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STAFF REPORT

Date: April 19, 2023

To: TRPA Governing Board

From: TRPA Staff

Subject: Waldorf Astoria Community Enhancement Program Project, EKN Development Group, 5 State Route 28, Crystal Bay, Nevada, Assessor's Parcel Number 123-051-02, et.al, Revision to TRPA Permit File Number CEPP2014-0138-01

Summary and Staff Recommendation:
Staff recommends that the Governing Board make the required findings, including a mitigated finding of no significant effect and approve the proposed revisions to TRPA Permit Number CEPP2014-0138.

Required Motions:
In order to approve the proposed project revisions, the Board must make the following motions based on the staff report:

1) A motion to approve the required findings, including a mitigated finding of no significant effect (as set forth in Attachments A and H); and
2) A motion to approve the proposed revisions to the project subject to the conditions contained in the draft permit (as shown in Attachment B).

In order for the motions to pass, an affirmative vote of 5 members of the Governing Board from Nevada and 9 members overall is required.

Governing Board Review:
The proposed project involves a major revision to a project previously approved by the Governing Board and therefore staff is requesting the Governing Board review and approve the proposed changes.

Background:
This project is a plan revision to the Boulder Bay Project permit that was approved as part of the TRPA Community Enhancement Project Program (CEPP) at the April 2011 Governing Board meeting. The Governing Board action included certification of an Environmental Impact Statement (EIS).

The CEPP was designed to seek out "net environmental gain" solutions for the Lake Tahoe Basin by implementing environmental improvements. The focus of the CEPP was to encourage revitalization projects in town centers that demonstrate substantial environmental, as well as social and long-term economic benefits. Commodities such as Tourist Accommodation Bonus Units were awarded to projects in exchange for a project constructing environmental improvements above and beyond

mitigation requirements. The Boulder Bay project was one of nine mixed-use, redevelopment proposals which were accepted into the CEPP in February 2008 by the TRPA Governing Board which received Tourist Accommodation Units, Residential Bonus Units, and Commercial Floor Area.

Boulder Bay, LLC, the original project applicant, received a permit to redevelop the existing Tahoe Biltmore Hotel and Casino site into a mixed-use resort. The proposed project was designed to replace the existing facilities, which are substantially past their life cycle. The proposed project included the following EIP projects; Nevada Utility Undergrounding Projects - Phase I, Brockway Residential Water Quality Improvement Project, and North Stateline Community Plan Lake Vista Mini-Park. The proposed project also included onsite infiltration galleries and detention basins sized to capture, treat and infiltrate peak flow volumes from a 50-year, 1-hour storm event and reduced existing land coverage by 15.8% within the community plan area.

The project area is approximately 16 acres, and the approved project consists of eight new buildings for a hotel, residential, gaming, and commercial uses, in addition to underground parking facilities, pedestrian village, community park and open space, and an integrated on-site stormwater treatment system. Specifically, the approved project consists of the following elements:

- 275 tourist accommodation units,
- 59 whole ownership condominiums,
- 14 “on site” affordable employee housing units (14 two-bedroom units) and 10 "infill" affordable housing units in one- and two-bedroom units to be located within a 10-mile radius of the project for a total of 38 deed restricted affordable housing bedrooms,
- 18,715 square feet of commercial floor area within a two-acre public gathering space and pedestrian village,
- 67,338 square feet of hotel and accessory uses,
- 10,000 square feet of casino (reduced from 29,744 square feet of existing gaming area),
- 460 total parking spaces (450 in underground structures),
- 5.7 acres of open space with 1.87 acres designated for two public parks to be built and maintained by Boulder Bay and 1.20 acres for passive hiking trails and scenic overlook, and
- Pedestrian paths, hiking paths, and bicycle lanes.

Since the project was approved the following project elements have been constructed:

- Nevada Utility Undergrounding Project Phase 1,
- The Lake Vista-Mini Park located immediately east of the project site,
- A large stormwater basin located across Highway 28 near the CalNeva Hotel infiltrates water from the proposed development and SR 28, treating stormwater from Placer County, Caltrans and NDOT rights of way,
- 18 attached condominiums known as Granite Place at Boulder Bay Lake Tahoe located on Highway 28 on the eastern side of the project area, and
- Partial construction of a connector road between Lakeview Avenue and Wassou Road.

Construction of these approved project elements represents diligent pursuit of the project and therefore the project permit remains valid. To ensure the project is diligently pursued to keep the permit valid, construction must occur in the 2023 building season.

Revised Project Description:
The proposed plan revision to the approved Boulder Bay project permit involves full build-out of the remaining approved project with changes. All environmental improvement projects previously approved as part of the original project will also be incorporated into the revised project.

The mix and type of units have been refined and vary in size and count. The revised project:

- Reduces the number of hotel units from 275 to 134 (includes 22 lock-off units).
- Decreases the number of residential units from 59 to 43 which includes the previously constructed 18 units in the building that fronts Highway 28.
- Results in a net reduction of 157 units, a 47 percent reduction in density.
- The reduction in density allows additional space for amenities to support the level of service necessary to achieve the desired resort experience.
- Proposes no change to the approved gaming (10,000 sq.ft.), commercial (18,700 sq.ft.) or employee housing components.
- Employee housing consisting of 38 deed restricted affordable housing bedrooms in 14 “on site” affordable employee housing units (two-bedroom units) and 10 "infill" affordable housing units in one- and two-bedroom units to be located within a 10-mile radius of the project.

The revised project includes the same number of approved buildings, and their configuration remains substantially unchanged. It does involve slight changes to footprint size, placement, and architectural design. The approved project’s architectural character has been refined with orientation of the roof shapes and additional features that are consistent with the recently adopted Washoe County Tahoe Area Plan. Height and massing are consistent with the approved project evaluated in the EIS. Proposed land coverage and open space areas are unchanged compared to the approved project. The Crystal Bay Hotel located across Highway 28 will be removed and the site will be deed-restricted to open space. The office building and parking lot located adjacent to the Crystal Bay Hotel will remain.

The approved project’s internal driveway (Boulder Way) has been eliminated and the size of one of the buildings is reduced to expand the public plaza (the “Grove”) in the middle of the development and add a guest arrival area. These revisions allow for an outdoor plaza and include preservation of a collection of mature pines creating a “grove”, an amphitheater placed into the grade change to reduce vertical terracing toward the hotel, opportunities for year-round events (concerts, plays, etc.), retail and food and beverage focused inward rather than outward toward Highway 28 and a central gathering place open to the public as well as to guests and residents of the development.

As a result of the decrease in density, vehicle miles traveled will be reduced from the approved project and the existing condition. The primary entrance to the approved project has been moved from Highway 28 to Lakeview Avenue. The approved road (Wellness Way) that has yet to be constructed that will extend from Highway 28 to Wassou Way, will be a road open to the public to provide an alternative access to the neighborhood since Reservoir Drive, located in the middle of the project area, will be abandoned to provide room for the development.

The proposed water quality BMP plan is updated from the approved project to incorporate improved technology which will achieve the required water quality treatment which exceeds TRPA standards by constructing onsite infiltration galleries and detention basins sized to capture, treat, and infiltrate

peak flow volumes from a 50-year, 1-hour storm event. The revised project also proposes reconfigured water quality treatment facilities that will improve accessibility of those facilities for long-term operations and maintenance.

Site Description:
The site of the Boulder Bay Project currently consists of the four-story Tahoe Biltmore Lodge and Casino, six cottages, a two-story administrative building, two former hotel cottage units now vacant, and a storage building. The project area also includes two parcels located across Highway 28 from the Biltmore that contain the Crystal Bay Motel, the adjacent office building, and an overflow parking lot. The Boulder Bay Project area consists of a total of 16.26 acres on 13 separate parcels. The project area slopes from southeast to northwest - rising approximately 40 feet in elevation from the southern frontage along State Route 28 to the rear (north) of the current Biltmore parking lot and rises 80 feet in elevation to the intersection near Lakeview and Reservoir roads.

