

**TAHOE
SOUTH
EVENTS CENTER**



**Proposed Events
Center Location**

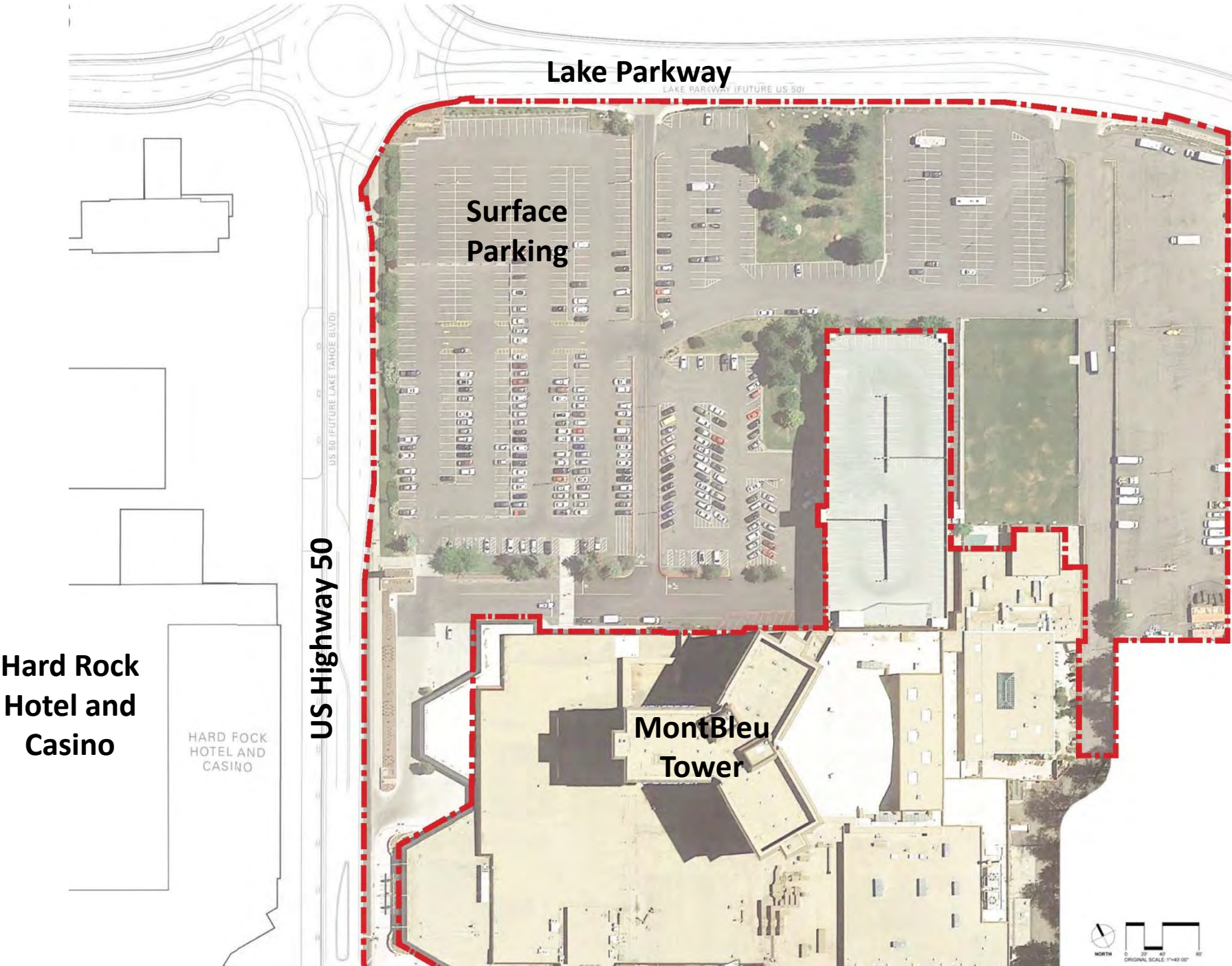


Lake Parkway

US Highway 50



EXISTING CONDITION



PROPOSED CONDITION





Max Height – 85 feet

Improved Pedestrian Walkways, Landscaping, Gathering Areas



Tahoe South EVENTS CENTER

