DUFF CAN BE STOCKPILED TOGETHER, BUT AWAY FROM TOPSOIL IN PILES THAT ARE SHALLOW AND NARROW AS PRACTICABLE.
- FOR PLANTING AREAS, SCARIFY THE TOP 6 INCHES OF SUBGRADE BEFORE FILL PLACEMENT. SUBGRADE DEPTHS PLUS SPECIFIED DEPTH OF TOPSOIL SHOULD BE EQUAL FINISHED GRADE. CONTRACTOR SHALL ESTABLISH FINISHED GRADES TO BLEND WITH EXISTING GRADES AND ELIMINATE UNEVEN AREAS RESULTING FROM ROUGH-GRADING OPERATIONS.
- DISTURBED AREAS THAT ARE COMPACTED OR HAVE EXPERIENCED HEAVY VEHICLE AND EQUIPMENT USE SHALL BE PLOWED WITH A RIPPER OR OTHER DEEP TILLAGE IMPLEMENT WHERE FEASIBLE TO A DEPTH OF 12". SOIL MAY BE LOOSENED WITH A BACKHOE BUCKET EQUIPPED WITH CUTTING TEETH IF LOOSENING IS DONE SUCH THAT CLODS REMAIN AND SOIL IS NOT PULVERIZED OR INVERTED. SOIL SHALL BE LOOSENED BUT NOT TURNED OR INVERTED. FOLLOWING SOIL LOOSENING, ALL FURTHER EQUIPMENT TRAFFIC SHALL BE ELIMINATED FROM THE PLANTING AREA.
- REPLACE TOPSOIL IN DISTURBED AREAS (FROM WHICH TOP SOIL WAS REMOVED BEFORE CONSTRUCTION), SPREAD TO A UNIFORM DEPTH OF 3 INCHES AND GENTLY COMPACT INTO PLACE. TOP SOIL SHALL BE DRY AND REPLACED DURING DRY WEATHER. ALL DEBRIS, ROOTS, WEEDS, AND OTHER MATERIALS IN EXCESS OF 1 INCH IN DIAMETER SHALL BE REMOVED WHILE TOPSOIL IS BEING SPREAD. PLACE WOOD CHIPS TO A 1-INCH DEPTH ON THE SURFACE OF LOOSENED AREAS AND INCORPORATE DURING SOIL LOOSENING. AFTER SEEDING, SALVAGED DUFF AND WOOD CHIPS SHALL BE EVENLY APPLIED TO THE SOIL SURFACE TO A 1 INCH DEPTH. THEN APPLY PINE NEEDLES TO INCREASE DEPTH TO 2-INCHES.
- INCORPORATE COMPOST TO A DEPTH OF 3-4 INCHES AND ORGANIC PHOSPHOROUS FREE FERTILIZER AT A RATE OF 270 LBS PER ACRE INTO AREAS WHERE TOPSOIL IS TO BE REPLACED AND INTO AREAS COMPACTED DURING CONSTRUCTION ACTIVITIES. EVENLY SPREAD COMPOST AND FERTILIZER ON TOP SOIL AND INCORPORATE IT WITHIN USING HAND TOOLS OR MINI EXCAVATOR. AFTER FERTILIZER APPLICATION, WATER AREA SLOWLY TO HELP INCORPORATE FERTILIZER INTO THE SOIL. ONLY WATER UNTIL SOIL IS MOIST TO AVOID RUNOFF AS EXCESS WATER WILL TRANSPORT FERTILIZER AWAY.

SS MANAGEMENT LLC
APN: 1318-27-002-003

IRRIGATION NOTE

A COMBINATION OF ADAPTED NATIVE, DROUGHT RESISTANT PLANT MATERIAL AND AN EFFICIENT IRRIGATION SYSTEM IS PROPOSED FOR THE PROJECT. AN AUTOMATIC CONTROLLER WITH MULTIPLE FUNCTIONS WILL BE USED TO OPERATE DIFFERENT PRESSURE ZONES AND MODERATE THE RATES OF APPLICATION OF WATER ON A ZONE BY ZONE BASIS. RAIN SENSORS WILL MONITOR THE OPERATION OF THE SYSTEM AND SHUT IT OFF DURING NATURAL RAIN EVENTS. DRIP IRRIGATORS AROUND TREES, SHRUBS, AND PERENNIALS WILL BE USED TO ELIMINATE EVAPORATION LOSSES. OVERHEAD SPRINKLERS WILL ONLY BE USED FOR TURF AREAS. PLANT SPECIES HAVE BEEN GROUPED WITH SIMILAR WATER REQUIREMENTS ON COMMON ZONES TO MATCH PRECIPITATION HEADS AND EMITTERS.

FERTILIZER MANAGEMENT

- FERTILIZER APPLICATION SHALL BE CONSISTENT WITH CHAPTER 5: SOIL AND VEGETATION MANAGEMENT OF THE TRPA BMP HANDBOOK
- ENGAGE AN INDEPENDENT, STATE-OPERATED, OR UNIVERSITY-OPERATED LABORATORY, EXPERIENCED IN SOIL SCIENCE, SOIL TESTING, AND PLANT NUTRITION TO CONDUCT A SOILS TEST AND PROVIDE RECOMMENDATIONS ON THE RECOMMENDED SOIL AMENDMENTS NECESSARY TO ACHIEVE DESIRABLE SOIL CHARACTERISTICS FOR PLANT ESTABLISHMENT.
- USE PHOSPHORUS FREE, SLOW RELEASE FERTILIZER FOR ALL PERENNIAL AND SHRUB AREAS. USE PHOSPHORUS FREE FERTILIZER 10-0-3 OR APPROVED EQUAL AT A RATE 1/2 TO 3/4 POUNDS PER 1000 SF DURING EACH APPLICATION.

MONTBLEU

OWNERSHIP: EDGEWOOD COMPANIES
APN: 1318-27-001-007

U.S. HIGHWAY 50

TAHOE SOUTH EVENT CENTER (PROPOSED)

EDGEWOOD COMPANIES
APN: 1318-27-001-006

PROJECT AREA BOUNDARY

EDGEWOOD COMPANIES
APN: 1318-27-001-005

EDGEWOOD COMPANIES
APN: 1318-00-002-006

OWNERSHIP: EDGEWOOD COMPANIES
APN: 1318-27-002-006

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**TAHOE SOUTH EVENT CENTER
TAHOE DOUGLAS VISITORS AUTHORITY
STATELINE, NEVADA**