Zoning:
The project area is in the Washoe County Tahoe Area Plan, North Stateline Casino Core Regulatory Zone which is within an adopted Town Center overlay.

Vehicle Miles Travelled (VMT)/Traffic Impacts and Peer Review:
A VMT and traffic analysis was prepared to determine if the revised project is consistent with the traffic analysis in the EIS. Due to the reduction in density of TAUs and residential units, the revised project would result in a net reduction in annual average Tahoe Basin daily VMT of 2,173 (or a 14-percent reduction) compared to the Baseline Biltmore. In comparison with the approved project, revised project would generate 4,436 less VMT (or a 24-percent reduction in VMT). Based on current TRPA standards, there is no need to evaluate further specific mitigation measures to reduce VMT associated with the revised project, beyond those measures included in the approved Boulder Bay permit.

To assist TRPA staff in evaluating the traffic impacts of the revised project, TRPA engaged with the Tahoe Science Advisory Council to lead an external peer review of the transportation impact analyses associated with the redevelopment of the former Tahoe Biltmore Hotel and Casino site into a mixed-use resort. The peer review was conducted by Dr. Jamey Volker, University of California, Davis Institute for Transportation Studies and Dr. Scott Kelly, University of Nevada Reno Department of Geography. The peer review was managed by Mr. Robert Larsen, the Tahoe Science Advisory Council Program Officer.

The peer reviewers were asked to comment on the traffic analysis, including rates for internal trip capture, non-auto trips and pass by trips individually and the combination of all three to arrive at final trip rates. The analysis used trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual and, importantly, made several adjustments to reduce them given the mixed-use designation of this proposed project. The ITE trip generation rates are typically most appropriate for auto-oriented/auto-dependent areas, hence the literature suggests adjusting the values to account for over-estimation of trips in more urban settings.

The reviewers agreed adjustments could be appropriate for internal trip capture, non-auto trips, pass-by trips, and trip generation reductions. However, the reviewers noted additional supporting documentation would allow for a more complete understanding of how these adjustments were calculated, and whether the appropriate values were used.

As a result of the peer review the VMT analysis was revised to include additional documentation regarding how the trip reduction calculations were generated. The additional documentation was reviewed by TRPA staff and was determined adequate for calculating final trip reductions. For example, a footnote was added to the study that states: "[1]The ITE Trip Gen Handbook provides internal capture rates for some WALT [Waldorf Astoria Lake Tahoe] uses, such as hotel/residential, restaurant and retail. The project's internal capture based on these rates was evaluated (along with the NCHRP 684 Internal Trip Capture Estimation Tool) and used as one of the data points in developing the WALT internal capture rates."

To ensure VMT reductions are achieved, the permit for the approved project and the proposed draft permit for the revised project requires traffic reduction monitoring (See Attachment B, Special Condition 5.U). The condition requires that additional development be permanently retired. If after five years from project completion the monitoring determines traffic has increased beyond the projection identified in the EIS and subsequent analysis, then the applicant shall permanently retire existing development rights to reduce the traffic to meet the projections.

The traffic impact study also concluded that the revised project would not decrease the Level of Service (LOS) of nearby intersections due to the reduced level of traffic from the baseline Biltmore or approved project conditions. At the site access points, the proposed project would result in a net reduction of 537 daily one-way vehicle-trips (or a 13-percent reduction) over the Baseline Biltmore use. (The "Baseline Biltmore" use reflects peak-season Year 2006 operations at the previous Tahoe Biltmore, consistent with the baseline assumptions at the time of the original project approval.) During the key PM peak hour, the project would reduce vehicle-trips at the driveways by 74 (or 22 percent), compared to the Baseline Biltmore use.

The proposed project would result in a net reduction in vehicle trips on regional roadways (such as SR 28) away from the site access points (Stateline Road and Big Water Road) of 26 percent over the course of a day, and 35 percent over the key PM peak hour, compared to the Baseline Biltmore use.

The project-generated traffic volume impact on the adjacent local streets to the north of the site is expected to be minimal. The proposed project site plan provides all access to the parking areas at locations close to SR 28, which tends to encourage use of the state highway rather than local roads. While there is an additional access point defined as the "Guest Arrival" area that is further from SR 28, use of this will be limited to the initial lodging guest arrival trip as opposed to the subsequent trips made by guests. The site plan also increases the travel distance (and thus travel time) on the local roads to circulate behind the site. In addition, the proposed project would slightly reduce the potential for diversion of traffic to avoid queues generated by the pedestrian signal. A total of 33 daily inbound trips are expected to take Big Water Road to the Guest Arrival located on upper Stateline Road over the course of the day, with 13 of the trips occurring in the PM Peak Hour.

"Cut-through" traffic through the site is expected to be minimal. Previously, traffic wanting to cut through the site (to avoid the stretch of highway through Crystal Bay) would travel west on Reservoir Road to Wassou Road and then south on Stateline Road for a total travel distance of 1,090 feet. With the project, the cut-through route will be from Big Water Road, south on Wassou Road, and then south on Stateline Road for a total travel distance of 1,880 feet. With the increase of travel distance, cut-through traffic is expected to be reduced.

The project would have a beneficial impact on bicyclist conditions, considering that it requires construction of a Class 1 bicycle lane within the public right of way and/or a dedicated easement adjacent to SR 28 along the project frontage, and that the project would reduce the number of driveways along the corridor (thereby improving bicyclist safety conditions).

The proposed project is estimated to reduce pedestrian crossing activity along SR 28 by roughly 30 percent from previous (Baseline Biltmore) levels, primarily due to the significant reduction in gaming floor area. The existing crosswalk location best serves overall pedestrian demand patterns, though minor reconfiguration may be appropriate once final plans for the north side of the highway are determined. Straightening the crosswalk would provide for a shorter, more logical, and therefore safer crossing for pedestrians. It is recommended that the final project plans consider a site plan that straightens out the existing crosswalk on SR 28, allowing a direct perpendicular pedestrian crossing. See Attachment G of this report for the complete VMT study and the traffic impact study can be read at the following link: https://www.trpa.gov/wp-content/uploads/documents/Waldorf-Astoria-Lake-Tahoe_Transportation-Impact-Study_Final.pdf.

Water Quality:

One of the environmental improvements of the original project that qualified the project as a CEPP project was the increased benefits to water quality. The approved project included water quality treatment that exceeded required minimum the water quality treatment standard which is to treat the runoff from the 20-year,one-hour storm. The approved project and the revised project will treat runoff from the 50-year, one-hour storm event on-site through a series of collection systems, infiltration and detention basins, drop inlets, pre-treatment vaults, underground infiltration vaults and underground piping to intercept runoff generated in the project area. The revised project water quality treatment plan uses a better design and technology to achieve water quality treatment and long-term operations and maintenance than the system included in the approved Project and studied in the EIS.

Specifically, the revised project proposes the use of a network of interrelated storm water conveyance and Tahoe Maximum Daily Load treatment strategies appropriate for urban infill regions. The system designed for the Plan Revision includes three components: CDS™ Hydrodynamic Separator, Stormwater Management StormFilter, and Corrugated Metal Pipe (CMP) Stormwater Detention and Infiltration.

The CDS Hydrodynamic Separator is first in line and captures debris, sediment, and hydrocarbons from stormwater runoff and is sized for the 50-year, 1 hour storm event. The Stormwater Management StormFilter, second in line, is comprised of media-filled cartridges that trap particulates and absorb pollutants from stormwater runoff. It is also designed to capture the 50-year, 1 hour storm event. The last stormwater treatment component, the CMP is perforated for captured runoff to infiltrate the soil and is sized to detain the 100-year, 1 hour storm event.