EVENTS CENTER
MARCH 20
APRIL 20
MAY 20
JUNE 20

EXIT

101-102

103-1

10

EXIT

SW

FOOD & BEVERAGE







February 2025
ADVENTURE IS OUT THERE
Exploring the beauty of South Lake Tahoe

Integration with Main Street Management Plan

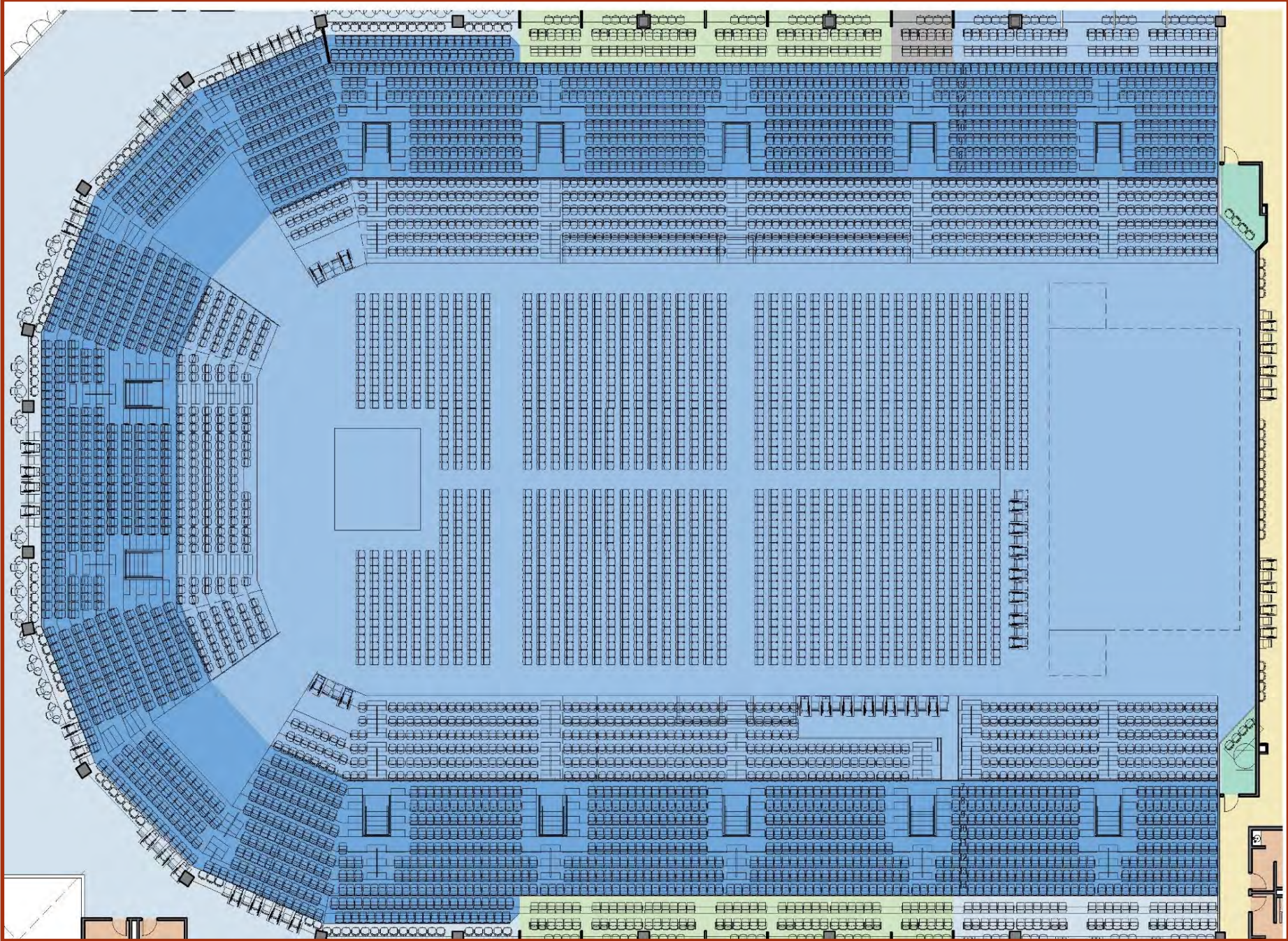