ISSUE DATE: JANUARY 17, 2018

REVISIONS	#	DATE	DESCRIPTION

DRAWN: EB/RK REVIEWED: RS/SG

TRPA PERMIT APPLICATION

PROJECT NUMBER: 5797

PLANTING PLAN

SHEET NUMBER
L7-00

TAHOE SOUTH EVENT CENTER
SOUTH TAHOE ALLIANCE OF RESORTS
 STATELINE, NEVADA

ISSUE DATE: JANUARY 17, 2018
 REVISIONS

#	DATE	DESCRIPTION

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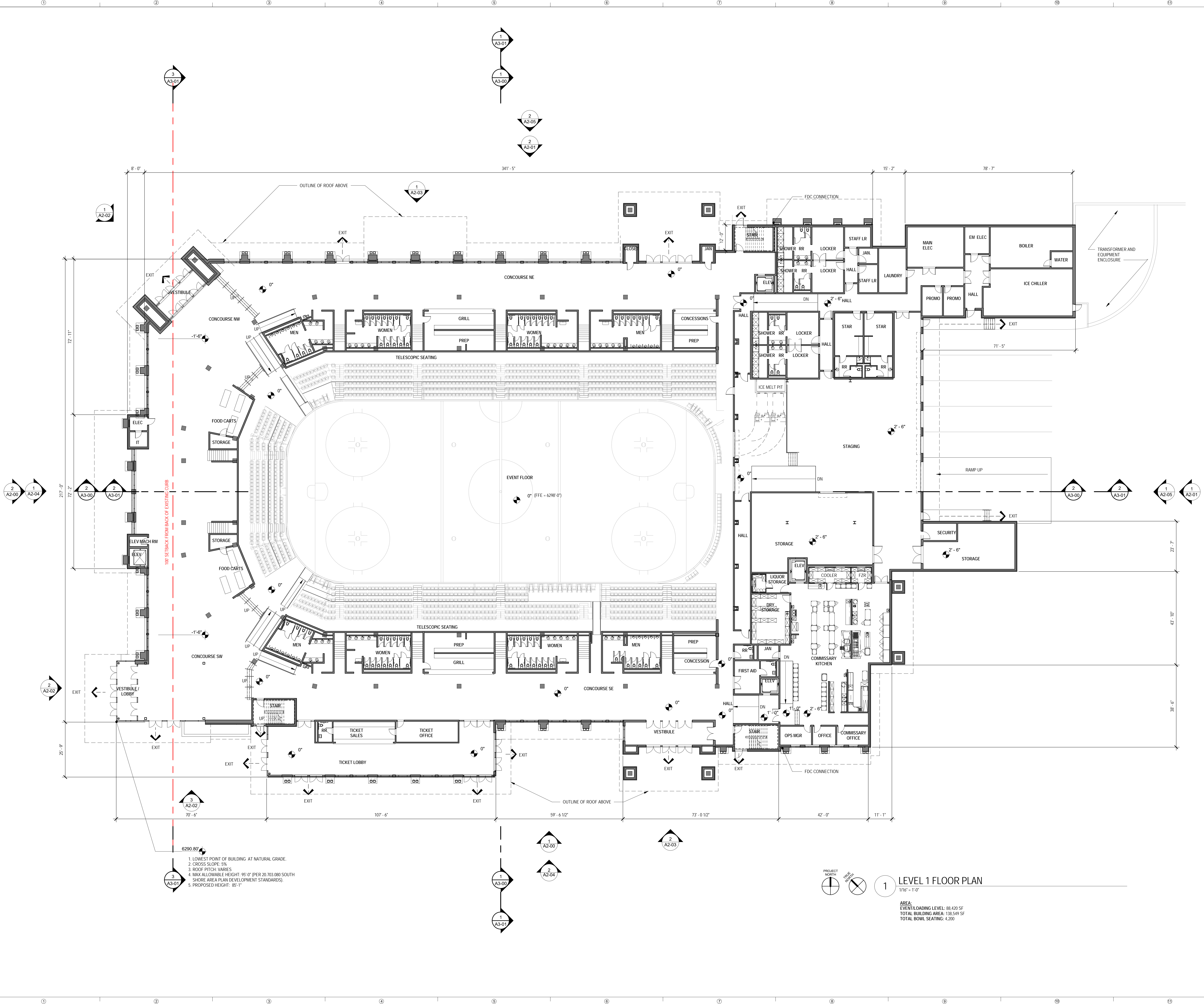
TRPA PERMIT APPLICATION

PROJECT NUMBER: 5797

LEVEL 1 FLOOR PLAN

SHEET NUMBER
A1-01

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- 6290.80
1. LOWEST POINT OF BUILDING AT NATURAL GRADE.
 2. CROSS SLOPE: 5%.
 3. ROOF PITCH: VARIES.
 4. MAX ALLOWABLE HEIGHT: 95'-0" (PER 2013 IBC 503.2.2.1 SOUTH SHORE AREA PLAN DEVELOPMENT STANDARDS).
 5. PROPOSED HEIGHT: 85'-11"

1 LEVEL 1 FLOOR PLAN
 1/16" = 1'-0"

AREA:
 EVENT LOADING LEVEL: 88,420 SF
 TOTAL BUILDING AREA: 138,549 SF
 TOTAL BOWL SEATING: 4,200

Project Name: Tahoe South Event Center
 Date: 1/15/2018 10:42:29 AM
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TAHOE SOUTH EVENT CENTER
SOUTH TAHOE ALLIANCE OF RESORTS
STATELINE, NEVADA

ISSUE DATE: 1/15/2017: 2018

REVISIONS

#	DATE	DESCRIPTION
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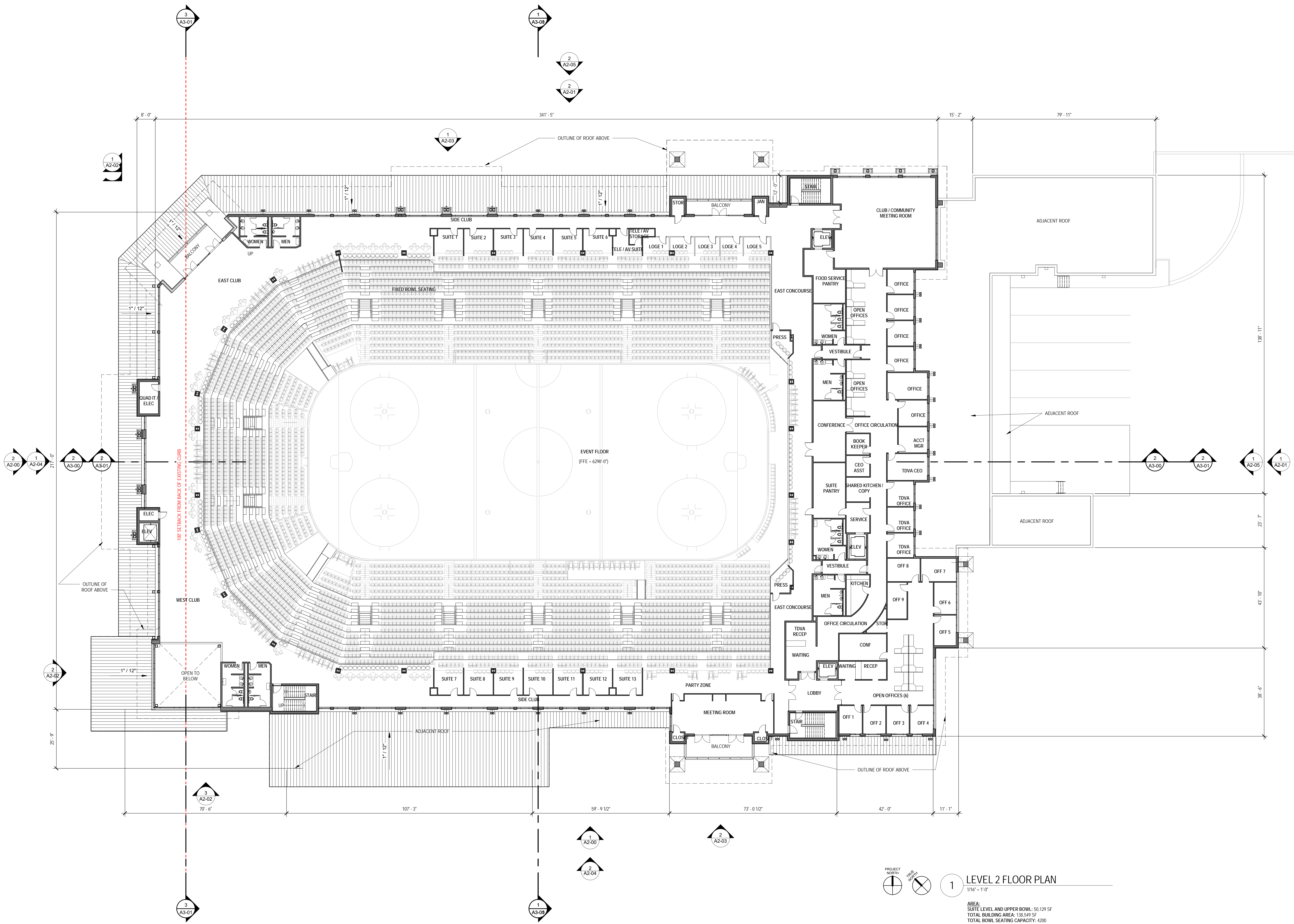
TRPA PERMIT APPLICATION

PROJECT NUMBER: 5797

LEVEL 2 FLOOR PLAN

SHEET NUMBER:

A1-02



1 LEVEL 2 FLOOR PLAN
1/16" = 1'-0"
AREA:
SUITE LEVEL AND UPPER BOWL: 50,129 SF
TOTAL BUILDING AREA: 130,549 SF
TOTAL BOWL SEATING CAPACITY: 4200

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TAHOE SOUTH EVENT CENTER

SOUTH TAHOE ALLIANCE OF RESORTS

STATELINE, NEVADA

ISSUE DATE: JANUARY 17, 2018

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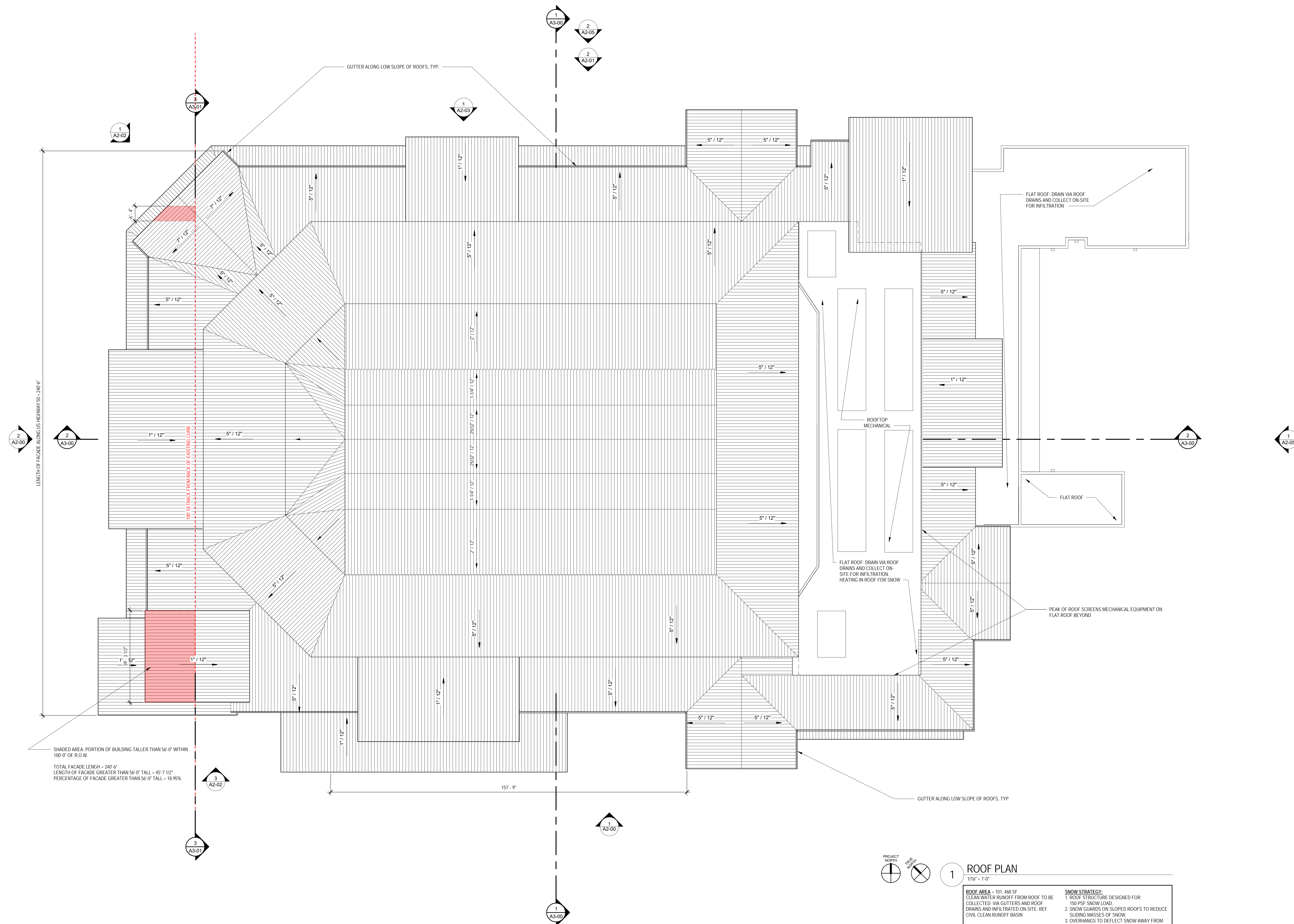
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TRPA PERMIT APPLICATION

PROJECT NUMBER: 5797

ROOF PLAN

SHEET NUMBER:
A1-03



LENGTH OF FACADE ALONG US HIGHWAY 50 - 240'-6"

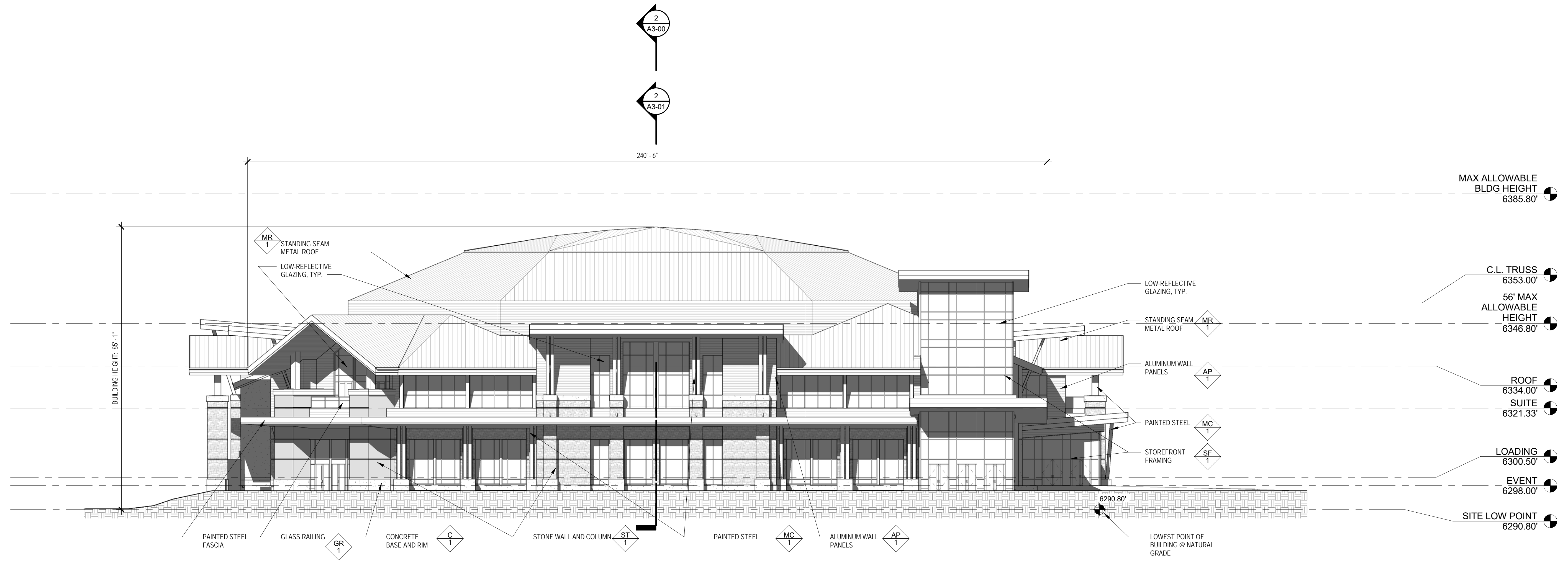
SHADED AREA: PORTION OF BUILDING TALLER THAN 56'-0" WITHIN 100'-0" OF R.O.W.
TOTAL FACADE LENGTH = 240'-6"
LENGTH OF FACADE GREATER THAN 56'-0" TALL = 45'-7 1/2"
PERCENTAGE OF FACADE GREATER THAN 56'-0" TALL = 18.95%