CDS is used to meet Total Maximum Daily Load (TMDL) requirements for stormwater quality control, inlet and outlet pollution control, and as pretreatment for filtration, detention and infiltration. StormFilter is used to trap particulates and absorb pollutants such as total suspended solids, hydrocarbons, nutrients, metals and other common pollutants. Finally, CMP is perforated to infiltrate the soil to treat captured stormwater runoff naturally. In total, the revised project includes a system that meets or exceeds the stormwater plan included in the approved project. In addition, the approved project EIS discusses the need for long-term water quality monitoring to ensure treatment

levels are met and maintained. The revised project proposes to reconfigure water quality treatment facilities from the approved project to improve accessibility of those facilities for long-term operations and maintenance.

Height and Scenic Quality:
The heights of the proposed buildings are in substantial conformance with the approved project with two buildings being 1.5 to 2 feet taller than the approved buildings and all other buildings being equal to or less than the approved building heights. Staff has evaluated the additional height and determined the increase in height is not significant.

Scenic Impacts of the project were evaluated in the EIS using photographs from viewpoints on and near the project area and the review of visual simulations. Viewpoint locations were selected to include scenic travel routes from SR 28 and Lake Tahoe. The project area is located in Roadway Unit 20D (North Stateline Casino Core) and is partially visible from Shoreline Units 22 (Brockway) and 23 (Crystal Bay). Both Shoreline Units 22 and 23 are currently listed as out of attainment.

A scenic analysis was prepared for the revised project which confirmed the revisions are consistent with the scenic analysis in the EIS (HBA Scenic Analysis Report, dated Oct. 14, 2022). The configuration of the new buildings remains substantially the same but there are slight changes to footprint size, placement, and architectural design. The revised Project structures are nevertheless consistent with building design, location and massing analyzed in the 2009 EIS. With protection of certain existing trees and additional vegetative screening of Building A as viewed from southbound SR 28, the proposed Plan Revision does not result in new scenic quality impacts to Roadway Unit 20D or require modifications to the existing mitigation measures included in the 2009 EIS.

During the review of the proposed revised project staff requested the applicant address a condition of approval included in the project permit (Condition 5.F) which states:

"The Permittee shall erect story poles and/or helium balloons as a means of confirming the accuracy of the proposed maximum building heights depicted in the photo-simulations in the EIS for TRPA review and approval. Photos of the erected story poles and/or helium balloons shall be taken from the same vantage points as the photo-simulations and superimposed onto the photo-simulations. The accuracy of the erected story poles/helium balloons and superimposed images shall be certified by a licensed surveyor, architect and/or engineer."

Staff requested the condition be addressed during the evaluation of the revised project to further ensure the proposed project is consistent with the scenic analysis in the EIS *prior* to making a recommendation on the proposed project. Staff and the applicant completed the evaluation required by the condition on December 8, 2022 and confirmed the revised project simulations accurately depict their proposed location and heights and viewed from the roadway and Lake Tahoe.

As a result of the revised project, the scenic quality threshold improvement scores identified in the 2009 EIS will also be realized with the revised project. Specifically, Roadway Unit 20D will see a 1.5 point improvement to the threshold rating which will raise the overall Roadway Travel Route Threshold Rating from 13.5 to 15. No impacts or improvements to the scenic shoreline units will occur due to the projects very limited visibility from those units.

Building Design:
The building design has evolved from a more traditional "Old Tahoe" style to an "Alpine Elegance" style of architecture that is also sought by the Washoe County Tahoe Area Plan. The proposed buildings will include pitched roofs, gables, overhangs, and multiple planes with wood and stone treatments. All of the structures will utilize non-reflective building materials and all colors and

material will be consistent with TRPA recommended materials and colors. Redevelopment of the site will improve the architectural character of the area as well as the associated exterior pedestrian spaces, signage and landscaping. Both the scenic evaluation and balloon study are attached to this report as Attachments E and F.

Development Rights:

Tourist Accommodation Units (TAUs)

One hundred and fourteen TAUs exist on the site and an additional 30 TAUs were transferred to the project area. As part of the approval of the Boulder Bay Community Enhancement Program Project 40 Bonus TAUs were awarded to the project. Therefore, enough TAUs have been acquired to accommodate the proposed TAU component of the project.

Residential Units

Three residential units exist on-site and an additional 40 residential units were transferred to the site which is sufficient to construct the 43 proposed residential units.

Muti-Residential Bonus Units (MRBUs)

As part of the approval of the Boulder Bay Community Enhancement Program Project forty-eight Multi-residential Bonus Units were awarded to the project. These units will be used to construct the 14 on-site workforce housing units and the 10 offsite workforce housing units. The unused MRBUs will be returned to the TRPA bonus until pool.

Commercial Floor Area (CFA)

TRPA verified 70,725 square feet of on-site CFA which exceeds the 18,700 square feet of proposed CFA.

Gaming Floor Area

The Nevada Tahoe Regional Planning Agency verified 29,744 square feet of on-site gaming floor area which exceed the 10,000 square feet of proposed gaming floor area. A condition of approval requires the permittee to permanently retire 9,914 square feet of the total verified gaming floor area within the project area as required by the Third Amendment to Settlement Agreement Regarding Tahoe Mariner and Boulder Bay Project.

Land Capability and Coverage:

Per the EIS Appendix AD, verified existing land coverage within the project area (including existing Washoe County Right of Way ("ROW") that will be abandoned) is 325,886 square feet over the TRPA allowable base land coverage. Excess land coverage would be reduced to 284,007 square feet under the Approved Project, which proposed to reduce land coverage by 15.9 percent. Excess land coverage is a significant impact that must be mitigated to reduce the impact to a less than significant level. As reported in the land coverage calculations for the Plan Revision (Coverage Plan sheet L0.05), TRPA land coverage would be reduced by 16.5% in the project area. The proposed land coverage reduction is greater than the 5 percent goal designated in the Washoe County Tahoe Area Plan (Section 110.220.40) and consistent with the TRPA CEP goals of the Boulder Bay Project.

The Plan Revision (Coverage Plan sheets L0.05 and L0.06) is consistent with the proposed land coverage reductions approved for the Project, documented in the 2011 TRPA Permit, and reported in the EIS. Mitigation of excess land coverage (including retirement of banked or existing land coverage within the Project Area) will benefit the project area and larger North Stateline planning area. As

documented on Plan sheet L0.05, at a minimum excess land coverage will be mitigated with permanent retirement of 71,283 square feet of banked or existing land coverage from the former Sierra Park parcels (APN 123-071-34, 35, 36, 37), Crystal Bay Motel/Office and parking lot (APN 123-042-01, 02), Old Firehouse (APN 123-053-04), California offsite WQ treatment site (APN 090-305-016) and reductions in existing offsite land coverage within the SR 28 ROW. The final requirements for excess land coverage mitigation will be calculated in accordance with TRPA Code Subsection 30.6 as a condition of the Plan Revision permit.

Excavation:
The soils/hydrologic analysis completed for the previously approved project allowed for excavations up to 49 deet in depth without intercepting groundwater. The revised project includes a variety of excavations depth across the project site however, no excavations will exceed 45 feet in depth.

Public Noticing:
TRPA provided property owners within 300 feet of the project area notice that the Governing Board would be reviewing and considering approval of this project.

Environmental Review:
The Applicant has prepared an Initial Environmental Checklist (IEC) to analyze potential environmental impacts caused by the project. Based on this IEC, the original EIS, and conditions in the draft permit, staff recommends that a Mitigated Finding of No Significant Effects be made for the proposed project.

Regional Plan Compliance:
The proposed project, as conditioned in the draft permit, is consistent with the TRPA Goals and Policies, Washoe County Area Plan, TRPA Design Review Guidelines, and TRPA Code of Ordinances, including all required findings in Chapters 3, 4, 21, 30 and 37.