Undergrounded Utilities

Street Trees

Improved Walkways

Roundabout





Flexible space for year-round music and performing arts



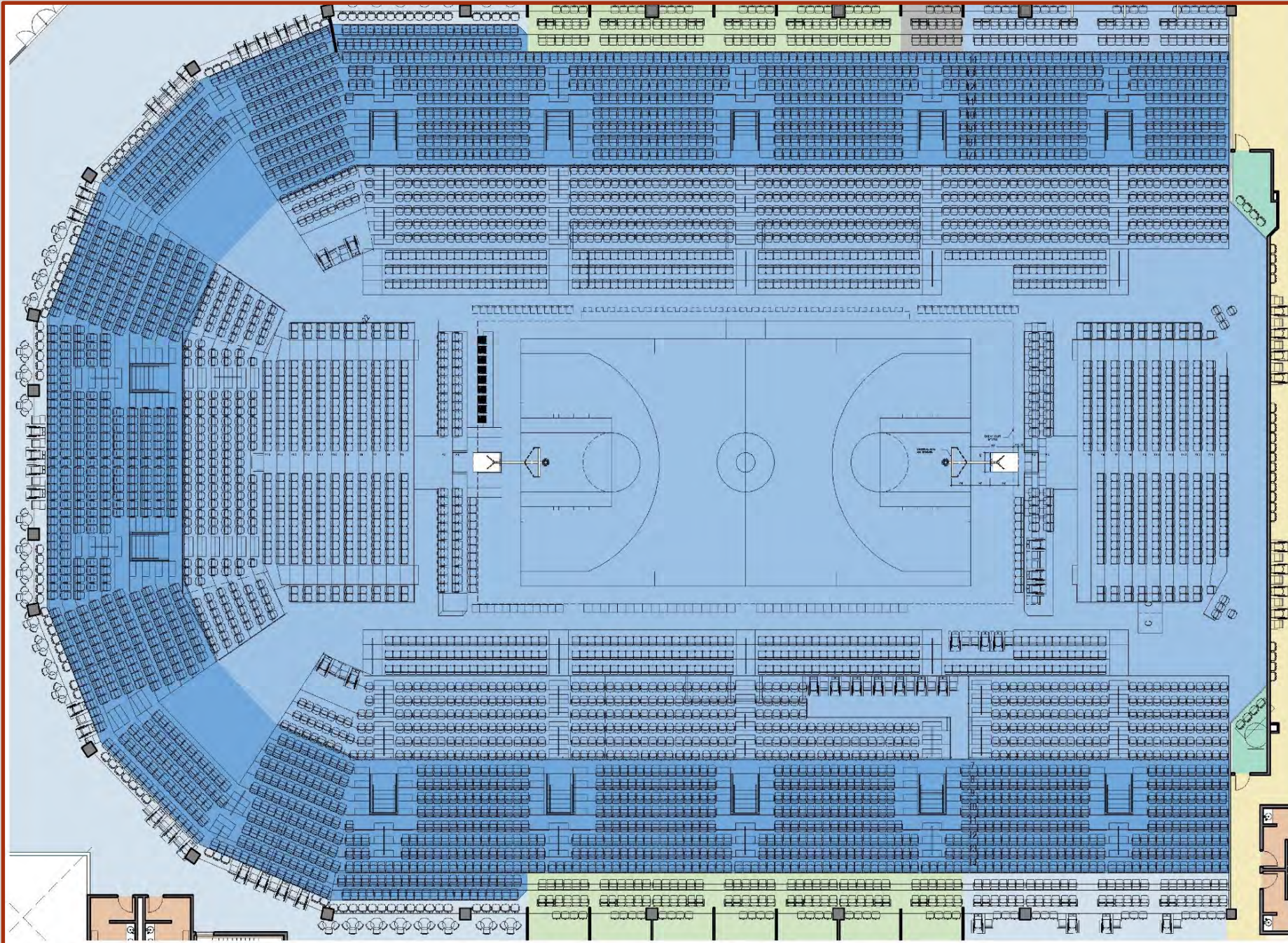
Concerts



Music festivals



Performing arts



4,200 seat center designed for exhibition and tournament games and events.



