

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:


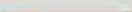



- a) Quarterly Coordination Meetings: TDVA shall organize a quarterly meeting with governmental, environmental, and economic interests to evaluate the event center strategies and monitoring results during the first twenty years of operation.
- b) Annual Coordination Meetings: TDVA shall organize an annual 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

Meyers
Intercept
Lot

Micro-Transit
Add-On Service 1

Fixed Route
Micro-Transit
(Seasonal)

Round Hill

Casino Core

Micro-Transit
Core Service Area
(Year-Round)

Ski Run Blvd

Kingsbury
Grade

Kingsbury
Intercept
Lot

Spoo
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.)

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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.

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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

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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

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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.

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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

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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

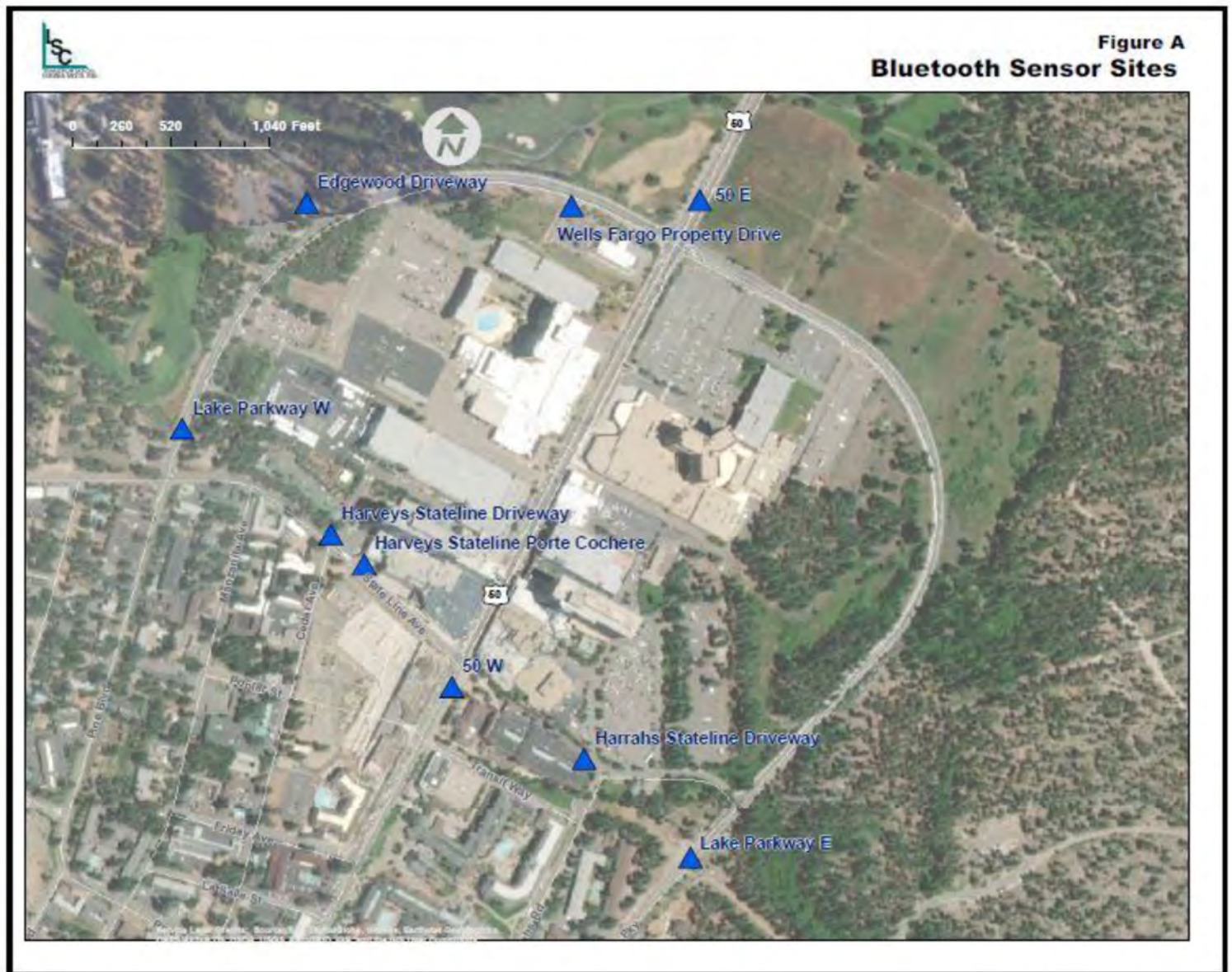
An independent analysis conducted by a qualified transportation consulting firm will be needed to analyze the various data sources and quantify overall impacts. While this cost can only be defined through a bidding process and will depend on the level of review and revision, a reasonable budget for the 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

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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	