Contact Information:
For questions regarding this agenda item, please contact Paul Nielsen, Special Project Manager, at (530) 318-6025 or pnielsen@trpa.gov.

Attachments:

A. Required Findings/Rationale
B. Draft Permit
C. Site Plans, Floor Plans, & Elevations
D. Initial Environmental Checklist
E. Scenic Evaluation
F. Balloon Height Study
G. VMT Memo
H. V(g) Findings & Checklist

Attachment A

Required Findings/Rationale

Required Findings

The following is a list of the required findings as set forth in Chapters 3, 4, 21, 30 and 37 of the TRPA Code of Ordinances. Following each finding, Agency staff has indicated if there is sufficient evidence contained in the record to make the applicable findings or has briefly summarized the evidence on which the finding can be made.

1. Chapter 3 – Findings for Initial Environmental Checklist:
3.3.2. Mitigated Finding of No Significant Effect

(a) The proposed project could have a significant effect on the environment but, due to the listed mitigation measures that have been added to the project, the project could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with Rules of Procedure Section 6.7.

The TRPA Governing Board certified the Boulder Bay Community Enhancement Program Project EIS in April 2011 for the previously approved project, including a Finding of No Significant Effect. An Initial Environmental Checklist (IEC) was completed for this plan revision to analyze the impacts that could result from the revised project.

The IEC included supporting documentation including LSC Transportation's (LSC) VMT Analysis (February 15, 2023), LSC's Transportation Impact Study (March 13, 2023), and HBA's Scenic Quality Evaluation (October 14, 2022). Based on the information submitted in the Initial Environmental Checklist (IEC), the proposed project, as conditioned in the draft permit, is consistent with the certified EIS and will not have a significant effect on the environment. TRPA has prepared a finding of mitigated no significant effect as required by the Rules of Procedure, Section 6.7.

2. Chapter 4 – Required Findings:

(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.

The project is located in the Crystal Bay Tourist Regulatory Zone ("CB Tourist Zone") of the recently adopted Tahoe Area Plan (TAP) which replaced the North Stateline Community Plan (NSCP) which was in effect when TRPA originally approved the project. While the TAP replaced the NSCP, the CB Tourist Zone largely mirrors the former NSCP governing land use in Crystal Bay, including the list of permissible uses. The project's uses have not changed and are permissible in the CB Tourist Zone. These uses include hotel, motel and other transient dwellings (A), multiple-family dwellings, employee housing (S), gaming (A), food and beverage (A), general retail (S) and passive recreation / linear public facilities (A). Special use findings were made for the approved project for the MFD and employee housing uses. Although general retail has always been a component, special use findings were not specifically made for that use in the approved project. Special use findings are included herein for general retail.

The revised project reduces density by 157 units compared to the approved project which was within the maximum permissible density. The revised project reduces the number of hotel units from 275 to 134 (includes 22 lock-off units) and decreases the number of residential units from 59 to 43 which includes the previously constructed 18 units in the building that fronts Highway 28. This results in a net reduction of 157 units, a 47 percent reduction in density. This results in a net reduction of 157 units, a 47 percent reduction in density. There is no change to the approved gaming (10,000 square feet), commercial (18,700 square feet) or employee housing components (38 total bedrooms – 28 provided onsite in 14 units and 10 provided offsite). The revised project complies with the density standards.

The revised project eliminates the internal driveway (Boulder Way) and reduces the size of Building F to expand the public plaza in the middle of the development and add a guest arrival area between Buildings D and E. These revisions allow for an outdoor programmable plaza and include preservation of a collection of mature pines creating a "grove": an amphitheater nestled into the grade change to reduce vertical terracing toward the hotel (Building D), opportunities for year-round events (concerts, plays, etc.), retail focused inward rather than outward toward SR 28, a central gathering place open to the public as well as to guests and residents of the approved project.

The revised project is consistent with the approved project's height and massing, and the number of buildings, land coverage and provision of open space remain unchanged.

Based on the foregoing, the revised project is consistent with and will not adversely affect implementation of the Regional Plan.

(b) <u>The project will not cause the environmental threshold carrying capacities to be exceeded</u>.

Soil Conservation: The revised project does not increase land coverage over that originally approved and will mitigate excess land coverage consistent with the approved project. The developer recorded a deed restriction against the project area permanently retiring 35,340 sf of banked land coverage in partial satisfaction of the excess coverage mitigation requirement. The draft permit includes a condition that requires the mitigation of additional excess coverage.

Water Quality: One of the environmental improvements of the original project that qualified the project as a CEPP project was the increased benefits to water quality. The approved project included water quality treatment that exceeded the required minimum the water quality treatment standard which is to treat the runoff from the 20-year,one-hour storm. The approved project and the revised project will treat runoff from the 50-year, one-hour storm event on-site through a series of collection systems, infiltration and detention basins, drop inlets, pre-treatment vaults, underground infiltration vaults and underground piping to intercept runoff generated in the project area. The revised project water quality treatment plan uses a better design and technology to achieve water quality treatment and long-term operations and maintenance than the system included in the approved Project and studied in the EIS.

Specifically, the revised project proposes the use of a network of interrelated storm water conveyance and Tahoe Maximum Daily Load treatment strategies appropriate for urban infill regions. The system designed for the Plan Revision includes three components: CDS™ Hydrodynamic Separator, Stormwater Management StormFilter and Corrugated Metal Pipe (CMP) Stormwater Detention and Infiltration.

The CDS™ Hydrodynamic Separator is first in line and captures debris, sediment and hydrocarbons from stormwater runoff and is sized for the 50-year, 1 hour storm event. The Stormwater Management StormFilter , second in line, is comprised of media-filled cartridges that trap particulates and absorb pollutants from stormwater runoff. It is also designed to capture the 50-year, 1 hours storm event. The last stormwater treatment component, the CMP is perforated for captured runoff to infiltrate the soil and is sized to detain the 100-year, 1 hour storm event.

CDS™ is used to meet Total Maximum Daily Load (TMDL) requirements for stormwater quality control, inlet and outlet pollution control, and as pretreatment for filtration, detention and infiltration. StormFilter is used to trap particulates and adsorb pollutants such as total suspended solids, hydrocarbons, nutrients, metals and other common pollutants. Finally, CMP is perforated to infiltrate the soil to treat captured stormwater runoff naturally. In total, the revised project includes a system that meets or exceeds the stormwater plan included in the approved project. In addition, the approved project EIS discusses the need for long-term water quality monitoring to ensure treatment levels are met and maintained. The revised project proposes to reconfigure water quality treatment facilities from the approved project to improve accessibility of those facilities for long-term operations and maintenance.

EIP Project No. 732 (Placer County Stateline Water Quality / Brockway Residential Project), a water quality improvement project located in California immediately east of the state line has been completed.

Transportation: The revised project's significant reduction in hotel units will reduce daily vehicle trips and VMT compared to the Approved Project. LSC's VMT Analysis (February 2023) documents that the revised project will reduce VMT by up to 4,497 compared to the approved project studied in the EIS (Table 7).

Scenic: The configuration of the new buildings remains substantially the same in the revised project, but there are slight changes to footprint size, placement and architectural design. According to the HBA Scenic Analysis Report, dated Oct. 14, 2022, the revised project's structures are nevertheless consistent with building design, location and massing analyzed in the EIS. With protection of certain existing trees and additional vegetative screening of Building A as viewed from southbound SR 28, the revised project does not result in new scenic quality impacts to Roadway Unit 20D or require modifications to the existing mitigation measures included in the EIS.

During the review of the proposed revised project staff requested the applicant address a condition of approval included in the original project permit (Condition 5.F) which states:

> "The Permittee shall erect story poles and/or helium balloons as a means of confirming the accuracy of the proposed maximum building heights depicted in the photo-simulations in the FEIS for TRPA review and approval. Photos of the erected story poles and/or helium balloons shall be taken from the same vantage points as the photo-simulations and superimposed onto the photo-simulations. The accuracy of the erected story poles/helium balloons and superimposed images shall be certified by a licensed surveyor, architect and/or engineer."