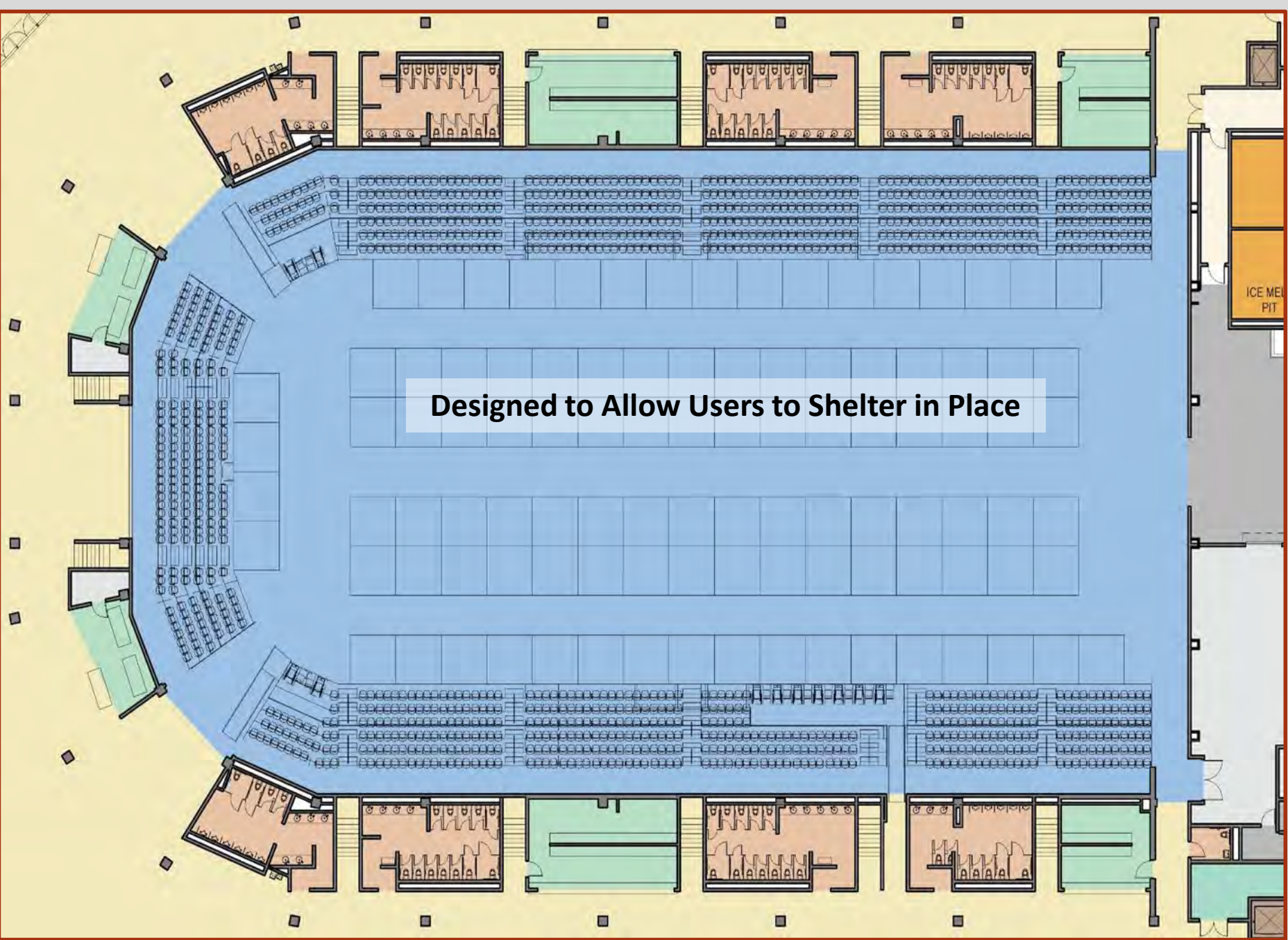
Ice hockey, figure skating



Cross fit competitions, weightlifting, yoga



Indoor football, soccer, lacrosse, basketball



Designed to Allow Users to Shelter in Place

Flexible space for trade shows and conventions



Science and technology conventions



Industry trade shows



Corporate events and retreats

ICE MEET PIT

Background

- December 2019 Governing Board meeting - Informational item
- January 2020 Governing Board Meeting – Public hearing to take comment on Draft Environmental Assessment
- February and March 2020 – Respond to comments, revise Environmental Assessment, hold stakeholder meetings to develop conditions of approval and adaptive management plan.