1 ROOF PLAN
1/8" = 1'-0"

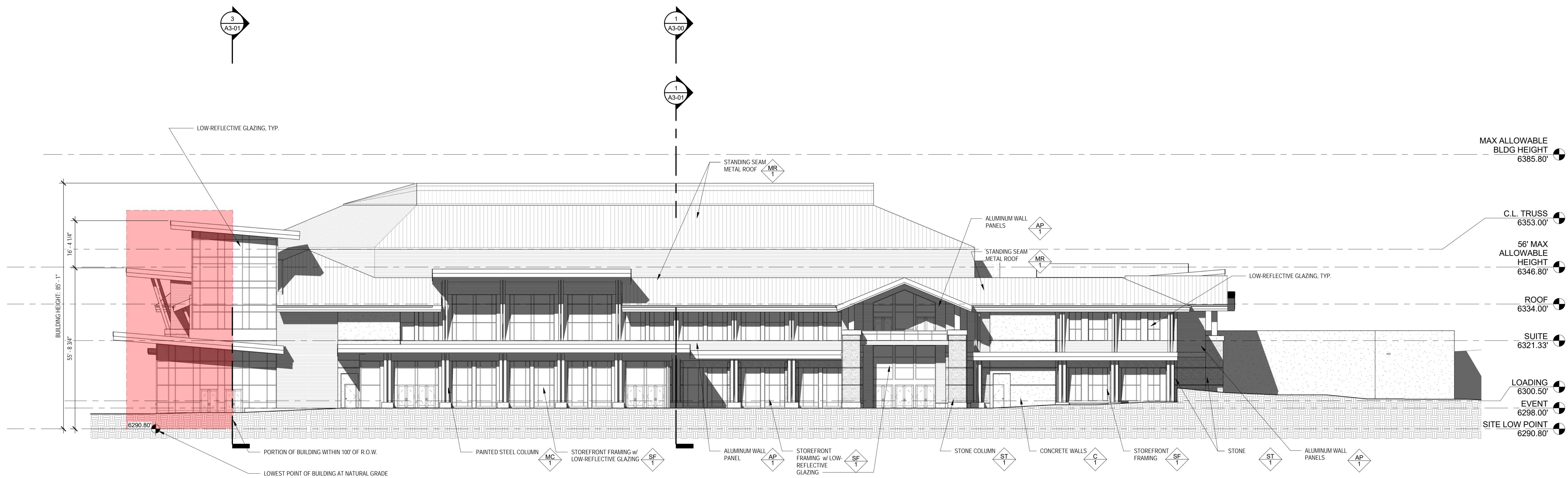
ROOF AREA - 101,468 SF
CLEAN WATER RUNOFF FROM ROOF TO BE COLLECTED VIA GUTTERS AND ROOF DRAINS AND INFILTRATED ON-SITE. REF. CIVIL CLEAN RUNOFF BASIN

SNOW STRATEGY:
1. ROOF STRUCTURE DESIGNED FOR 150 PSF SNOW LOAD.
2. SNOW GUARDS ON SLOPED ROOFS TO REDUCE SLIDING MASSES OF SNOW.
3. OVERHANGS TO DEFLECT SNOW AWAY FROM ENTRANCES AND WALKING PATHS.
4. HEATING AT ROOFTOP MECHANICAL UNITS TO KEEP SNOW CLEAR OF EQUIPMENT.

TAHOE SOUTH EVENT CENTER
SOUTH TAHOE ALLIANCE OF RESORTS
STATELINE, NEVADA



2 ELEVATION - WEST
1/16" = 1'-0"



1 ELEVATION - SOUTH
1/16" = 1'-0"

ISSUE DATE: JANUARY 17, 2018

REVISIONS

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PROJECT NUMBER: 5797

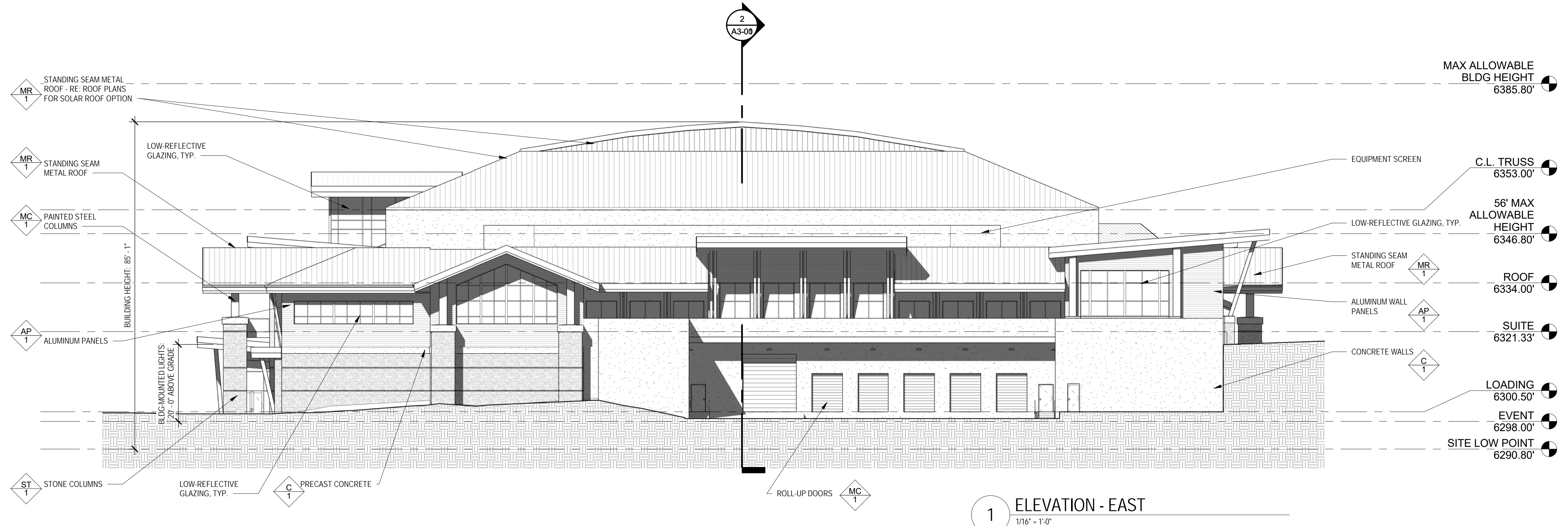
ELEVATIONS

SHEET NUMBER

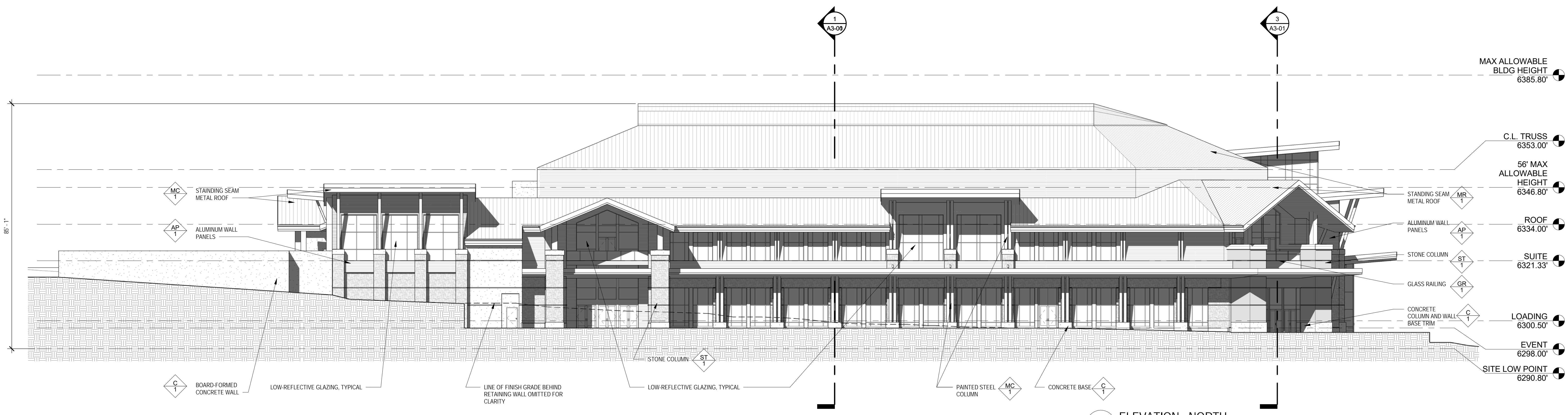
A2-00

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TAHOE SOUTH EVENT CENTER
SOUTH TAHOE ALLIANCE OF RESORTS
STATELINE, NEVADA