Staff requested the condition be addressed during the evaluation of the revised project to further ensure the proposed project is consistent with the scenic analysis in the EIS *prior* to making a recommendation on the proposed project. Staff and the applicant completed the evaluation required by the condition on December 8, 2022 and confirmed the revised project simulations accurately depict their proposed location and heights and viewed from the roadway and Lake Tahoe.

As a result of the revised project, the scenic quality threshold improvement scores identified in the 2009 DEIS will also be realized with the revised project. Specifically, Roadway Unit 20D will see a 1.5-point improvement to the threshold rating which will raise the overall Roadway Travel Route Threshold Rating from 13.5 to 15. No impacts or improvements to the scenic shoreline units will occur due to the projects very limited visibility from those units.

Air Quality: Consistent with the approved project, the revised project will realize long-term benefits resulting from the replacement of existing buildings with more efficient buildings. Importantly, the revised project's significant reduction in hotel units will reduce daily vehicle trips and VMT compared to the approved project. LSC's VMT Analysis (February 2023) documents the revised project will reduce VMT by up to 4,497 compared to the Approved Project studied in the EIS.

Vegetation: The revised project does not alter the conclusions of the EIS or require any mitigation measures.

Noise: The revised project does not alter the conclusions of the EIS or require additional mitigation measures.

Recreation: Due to the reduction in density, the revised project will reduce the demand for recreational services compared to the approved project. The revised project maintains the amount of open space in the approved project. The park component of the approved project was completed at the northern end of the project area and consists of approximately 1.5 acres with parking, seating, trails and interpretive kiosks.

A condition of approval requires the permittee to enter into an agreement with Placer County Parks and Recreation to participate in the removal of refuse at Speedboat Beach and the immediate area which is also a condition of the approved project. A condition of approval also requires the permittee to provide a shuttle to an area ski resort during the winter ski season and to also provide a beach access shuttle service.

The project meets the provisions of the TRPA Code of Ordinances, and TRPA staff has completed the "Article V(g) Findings" in accordance with Chapter 4, Subsection 4.3 of the TRPA Code of Ordinances. All responses contained on said checklist indicate compliance with the environmental threshold carrying capacities. Based on the TRPA Initial Environmental Checklist (IEC), the proposed project, as conditioned in the draft permit, will not cause any environmental threshold carrying capacity to be exceeded.

(c) Wherever federal, state or local air and water quality standards applicable for the Region, whichever are strictest, must be attained and maintained pursuant to Article V(g) of the TPRA Compact, the project meets or exceeds such standards.

The revised 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. The revised project 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.

3. **Chapter 21 – Permissible Uses**
21.2.2. Special Uses

(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.

The revised project reduces the number of hotel units from 275 to 134 (includes 22 lock-off units) and decreases the number of residential units from 59 to 43 which includes the previously constructed 18 units in the building that fronts Highway 28. This results in a net reduction of 157 units, a 47 percent reduction in density. The project also includes 14 units of onsite employee housing, 10,000 sf of gaming area, 18,700 sf of commercial floor area, and traditional resort amenities. Of the 18,700 sf of CFA, approximately 4,200 sf consists of general retail space. General retail falls within "general merchandise stores" as defined in TRPA Code Table 21.4-A which is a special use in the Crystal Bay Tourist Zone.

The Crystal Bay Tourist Zone is a Town Center where environmentally beneficial redevelopment is encouraged and density should be concentrated. More specifically, Policy LU2-2 of the Washoe County Tahoe Area Plan (WCTAP) provides that retail and restaurant uses should be concentrated throughout the Crystal Bay Tourist Zone. The project's 18,700 sf of CFA is devoted to retail and restaurant uses consistent with Policy LU2-2. The WCTAP also calls for walkable and bikeable Town Centers. Having retail onsite and at street level will help achieve that goal. Given the size and mixed-use nature of the project, general merchandise stores is appropriate for the parcel.

Based on the foregoing, the project is of a nature, scale, density, intensity, and type to be an appropriate use for the parcel on which and the surrounding area in which it is located.

(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; and

The adopted EIS concludes the project, including the required mitigation measures, will not have any of the effects enumerated above. The approved project included 18,700 sf of CFA, but 4,200 sf of retail space (a special use) was not specified in the EIS. Adding a general retail use to the mixed-use project, which consists of gaming, hotel rooms, residences, food and beverage and onsite resort amenities in the Crystal Bay Town Center, will not injure or disturb the health, safety, enjoyment of property or general welfare of persons or property in the area. The project includes measures to protect the natural resources of the project site and surrounding areas.

(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.

The Crystal Bay Tourist Zone is a Town Center where environmentally beneficial redevelopment is encouraged and density should be concentrated. More specifically, Policy LU2-2 of the WCTAP provides that retail and restaurant uses should be concentrated throughout the Crystal Bay Tourist Zone. The project's 18,700 sf of CFA is devoted to retail and restaurant uses consistent with Policy LU2-2. The WCTAP also calls for walkable and bikeable Town Centers. Having retail onsite and at street level will help achieve that goal. General retail use is consistent with the area's gaming, tourist and other commercial uses. As a result, 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.

4. **Chapter 30 – Land Coverage**
30.4.4. Relocation of Land Coverage

(a) The relocation is to an equal or superior portion of the parcel or project area, as determined by reference to the factors in Subsection 30.4.4.A.1 through 30.4.4.A.6.

The proposed project will relocate existing land coverage from LCD 1a to LCDs 2 and 4. The relocation is to an equal or superior portion of the project area, as the land coverage will be relocated to an area that was previously disturbed (e.g., former Tahoe Mariner site and existing storage areas). The natural vegetation and slopes will be protected during construction. Relocation will be to soils of equal or higher land capability and appropriately fits the scheme of use of the project area. The relocation does not encroach into stream environment zone (SEZ), backshore or setbacks.

(b) The area from which the land coverage was removed for relocation is restored in accordance with subsection 30.5.3.

The area from which the land coverage is removed for relocation will be restored in accordance with TRPA Code Chapter 30. Restored areas will be landscaped for

guest use, planted with native vegetation for open space or used for storm water treatment. A portion of the relocated land coverage is banked on the former Tahoe Mariner site,

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

Only Class 1a coverage will be relocated within Class 1a and Class 2 areas. Additional Class 1a land coverage will be relocated to Class 4 areas. 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.

5. Chapter 37 – Height
37.7.15. – Findings for Additional Height for Special Projects within North Stateline Community Plan

Additional height may be specified within the North Stateline Community Plan subject to the following requirements:

A. Any existing buildings within the project area that have non-conforming height prior to the adoption of this ordinance shall be demolished, except when found to be historically significant and then the provisions of Chapter 67 shall prevail.

The existing Tahoe Biltmore Casino is a four-story structure that is 76 feet, two inches in height. Pursuant to the Tahoe Area Plan, the maximum permissible height for the Crystal Bay Tourist Town Center in which the project is located is 56 feet. Accordingly, the Tahoe Biltmore Casino has non-conforming height. As with the approved project, the existing structure will be demolished as part of the revised project.

B. Land coverage otherwise permissible within the project area pursuant to the Regional Plan shall be reduced by a minimum of ten percent.

As with the approved project, the revised project will reduce existing coverage within the project area and Crystal Bay Tourist Regulatory Zone by approximately 15.8 percent.

C. To implement pedestrian/transit-oriented development (PTOD), the project shall, at a minimum:

1. Satisfy the factors outlined in subparagraph 11.8.4.C.1;

a. Access to operational transit within one-half mile walk;

The project will implement an Alternative Transportation Plan which includes transit shelters, a bus and shuttle turnout, financial subsidies to increase public transit service to the site, employee shuttle services, car- and bike-share services onsite, a shuttle for guests, and other alternative transit amenities.