Environmental Assessment

- Changes to the assumptions based on hotel/motel occupancy rates
- Changes to the assumptions regarding the type of events expected to be held over the year.
- Consideration of the vehicle miles travelled and trip reductions associated with year-round paid parking and year-round transit

Scenic Quality



**High Quality
Architectural Design**



**Undergrounded
Utilities**

**Event Lawn and
Pedestrian
Walkways**

Scenic Quality



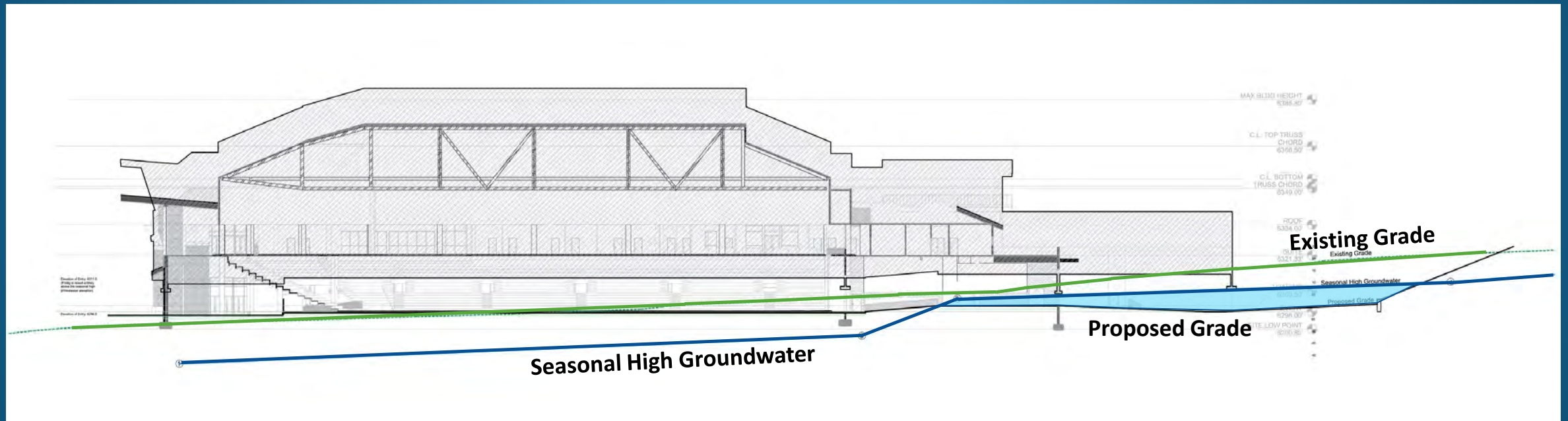
Undergrounded Utility Lines



Architecture Complements Mountain Setting

Improved Streetscape and Public Amenities

Groundwater interception



Transportation

Impact: The Event Center will result in a significant increase in vehicle new vehicle trips and miles travelled