1 ELEVATION - EAST
1/16" = 1'-0"



2 ELEVATION - NORTH
1/16" = 1'-0"

ISSUE DATE: JANUARY 17, 2018

REVISIONS #	DATE	DESCRIPTION

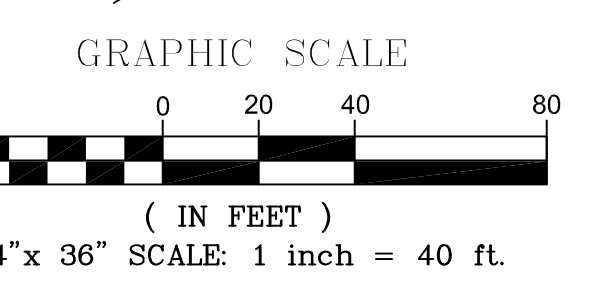
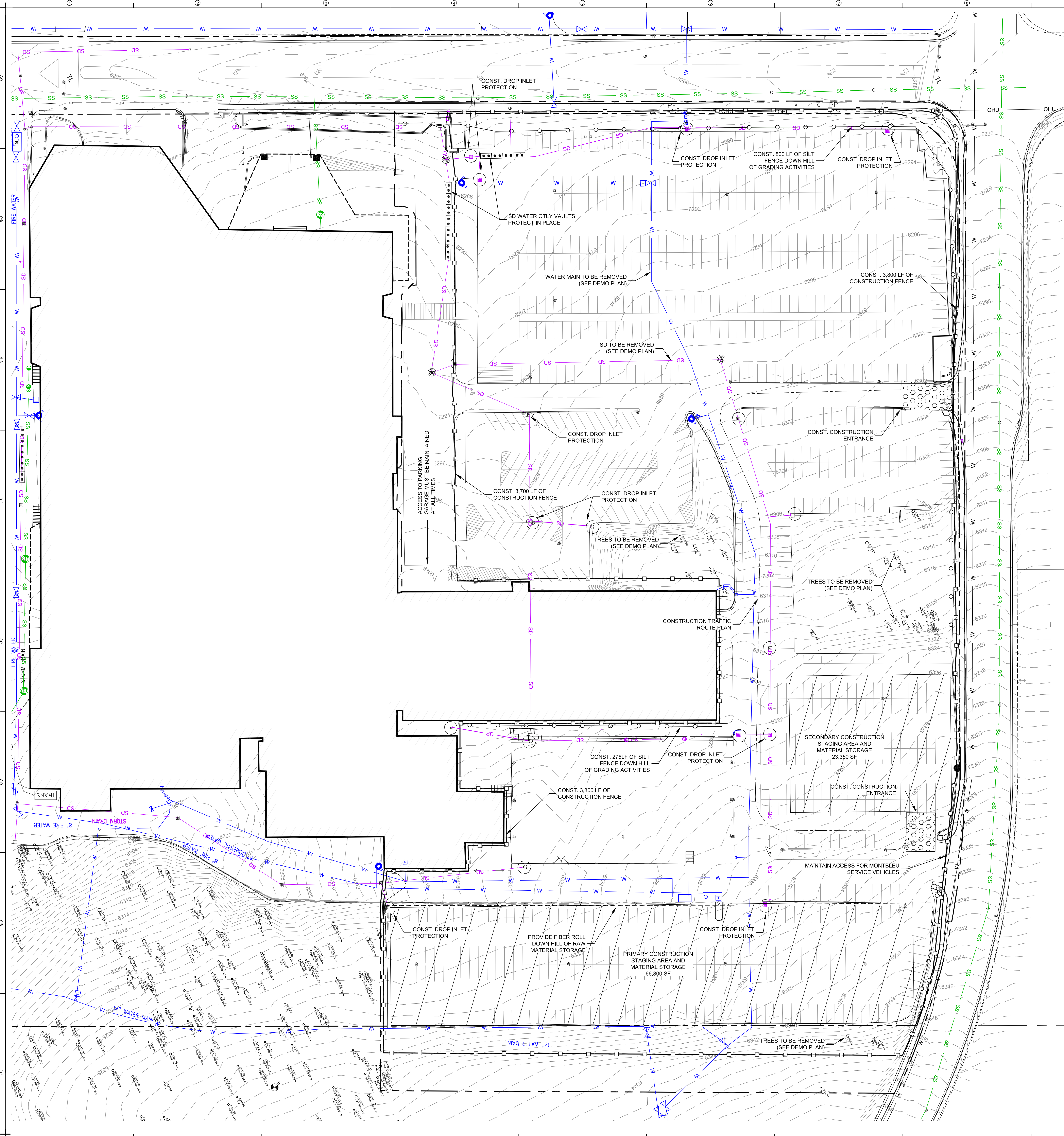
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PROJECT NUMBER: 5797

ELEVATIONS

SHEET NUMBER
A2-01



- NOTES**
1. THE BOUNDARY SHOWN HEREON IS FROM A TOPOGRAPHIC SURVEY DATED DEC. 2017, BY WELSH HAGEN ASSOCIATES.
 2. IT IS RECOMMENDED THAT A LICENSED LAND SURVEYOR BE ENGAGED TO VERIFY THE ACTUAL PROPERTY CORNERS ON THE GROUND PRIOR TO RELIANCE ON THIS SITE PLAN FOR CONSTRUCTION OF ANY IMPROVEMENTS.
 3. NO INVESTIGATION HAS BEEN MADE FOR EASEMENTS OF RECORD, TITLE EVIDENCE, OR ANY OTHER FACTS WHICH A CURRENT TITLE SEARCH MAY DISCLOSE, OTHER THAN THOSE SHOWN HEREON.
 4. NO INVESTIGATION CONCERNING ENVIRONMENTAL AND SUBSURFACE CONDITIONS, OR THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES WHICH MAY AFFECT THE USE OR DEVELOPMENT OF THIS PROPERTY WAS MADE AS A PART OF THIS PLAN.
 5. NO INVESTIGATION CONCERNING THE LOCATION OF OR EXISTENCE OF UTILITY SERVICE LINES TO THIS PROPERTY WAS MADE AS A PART OF THIS PLAN.
 6. ALL UTILITY LOCATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.
 7. CONTOUR INTERVAL IS ONE FOOT. CONTOUR ACCURACY IS PLUS/MINUS ONE HALF OF CONTOUR INTERVAL (1").

- TAHOE REGIONAL PLANNING AGENCY NOTES**
1. ALL BARREN AREAS AND AREAS DISTURBED BY CONSTRUCTION SHALL BE REVEGETATED IN ACCORDANCE WITH TAHOE REGIONAL PLANNING AGENCY HANDBOOK OF BEST MANAGEMENT PRACTICES.
 2. APPLICATION OF A MULCH MAY ENHANCE VEGETATIVE ESTABLISHMENT.
 3. PROVIDE 3" LAYER OF GRAVEL (PEA OR 3/4" DRAINROCK) BENEATH ALL RAISED DECKS AND STAIRS.
 4. ALL PLANTINGS SHALL BE NATIVE SPECIES. NO FERTILIZER SHALL BE USED ON SITE.
 5. LOCATE FENCING WITHIN PARCEL PROPERTY AND NO MORE THAN 12' FROM ANY STRUCTURE FOOTPRINT, DRIVEWAY, OR LIMITS OF GRADING. EROSION CONTROL FENCING MAY DOUBLE AS VEGETATION PROTECTION FENCING IN AREAS WHERE ITS PLACEMENT IS IN CONFORMANCE TO VEGETATION PROTECTION FENCING PLACEMENT. NEITHER VEGETATION PROTECTION FENCING OR EROSION CONTROL FENCING MAY BE CROSSED WITH CONSTRUCTION EQUIPMENT OR ACTIVITIES.
 6. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE MULCHED WITH A 2 TO 3 INCH LAYER OF PINE NEEDLES OR WOOD CHIPS AS A DUST CONTROL MEASURE. THIS MULCH SHALL BE MAINTAINED FROM COMPLETION OF INITIAL GRADING THROUGH COMPLETION OF THE PROJECT.
 7. NO MATERIAL OR EQUIPMENT SHALL ENTER OR BE PLACED IN THE AREAS PROTECTED BY FENCING OR OUTSIDE THE CONSTRUCTION AREAS WITHOUT APPROVAL FROM TAHOE REGIONAL PLANNING AGENCY.
 8. CONTRACTOR TO REFER TO TAHOE REGIONAL PLANNING AGENCY PERMIT FOR ADDITIONAL REQUIREMENTS.