Operational transit exists within the project area, and a shuttle/trolley stop will be

located outside the main hotel entrance as part of the project. This stop will be served by the North Tahoe Express, seasonal trolley services and employee shuttles. Additionally, the current TART stop on the north side of State Route 28 directly adjacent to the site will be expanded per TART standards to accommodate two buses at one time. This, along with the other existing bus bay on the north side of SR 28 just west of Stateline Road, would allow up to three westbound vehicles to be in Crystal Bay at one time.

The Project will provide a subsidy, on monthly transit passes, of 50% or the maximum taxable benefit limit, whichever is greater.

b. Neighborhood services within one-half mile walk (e.g., grocery/drug stores, medical services, retail stores, and laundry facilities);

Over 20 different services and facilities are located within ½ mile of the project area, and a variety of neighborhood services will be provided on-site including market, retail and dining. The project is located within a two-minute walk of the post office, an urban park and other recreational trailheads.

c. Good pedestrian and bike connections;

The plan revision contains a network of sidewalks and walkways to encourage pedestrian access throughout the project area and beyond. The project proposes over 7,000 linear feet of pedestrian and multi-use paths on-site with connections to existing walkways serving the core area of the Area Plan Town Center. Bicycle Lanes will be improved along the SR 28 frontage on both sides of the highway and will connect with the new Kings Beach Class 2 bicycle lanes at the State Line. Specifically, the plan will include approximately 2,000 linear feet of Class 2 bike lanes along State Route 28 per AASHTO guidelines with five feet wide lanes where curb/gutter are present and four feet wide lanes along the roadway without curb/gutter.

d. Opportunities for residential infill (at densities greater than eight units per acre) or infill with mixed uses; and

Based on a request from Placer County during the Project approval hearings, the Project will provide 28 of the workforce housing bedrooms onsite in two-bedroom units located in buildings G or H. The Project will provide a minimum of 10 bedrooms in offsite infill locations within a 10-mile radius of the project site. The developer will purchase the offsite bedrooms in one- and two-bedroom configurations located in pre–existing infill housing in the vicinity of the project site. The units may be single family, duplexes or condominiums. Each property will be refurbished to specific quality and sustainability standards developed according to the local jurisdictional requirements.

The Plan Revision provides 14 workforce housing units two-bedroom units) in Building G and maintains the TRPA permit condition for the approved Project to secure offsite housing units within 10 miles of the project area to provide a minimum of 10 additional bedrooms. The selection of the offsite housing will be

coordinated with Placer County Community Development Department staff and refurbished and deed restricted as affordable housing.

The project proposes tourist accommodations at 40 units per acre and residential units at 15 units per acre.

e. Public facilities adequate to service increased demand from the addition of multi-family units (e.g., public schools, urban or developed recreation sites, government services, and post offices).

The EIS evaluated impacts on power, water treatment and distribution, wastewater collection, solid waste collection and disposal, law enforcement services, fire protection services, schools, and communications. A discussion of emergency evacuation is also included in this section. Mitigation measures are included in Public Services and Utilities section (PSU-1A, 1B, 1C, and 1D and PSU-3A, 3B) to ensure that the Project coordinates with service providers during final project design, construction and special events to ensure public safety.

The Plan Revision, which involves a substantial reduction in tourist accommodation units, would not alter the conclusions of the EIS, nor require any additional protections.

2. Include and integrate major transit facilities, sidewalks, bike lanes and associated facilities;

The project will implement an Alternative Transportation Plan which includes transit shelters, a bus and shuttle turnout, financial subsidies to increase public transit service to the site, employee shuttle services, car- and bike-share services onsite, a shuttle for guests, and other alternative transit amenities.

The project will provide a shuttle/trolley stop located outside the main hotel entrance. This stop will be served by the North Tahoe Express, seasonal trolley services and employee shuttles. Additionally, the current TART stop on the north side of State Route 28 directly adjacent to the site will be expanded per TART standards to accommodate two buses at one time. This, along with the other existing bus bay on the north side of SR 28 just west of Stateline Road, would allow up to three westbound vehicles to be in Crystal Bay at one time.

The Plan Revision contains a network of sidewalks and walkways to encourage pedestrian access throughout the project area and beyond. The plans submitted to TRPA include over 7,000 linear feet of sidewalks and walkways.

3. Provide circulation connections and linkages between private open spaces, public spaces and recreational opportunities (for example, streetscapes, alleys, easements, parks) and commercial, residential, tourist uses both on and off-site;

The Approved Project's internal driveway (Boulder Way) has been eliminated and the size of Building F has been reduced to expand the public plaza (the "Grove") in the middle of the development and add a guest arrival area between Buildings D and E.

These revisions allow for an outdoor programmable plaza and include preservation of a collection of mature pines creating a "grove", an amphitheater nestled into the grade change to reduce vertical terracing toward the hotel (Building D), opportunities for year-round events (concerts, plays, etc.), retail focused inward rather than outward toward SR 28, a central gathering place open to the public as well as to guests and residents of the Approved Project.

4. Provide alternative parking strategies (which may include shared parking, parking structures, or underground parking);

To increase the incentives to utilize public transportation and eliminate passenger vehicle trips, the approved project reduced the proposed parking to equal the Fehr & Peers Transportation Study minimum parking demand calculation of 460 spaces. The Plan Revision proposes 413 total spaces. The Plan Revision includes underground parking.

5. Be a mixed use development;

The project includes a mix of primary residential, tourist accommodation, commercial and gaming uses along with various accessory uses.

6. Orient building facades to the street; and

Buildings G and H include commercial land uses and are oriented towards SR 28, including pedestrian amenities like walkways, covered entry areas, landscaping, and activated spaces for gathering.

7. Implement landscaping and hardscaping that enhance the scenic quality of the area and whenever possible, improve the scenic ratings per the adopted Scenic Quality Improvement Program and Technical Appendices (SQIP). This shall include improvements that:

a. Blend vegetation to accentuate and provide visual breaks in building façades and rooflines, for example, with the use of low-lying shrubs and various sized trees;

All proposed vegetation conforms to the TRPA guidelines and approved species list. The project has significant grade change which provides opportunity for terraced landscape replicating the surrounding landscape in Tahoe. These terraced areas also provide an opportunity for visual breaks in the building facades utilizing planting. The planting areas will incorporate native tree plantings including aspens, firs, cedars, and native pines, to accentuate and screen buildings facades and rooflines.

b. Enhance and emphasize pedestrian circulation routes with special design features that physically separate pedestrians from the flow of traffic or bike lanes, or provide direction. Features may include, garden beds, landscape planters, bollards, benches, sculpture/artistic elements, and/or other street furniture; and

Along State Route 28, pedestrians will be separated from vehicle traffic by an average of 8 feet of landscape planters. Bike lanes will also be provided along SR 28 to create a safer experience for cyclists passing through the Crystal Bay area. A series of boulder and bench seating will be provided along major pedestrian

circulation routes. A main design feature of the development will be the internal promenade (pedestrian only) that serves as the spine of the property, connecting patrons to retail spaces, event spaces, Sierra Park, and the hotel itself. Art sculptures, gardens, seating areas and water features will be placed throughout the promenade and major pedestrian routes.

c. Provide appropriate screening for any street level parking areas by balancing the need to screen vehicles from view and provide a safe pedestrian environment.

Parking is provided underground.

D. New structures along State Route 28 shall be set back from the travel route edge of pavement a minimum of 40 feet and stair-stepped upslope, providing a transition of height across the site (See Figure 37.7.15-A). Additional height for new structures satisfying these requirements may be permitted as follows:

1. The maximum permissible height for structures with a minimum set back of 40 feet from the State Route 28 edge of pavement shall be 58 feet.