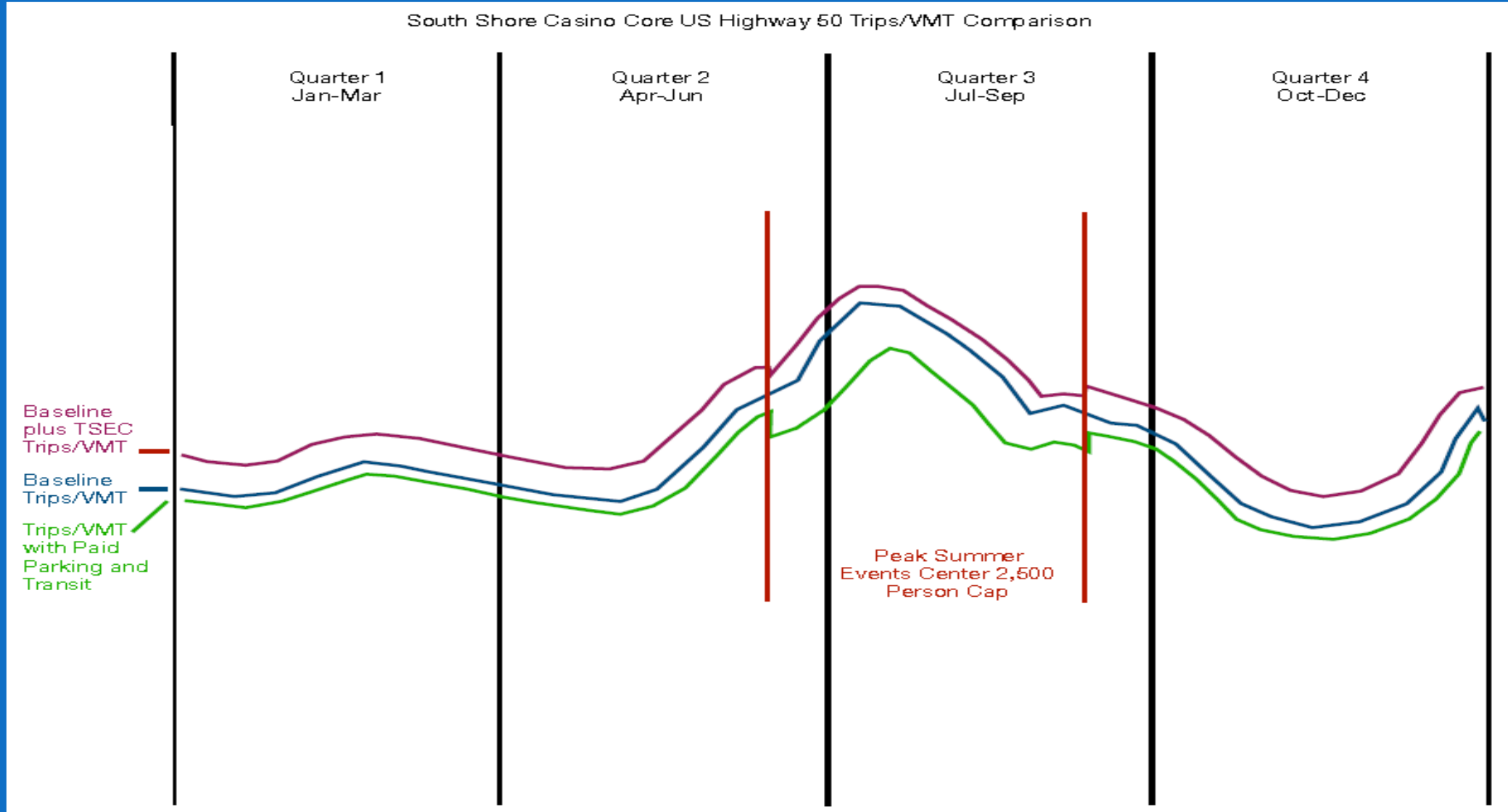
Performance Standards

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

Permit Framework

- Baseline traffic reduction measures:
 - Seating capacity limits in summer
 - Paid Parking
 - Transit
 - Ticket surcharge to fund additional traffic reduction measures
- Monitoring
- Adaptive Management
- On-gong stakeholder involvement and Governing Board oversight

VMT/trip reductions due to paid parking and transit



Events Center Seating Capacity Limitations and Paid Parking

- The applicant proposes to limit event size to 2,500 during June 15 through Labor Day
- Year-round paid parking consistent with the Main Street Management Plan Parking Management Program will be in place at:
 - Harrah's Lake Tahoe Hotel and Casino
 - Harveys Lake Tahoe Hotel and Casino
 - MontBleu Resort Casino Hotel
 - Hard Rock Lake Tahoe