DEFENSIBLE SPACE INSPECTIONS
A DEFENSIBLE SPACE INSPECTION IS REQUIRED TO PROVIDE FOR SAFE SEPARATION BETWEEN STRUCTURES AND WILDLAND VEGETATION. ALL ITEMS NOTED DURING THE INSPECTION MUST BE CORRECTED PRIOR TO PERMIT CLOSOUT. CONTACT THE NLTFFPD FORESTER AT (775) 831-0351 EXT 8128 TO SCHEDULE AN APPOINTMENT.
REFER TO LIVING WITH FIRE IN THE LAKE TAHOE BASIN (WWW.LIVINGWITHFIRE.INFO) AND THE 2003 INTERNATIONAL URBAN-WILDLAND INTERFACE CODE, ADOPTED BY NLTFFPD RESOLUTION 04-03.

REQUIRED SPACING FOR STEEPER SLOPES

TREES	20-40% SLOPE	20' BETWEEN TREE CANOPIES OR TO A STRUCTURE
	OVER 40% SLOPE	30' BETWEEN TREE CANOPIES OR TO A STRUCTURE
BRUSH	20-40% SLOPE	4 TIMES THE HEIGHT OF THE BRUSH
	OVER 40% SLOPE	6 TIMES THE HEIGHT OF THE BRUSH

NOTES: FOR PURPOSES OF DEFENSIBLE SPACE REQUIREMENTS THE TERM "STRUCTURES" INCLUDES DETACHED WOODSHEDS OR STORAGE SHEDS. AN ONGOING HOMEOWNER DEFENSIBLE SPACE MAINTENANCE PROGRAM IS NECESSARY TO MAINTAIN THESE DEFENSIBLE SPACE PARAMETERS. A DEFENSIBLE SPACE INSPECTION BY THE LOCAL FIRE AGENCY IS REQUIRED.
* FOR MORE DETAILS REGARDING ACCEPTABLE PLANTINGS WITHIN 5' OF STRUCTURES SEE THE U.N.R. PUBLICATION "LIVING WITH FIRE" AVAILABLE ON LINE OR AT YOUR LOCAL FIRE AGENCY.

- FIRE AGENCY DEFENSIBLE SPACE REQUIREMENTS**
1. ALL DEAD VEGETATION INCLUDING TREES, BRUSH & OTHER VEGETATION SHALL BE REMOVED FROM THE ENTIRE PROPERTY.
 2. ALL LIVE TREES SHALL BE LIMBED TO A HEIGHT OF 10' ABOVE GRADE. ON SLOPING SITES THE 10' SHALL BE MEASURED FROM THE HIGHER SIDE. FOR SMALLER TREES IF SUCH LIMBING REMOVES OVER 30% OF THE LIVE TREE CANOPY, THEN EITHER REMOVE THE TREE OR CONFORM WITH THE HORIZONTAL BRUSH SPACING REQUIREMENTS LISTED IN ITEM #8 BELOW.
 3. ALL LIVE TREES SHALL BE LIMBED TO ACHIEVE A MINIMUM 10' CLEARANCE FROM ADJACENT STRUCTURES. IF LESS THAN 60% OF THE LIVE TREE CANOPY WOULD REMAIN AFTER SUCH LIMBING THEN THE ENTIRE TREE SHALL BE REMOVED.
 4. WITHIN A ZONE OF UP TO 30' FROM THE STRUCTURE, ALL TREE CANOPIES MAY BE LIMBED TO ACHIEVE A 10' CLEARANCE BETWEEN THEM. IF SUCH LIMBING CANNOT BE ACHIEVED WITHOUT REMOVING MORE THAN 30% OF THE CANOPY, THEN THE TREES SHALL BE CONSIDERED A "TREE GROUP".
 5. "TREE GROUPS" SHALL MEET ALL OF THE REQUIREMENTS FOR INDIVIDUAL TREES.
 6. ALL BRUSH, TREES AND FLAMMABLE MATERIALS SHALL BE REMOVED FROM WITHIN THE DRIP LINES OF INDIVIDUAL TREES AND "TREE GROUPS". ALL FLAMMABLE MATERIALS AND PLANTINGS (SUCH AS JUNIPER) SHALL BE REMOVED FROM AN AREA WITHIN 5' OF THE STRUCTURE AND ITS SUPPORT POSTS. WELL IRRIGATED AND MAINTAINED ORNAMENTAL PLANTINGS AND LAWNS ARE ACCEPTABLE (*) IN THIS AREA.
 7. IN AREAS WITH LESS THAN 20% SLOPE, BRUSH FIELDS WITHIN 5'-30' OF A STRUCTURE SHALL BE CULLED TO ACHIEVE A MINIMUM HORIZONTAL SPACING OF 2 TIMES THE HEIGHT OF THE BRUSH. INDIVIDUAL BRUSH PLANTS WITHIN THIS AREA EXCEEDING 100 SF AND 36" HIGH SHALL BE REMOVED. SEE TABLE BELOW FOR SLOPES OVER 20%.
 8. LARGER TREES WITHIN 30'-100' OF A STRUCTURE NEED NOT BE REMOVED, HOWEVER THESE TREES SHALL BE LIMBED IN ACCORDANCE WITH ITEM #2 ABOVE AND FLAMMABLE MATERIALS WITHIN THEIR DRIP LINES SHALL BE REMOVED IN ACCORDANCE WITH ITEM #6 ABOVE.