TRPA recognizes the need to allow additional height to achieve the goals in the Washoe County Tahoe Area Plan and the CEP. This is achieved by varying setbacks, creating a variety of roof pitches and creating building articulation. Proposed building heights do not exceed the height of the existing Tahoe Biltmore and require SR 28 setbacks of at least 180 feet for the tallest structures. Buildings have been designed to stairstep up the hill as viewed from SR 28 (e.g., only two- and three-story buildings are placed along SR 28) to reduce visible impact. As shown in Plan Sheet A0.41, Buildings G and H are set back more than 40 feet from SR 28. Heights for Buildings G (41’6”) and H (57’10”) comply with the 58 foot height limit.

2. The maximum permissible height for structures with a minimum set back of 60 feet from the State Route 28 edge of pavement shall be 67 feet.

As shown in Plan Sheet A0.41, Buildings C and F are set back more than 60 feet from SR 28. Heights for Buildings C (67’) and F (54’10”) comply with the 67-foot height limit.

3. The maximum permissible height for structures with a minimum set back of 180 feet from the State Route 28 edge of pavement shall be 75 feet.

As shown in Plan Sheet A0.41, Buildings B, D and E are set back more than 180 feet from SR 28. Heights for Buildings B (75’), D (75’) and E (70’1”) comply with the 75 foot height limit.

E. The project shall result in an increase in the scenic threshold travel route rating for Roadway Unit 20D, North Stateline Core.

Visual simulations were completed from TRPA designated scenic resource locations and indicate that the project would improve travel route ratings along SR 28 and maintain travel route ratings from the Lake Tahoe shoreline. The Boulder Bay Permit issued by TRPA in 2011 (Section 5.F) includes a requirement to complete a balloon study to confirm the accuracy of the scenic simulations used in the EIS analysis. 3dFX Design and Hauge Brueck Associates completed the balloon study and published the results on January 3, 2023. The balloon

study was completed for three viewpoints used in the EIS analysis. In each case, the balloon lines up closely to the roofline of the subject building in the corresponding photo-simulation. As such, the balloon study confirms the accuracy of the maximum building heights depicted in the photo-simulations prepared for the project EIS (2011) and subsequent Plan Revision application (2022).

Under the Plan Revision the configuration of the new buildings remains substantially the same but there are slight changes to footprint size, building height, placement and architectural design. According to the HBA Scenic Analysis Report, dated Oct. 14, 2022, the Plan Revision structures are nevertheless consistent with building design, location and massing analyzed in the 2009 DEIS. With protection of certain existing trees and additional vegetative screening of Building A as viewed from southbound SR 28, the proposed Plan Revision does not result in new scenic quality impacts to Roadway Unit 20D or require modifications to the existing mitigation measures included in the EIS. The scenic quality threshold improvement scores identified in the 2009 DEIS (Table 4.5-6) should also be realized with the Plan Revision.

F. <u>The project shall retain and treat the 50-year one-hour storm utilizing on-site and offsite systems incorporating best available technologies.</u>

Like the approved project, the Plan Revision would also exceed TRPA Code requirements for stormwater capture and treatment (NCE, Overall BMP Plan, Sheet C3.0). The system designed for the Plan Revision includes three components: CDS™ Hydrodynamic Separator, Stormwater Management StormFilter and Corrugated Metal Pipe (CMP) Stormwater Detention and Infiltration. Two detention locations are proposed to capture and treat stormwater and shown on sheet C3.0. One is located below building F (hotel) just above building H and captures runoff from zone 1. The other is located below building F (hotel) just above building G and captures runoff from zone 2. Both locations are in close proximity to each other and provide easy access for maintenance equipment within the pedestrian/emergency vehicle corridor.

The CDS™ Hydrodynamic Separator is first in line and captures debris, sediment and hydrocarbons from stormwater runoff and is sized for the 50-year, 1 hour storm event. The Stormwater Management StormFilter, second in line, is comprised of media-filled cartridges that trap particulates and absorb pollutants from stormwater runoff. It is also designed to capture the 50 year, 1 hours storm event. The last stormwater treatment component, the CMP is perforated for captured runoff to infiltrate the soil and is sized to detain the 100-year, 1 hour storm event. According to NCE application materials, the proposed system uses better technology and a higher level of water quality treatment than the system included in the approved Project and studied in the EIS.

EIP No. 732 was completed in 2014 on APN 090-305-016, the “California Parcel.” It involves an off-site water quality project designed to the 50-year, one-hour storm event.

G. <u>The project shall implement TRPA designated EIP Projects within the NSCP.</u>

Prior to the original project approval, the developer contributed to Phase One of the Nevada Utility Undergrounding Project (EIP No. 970). The developer completed EIP No. 732 in 2014 on APN 090-305-016, the “California Parcel.” It involves an off-site water quality project designed to the 50-year, one-hour storm event.

H. The project shall achieve a reduction in vehicle miles traveled.

The Plan Revision would reduce development. The reduction in total number of hotel and residential units would reduce Project related daily vehicle trips and VMT when compared to existing conditions. At the site access points, the plan revision would result in a net reduction of 537 daily one-way vehicle-trips (or a 13-percent reduction) over the Baseline Biltmore use (LSC, 3/23/23, Table 3). LSC Transportation Consultants (February 2023) also documents that the Plan Revision would reduce VMT by 2,234 compared to the baseline conditions for the existing Biltmore site, and up to 4,497 when compared to the approved Project studied in the EIS (Table 7).

Pursuant to the TRPA permit, five years after buildout of the project, TRPA shall engage a qualified traffic consultant to monitor peak traffic volumes and provide traffic monitoring results and underlying information. If the traffic monitoring reveals daily vehicle trips exceed 2,915 daily trips, the developer shall offset the increase in trips by permanently retiring existing development rights, either onsite or offsite.

I. Prior to approving additional height, TRPA shall make Findings 1, 3, 6, 8, and 9 of Section 37.7.

Finding 1. When viewed from major arterials, scenic turnouts, public recreation areas, or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table 37.4.1-1 for a 5:12 roof pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in subsection 66.3.7, Additional Visual Magnitude, or Appendix H, Visual Assessment Tool, of the Design Review Guidelines.

The Plan Revision is visible from SR 28, a major arterial, but will not extend above a ridgeline or the forest canopy as can be seen from 300 feet lakeward of high water. The tree canopy height within the project area averages 100 feet, which is greater than the height of any proposed building. From some SR 28 viewpoints immediately adjacent to Buildings G and H (closer than 300 feet), the proposed buildings would partially block views of the ridgeline located west of the project area, but not to the same extent that the existing Biltmore structure currently blocks views of the ridgeline. Building setbacks and placement proposed for Buildings G and H in the proposed project would maintain a majority of existing ridgeline views through the project area. The tallest buildings will be set back over 180 feet from SR28.

Finding 3. With respect to that portion of the building that is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.

The approved height amendment includes a requirement that the additional height be a maximum of 75 feet or three-fourths of the tallest trees within the project area, whichever is lower. The proposed project height is limited to 58 feet for structures located a minimum of 40 feet from SR28, 67 feet for structures located a minimum of 60 feet from SR28 and 75 feet for structures located a minimum of 180 feet from SR28. In addition, the project is required to implement landscaping that enhances the scenic quality of the area

and is required to increase the scenic threshold travel route rating for Roadway Unit 20D of the North Stateline area.

Under the Plan Revision, the configuration of the new buildings remains substantially the same but there are slight changes to footprint size, height of two buildings, placement and architectural design. According to the HBA Scenic Analysis Report, dated Oct. 14, 2022, the plan revision structures are nevertheless consistent with building design, location and massing analyzed in the 2009 DEIS. With protection of certain existing trees and additional vegetative screening of Building A as viewed from southbound SR 28, the proposed plan revision does not result in new scenic quality impacts to Roadway Unit 20D or require modifications to the existing mitigation measures included in the EIS. The scenic quality threshold improvement scores identified in the 2009 DEIS (Table 4.5-6) should also be realized with the Plan Revision.