CARTOONSTOCK

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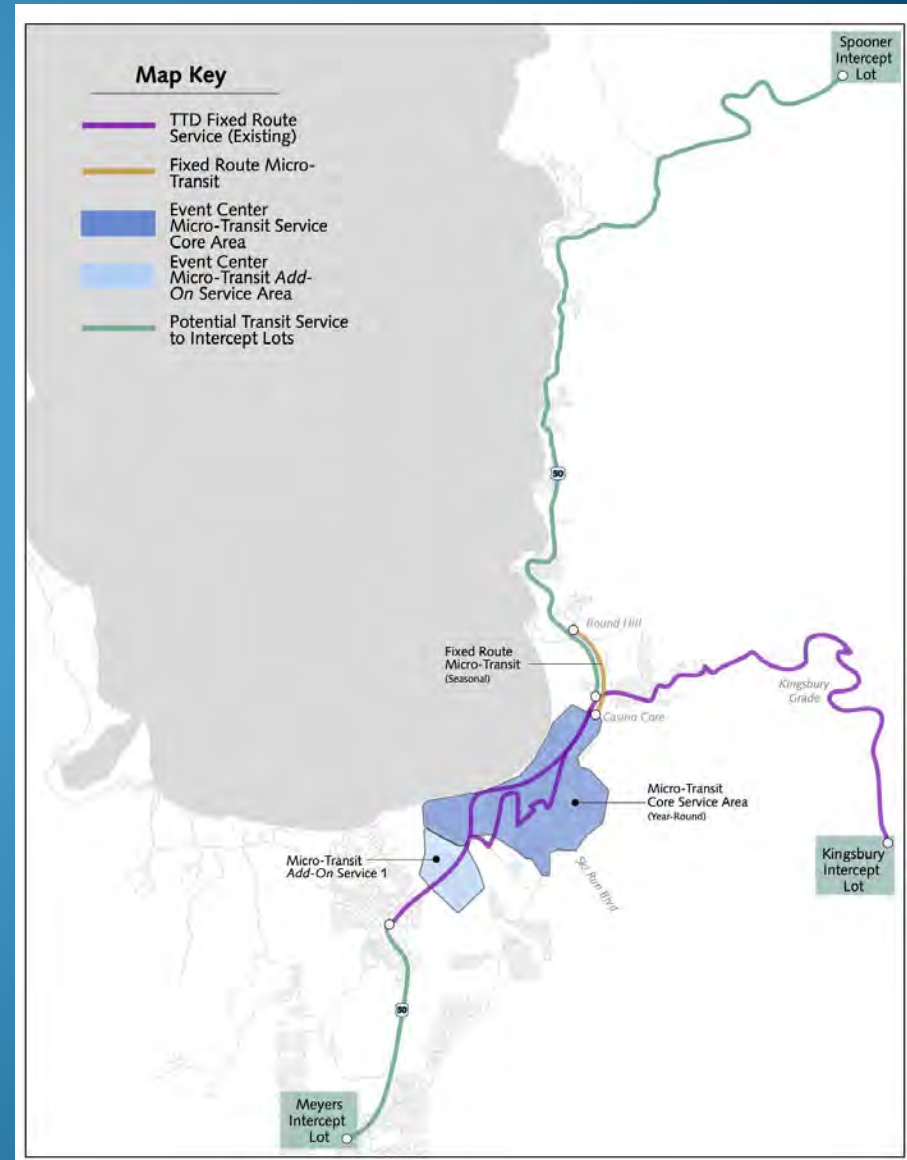
Transit

- Continuous free daily service year-round in on the south shore in the service area that is shown on the map in you packet at page.
- On-demand rides will be available within the service area using a rider mobile application for making ride requests.
- A fixed route in the summer will run between Montbleu and Round Hill Pines Beach Resort.

Transit



Transit Service Area



Monitoring

Goal: The goal of Event Center monitoring is to understand how the Event Center paid parking and transit is reducing or generating vehicles miles and trips and affecting or not, offsite parking impacts