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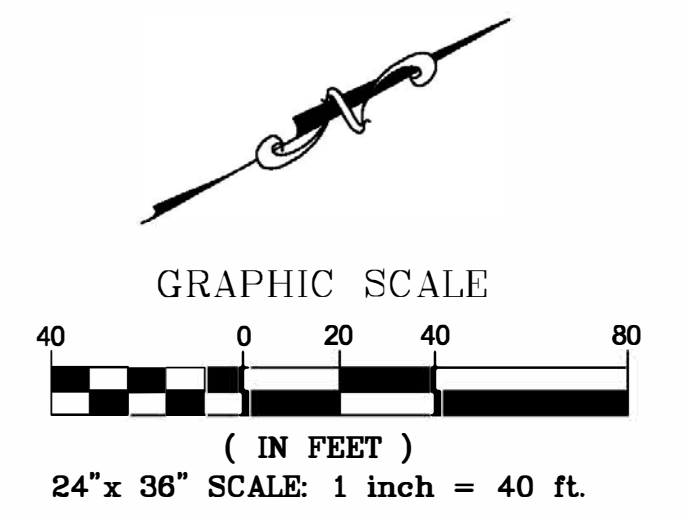
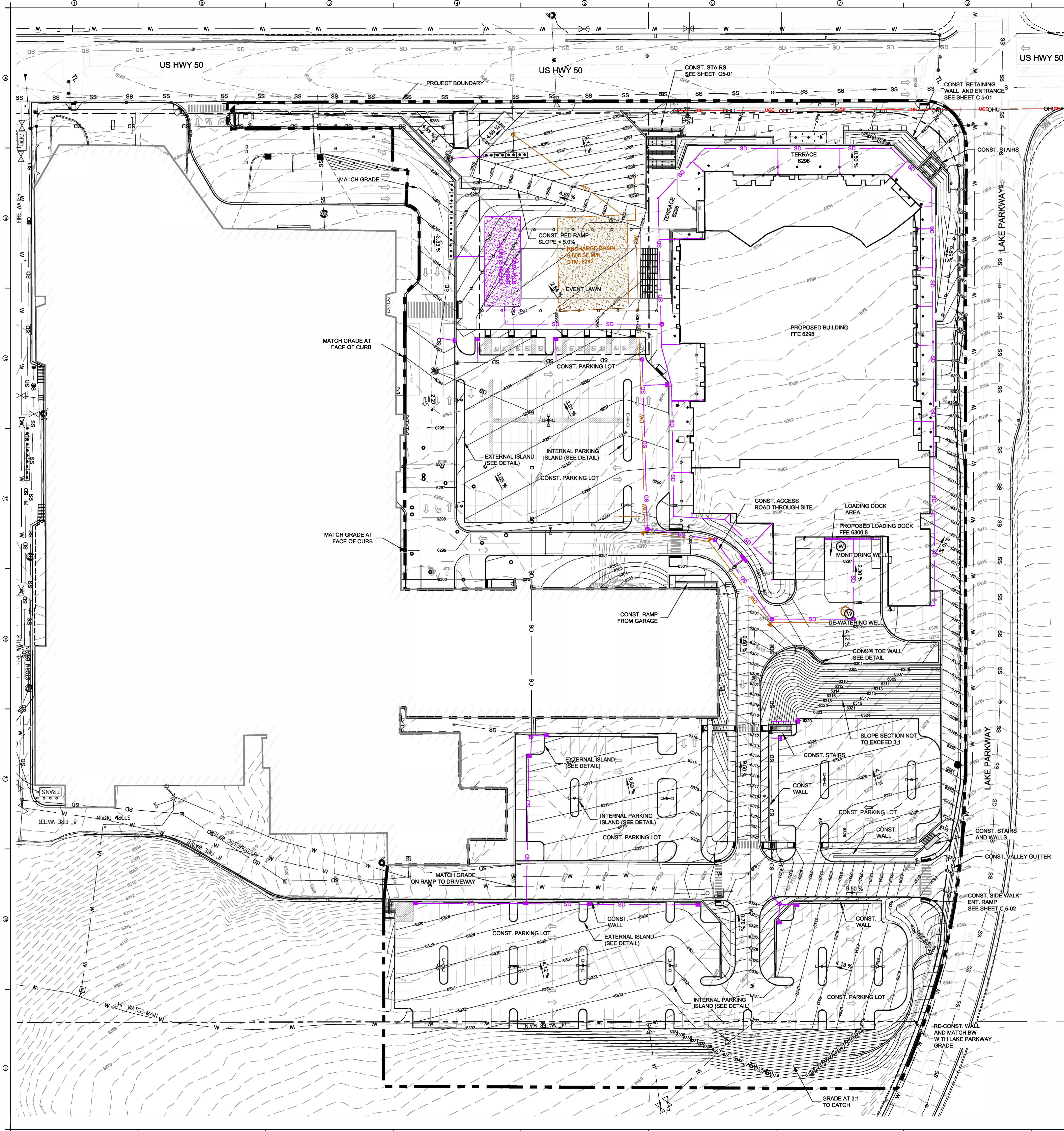
TAHOE SOUTH EVENT CENTER
TAHOE DOUGLAS VISITORS AUTHORITY
STATELINE, NEVADA

ISSUE DATE: DECEMBER 15, 2017

REVISIONS #	DATE	DESCRIPTION

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PROJECT NUMBER: 5797
BMP PLAN
SHEET NUMBER
C2-00
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ISSUE DATE: DECEMBER 15, 2017