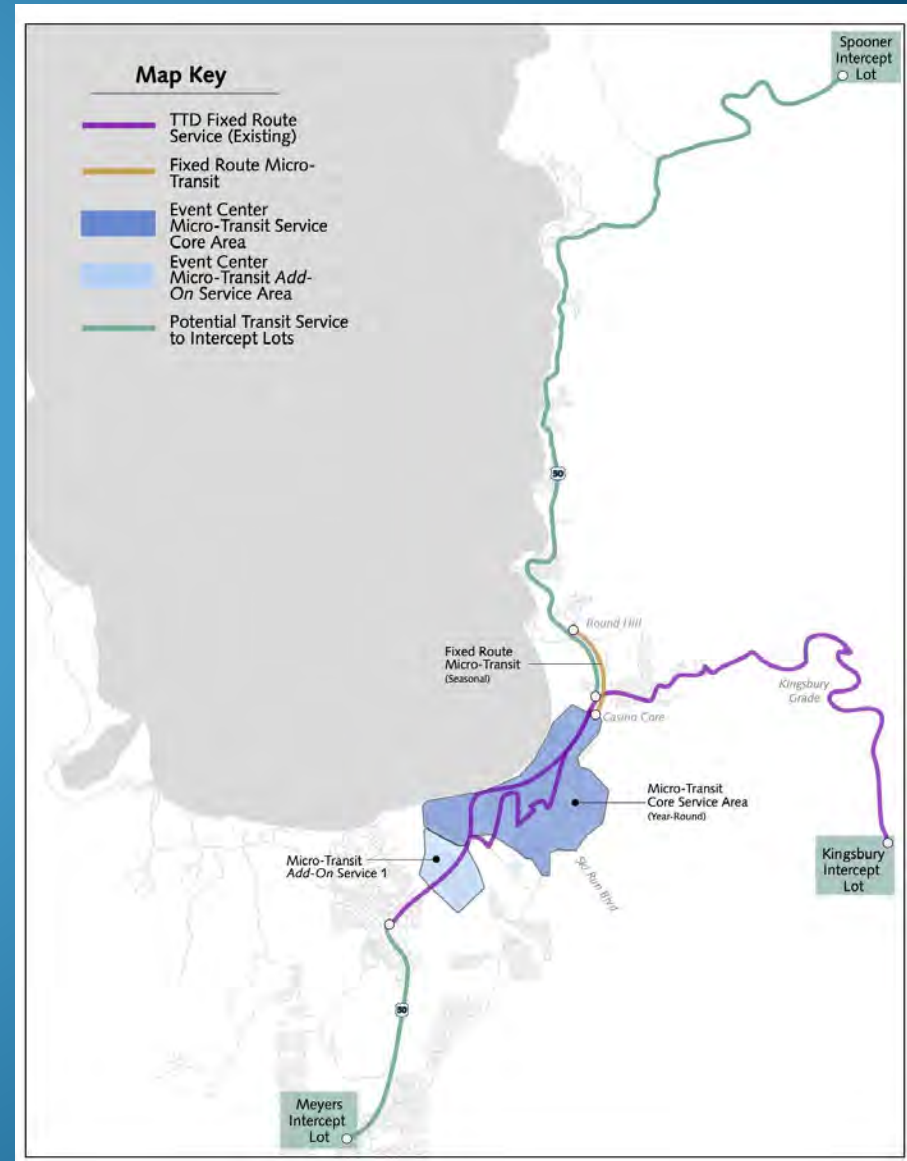
Adaptive Management



Adaptive Management

- Monitoring to determine effectiveness of traffic reduction measures
- Triggers for major and minor exceedances
- Implementation of additional traffic reduction measures to achieve standard

Transit Service Area



Stakeholder Involvement

- Ongoing coordination with stakeholders to evaluate monitoring results.
- Determines how to respond to monitoring and determine next steps
- The Stakeholder Committee includes will include an 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 the Tahoe Transportation District.

Permit Framework

- Baseline traffic reduction measures:
 - Seating capacity limits in summer
 - Paid Parking
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- Monitoring
- Adaptive Management
- On-gong stakeholder involvement and Governing Board oversight

Recommendation

- Make the required project approval findings
- Adopt a mitigated finding of no significant effect
- Approve the project

Governing Board Comment

Public Comment

GB Deliberation and Action

Governing Board 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, including a mitigated finding of no significant effect; and
2. A motion to approve the proposed project, subject to the draft permit.

Regional Transportation Plan Implementation

- The traffic reductions will help to implement policies of the Regional Transportation plan which include:
- Policy 2.11: Coordinate public and private transit service...
- Policy 2.4: Improve the existing transit system for the user making it frequent, fun, and free...use increased frequency 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.

TRANSPORTATION DELIVERABLES



Operating limitations

Deed restricted limited occupancy during high visitation months



Incentive: Free and frequent transit service

- › Free year-round transit in the tourist core and South Shore neighborhoods
- › Generates private sector contributions to transit



Incentive: Mobility Hub located at the gateway to Stateline

- › Turnout for public busses and microtransit shuttles
- › Shared mobility device corral and bike racks
- › Adaptive wayfinding signage
- › Uber/Lyft pickup & dropoff location (prevents circling and congestion)



Disincentive: Paid parking with dynamic pricing

- › Significant reductions to VMT and congestion
- › Disincentivizes reliance on private car
- › Pricing can respond to demand and seasonality

Adaptive Management

- If monitoring after implementation of additional traffic reduction measures reveal exceedances, the applicant 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 vehicle miles travelled and trip standard.

Implementation of Additional Traffic Reduction Measures

- If monitoring shows the target traffic reductions are not being met, additional traffic reduction measures must be implemented
- The alternative traffic reduction mitigation measures will be reviewed by stakeholder group
- The selection of additional performance measures for implementation shall be subject to review and approval by the TRPA Governing Board

Level of Service

- 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.
- Lake Parkway/Montbleu Driveway intersection (peak/off-peak season) – Provide Traffic Control Officer.
- Lake Parkway/Heavenly Village Way intersection provide a post-event Traffic Control Officer until and unless construction of the US 50 bypass project is completed.