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PROJECT NUMBER: 5797

GRADING PLAN

SHEET NUMBER
C5-00

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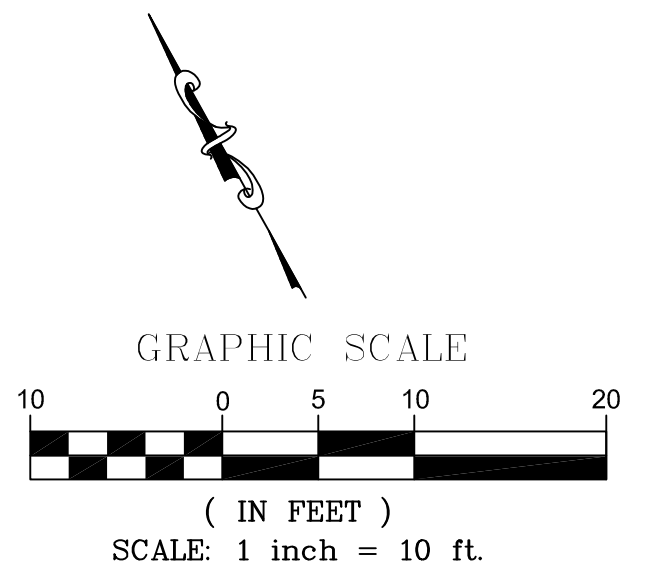
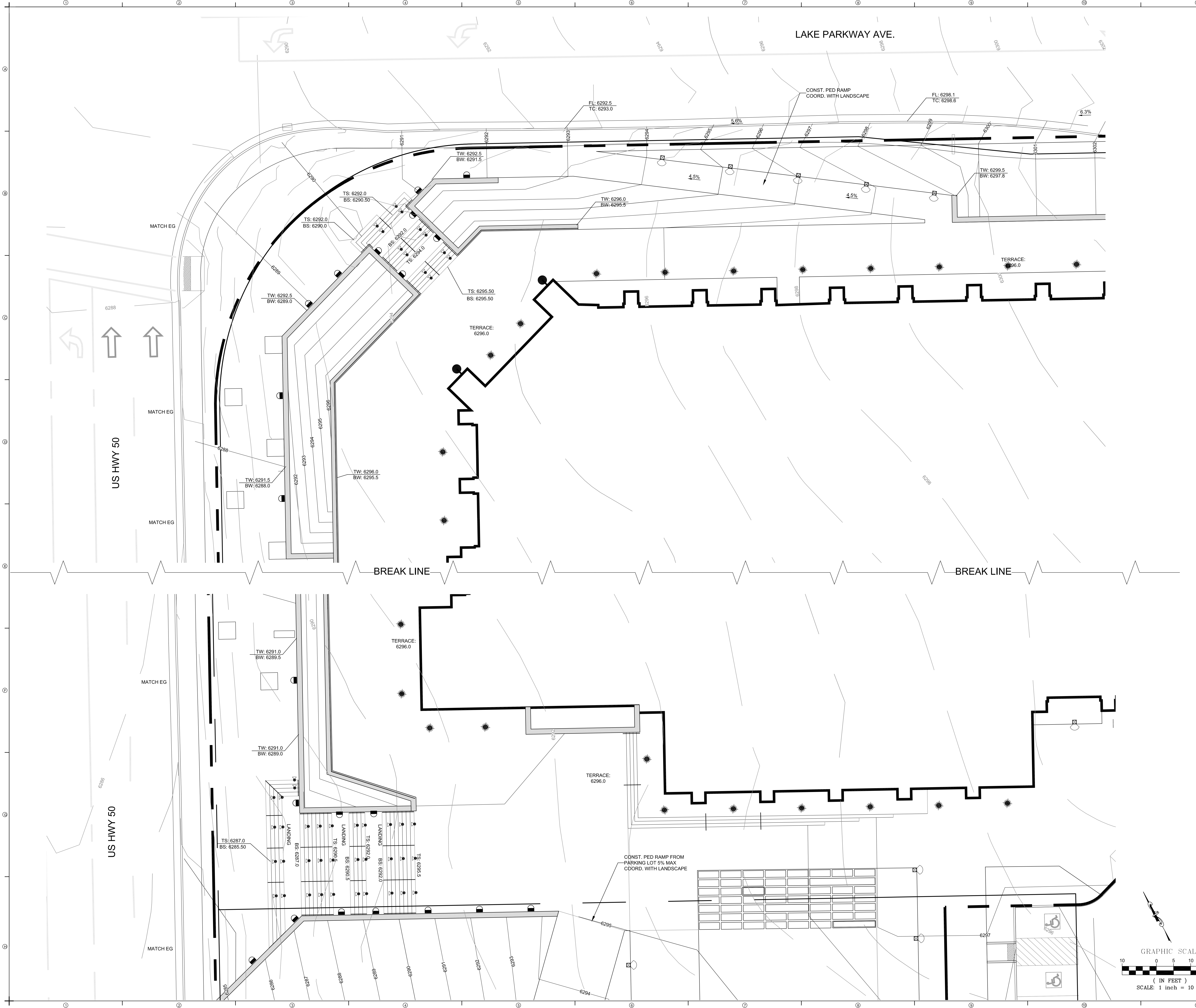
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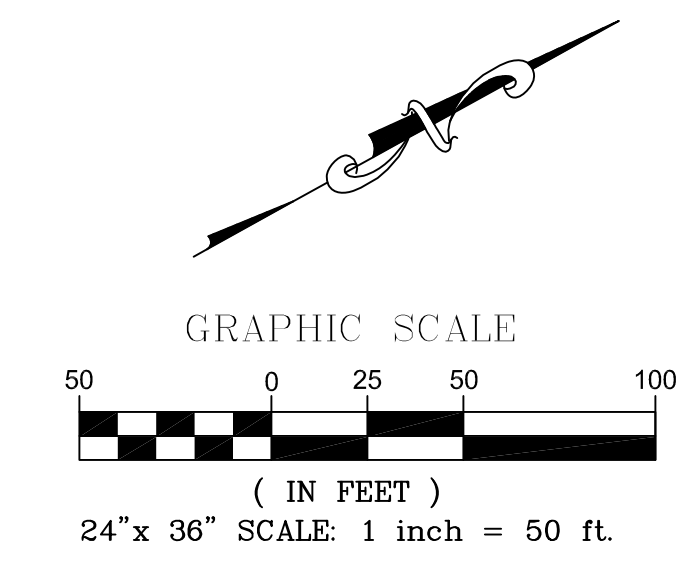
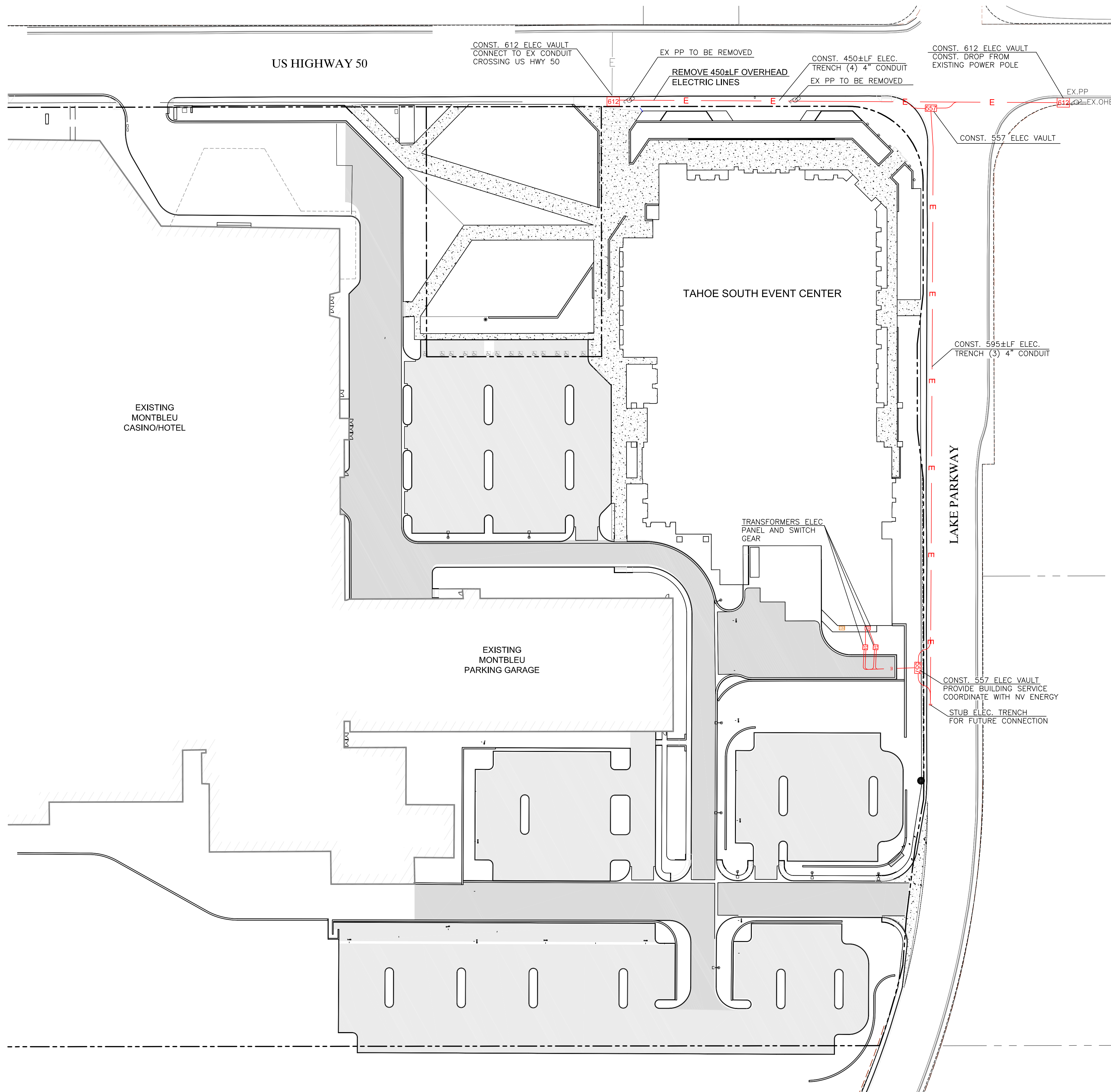
PROJECT NUMBER: 5797

HWY 50 ENTRANCE ENLARGEMENT

SHEET NUMBER

C5-01





- NOTES:
1. CONTRACTOR TO LOCATE, POT HOLE AND VERIFY ALL CONNECTION POINTS PRIOR TO CONSTRUCTION.
 2. IF THERE IS A DISCREPANCY BETWEEN THIS SHEET AND THE NV-ENERGY PLANS CONTRACTOR TO CONTACT THE ENGINEER OF RECORD.

Perkins&Will
Nevada, Inc.

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1.303.308.0222
perkinswill.com

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- MEP
M-E Engineers
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Colorado 80401
- LANDSCAPING
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- AUTOMATIC CONSULTANT
Wrightson, Johnson, Haddon & Williams, Inc.
7220 West Jefferson Avenue #410, Lakewood,
Colorado 80225
- FOOD SERVICE DESIGN
Ricca Design Studios
5325 South Valerita Way, Greenwood Village,
Colorado 80111

PROJECT

Tahoe South Event Center

55 US-50
Stateline, Nevada 89449



Tahoe-Douglas Visitor's Authority

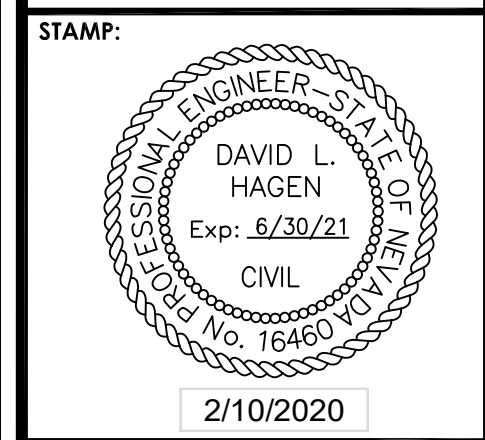
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Sheet Package #01	ISSUE	DATE

Job Number 221940.

DOUGLAS CO.
SIP# _____

NOT FOR CONSTRUCTION



Sheet Title:

ELECTRICAL PLAN

Project: **EVENT CENTER**

Drawn By: **BAMF**

Checked By: **DLH**

Scale: **AS NOTED**

Date: 2/10/2020

Sheet Number:

C4.0a