Finding 6. <u>The building that is permitted additional building height is located within an approved community plan or Ski Area Master Plan that identifies the project area as being suitable for the additional height being proposed.</u>

The project is located within the Tahoe Area Plan which replaced the North Stateline Community Plan. This area contains buildings, including the existing Tahoe Biltmore Casino and Sign within the project area and the Cal-Neva tower, which exceed existing TRPA height limits. The Area Plan identifies the project area as being suitable for additional height, and the proposed heights area less than the existing Biltmore building.

Finding 8. <u>The maximum building height at any corner of two exterior walls of the building is not greater than 90 percent of the maximum building height. The maximum height at the corner of two exterior walls is the difference between the point of lowest natural ground elevation along an exterior wall of the building, and point at which the corner of the same exterior wall meets the roof. This standard shall not apply to an architectural feature described as a prow.</u>

The proposed buildings include architectural features that break up the majority of vertical exterior walls, and the maximum height at any corner of two exterior walls of any building will not be greater than 90 percent of the maximum building height.

Finding 9. <u>When viewed from a TRPA scenic threshold travel route, the additional building height granted a building or structure shall not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory. TRPA shall specify the method used to evaluate potential view loss.</u>

The project is not visible from scenic turnouts, public recreation areas, or the waters of Lake Tahoe as viewed from a distance of 300 feet. As shown in Figure 4.5-3 of the FEIS, the closest public recreation areas are too far away to discern any changes proposed by the project because of intervening vegetation and/or topography.

Although the project is located within a scenic travel route, there are no identified scenic resources for Roadway Unit 20 or Shoreline Unit 23 within the vicinity of the project site that would be affected (see FEIS Figures 4.5-1 and 4.5-2). Views of the lake from SR 28

would not be affected as documented above under Finding 1. The project is located upslope from both SR 28 and Lake Tahoe, with intervening topography, vegetation and structures that block views to Lake Tahoe from most areas. Areas at the northern end of the project area where existing lake views are available will be maintained as park and open space. Removal of the Crystal Bay Motel will increase filtered views to the Lake from SR 28. Views from SR 28 of the ridgeline above SR 28 (to the west) will not be reduced under the Plan Revision as documented above under Finding 1. Building A will change currently disturbed open space associated with the former Tahoe Mariner to more urban residential uses, increasing the amount of man-made features visible from SR 28. However, mitigation measures (SR-1A and SR-1B) have been proposed to reduce the visibility of Building A to improve existing travel route ratings. Under the Plan Revision, additional vegetation will be implemented to further screen Building A.

Attachment B

Draft Permit

TAHOE REGIONAL PLANNING AGENCY

Mail
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Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
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DRAFT PLAN REVISION PERMIT

PROJECT DESCRIPTION: Waldorf Astoria Mixed Use Community Enhancement Program Project

PERMITTEE: EKN Development Group

FILE No: CEPP2014-0138-01

COUNTY/LOCATION: Washoe / 5 State Route 28

APNs: 123-051-02, et.al

Having made the findings required by Agency ordinances and rules, the TRPA Governing Board approved the project on April 26, 2023, subject to the standard conditions of approval attached hereto (Attachment Q and R), and the special conditions found in this permit, all previous plan revision permits, and in the original permit approved by the TRPA Governing Board on April 27, 2011.

This permit shall expire on April 27, 2014, 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 and does not include grading, installation of utilities or landscaping. 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.

NO TREE REMOVAL, CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

(1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(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 PERMITTEE OBTAINS A COUNTY BUILDING PERMIT. TRPA'S ACKNOWLEDGEMENT IS NECESSARY TO OBTAIN A COUNTY BUILDING 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

PERMITTEE'S 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 Permittee(s)_____ Date_____

PERMIT CONTINUED ON NEXT PAGE

TRPA FILE CEPP2014-0138-01
APNs 123-051-02, 123-052-02, 123-052-02, -03, -04; 123-053-02, -04, 123-054-01, 123-071-04, -034, -035, -036, -037

Excess Coverage Mitigation Fee (1): Amount $_____ Paid _____ Receipt No._____

Project Security (2): Amount $_____ Type ____ Paid _____ Receipt No._____

Project Security Administrative Fee (4): Amount $_____ Paid _____ Receipt No._____

Additional Project Security (3): Amount $_____ Type ____ Paid _____ Receipt No._____

Project Security Administrative Fee (4): Amount $_____ Paid _____ Receipt No._____

Notes:
(1) See Special Condition 5.F below.
(2) Amount to be determined. See Special Condition 5G, below.
(3) Amount to be determined. See Special Condition 5H, below.
(4) See TRPA Filing Fee Schedule.

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

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

_____ _____
TRPA Executive Director/Designee Date

SPECIAL CONDITIONS

1. This plan revision permit authorizes the full build-out of the remaining approved project with changes. The revised project reduces the number of hotel units from 275 to 134 (which includes 22 loc-off units) and decreases the number of residential units from 59 to 43 which includes the previously constructed 18 units in the building that fronts Highway 28. This results in a net reduction of 157 units. Approved gaming floor area is 10,000 square feet and the approved commercial floor area is 18,700 square feet. The employee housing component consists of 14 “on site” affordable employee housing units (14 two-bedroom units) and 10 "infill" affordable housing units in one- and two-bedroom units to be located within a 10-mile radius of the project for a total of 38 deed restricted affordable housing bedrooms.

   The approved project’s internal driveway (Boulder Way) has been eliminated and the size of one of the buildings is reduced to expand the public plaza (the “Grove”) in the middle of the development and add a guest arrival area. The primary entrance to the approved project has been moved from Highway 28 to Lakeview Avenue. The previously approved road (Wellness Way) will extend from Highway 28 to Wassou Way, will be a road open to the public to provide an alternative access to

the neighborhood since Reservoir Drive, located in the middle of the project area, will be abandoned to provide room for the development.

The approved project included water quality treatment that exceeded required minimum the water quality treatment standard which is to treat the runoff from the 20-year,one-hour storm. The approved project and the revised project will treat runoff from the 50-year, one-hour storm event on-site through a series of collection systems, infiltration and detention basins, drop inlets, pre-treatment vaults, underground infiltration vaults and underground piping to intercept runoff generated in the project area. The revised project water quality treatment plan uses a better design and technology to achieve water quality treatment and long-term operations and maintenance than the system included in the approved Project and studied in the EIS.

The approved water quality BMPs include three components: CDS Hydrodynamic Separator, Stormwater Management StormFilter and Corrugated Metal Pipe (CMP) Stormwater Detention and Infiltration.

The CDS Hydrodynamic Separator is first in line and captures debris, sediment and hydrocarbons from stormwater runoff and is sized for the 50-year, 1 hour storm event. The Stormwater Management StormFilter , second in line, is comprised of media-filled cartridges that trap particulates and absorb pollutants from stormwater runoff. It is also designed to capture the 50-year, 1 hours storm event. The last stormwater treatment component, the CMP is perforated for captured runoff to infiltrate the soil and is sized to detain the 100-year, 1 hour storm event.

Land coverage and open space are unchanged compared to the approved project.

The project has commenced construction pursuant to previous approvals and the project expiration date is tied to the construction schedule required below. To ensure the project is diligently pursued to keep the permit valid, construction must occur in the 2023 building season.

2. All mitigation measures included in the Draft and Final Environmental Impact Statement (DEIS & FEIS) for the Boulder Bay Community Enhancement Program Project are incorporated into this permit by reference.

3. The Standard Conditions of Approval listed in Attachment Q and R shall apply to this permit.

4. All requirements of the Third Amendment to Settlement Agreement Regarding Tahoe Mariner and Boulder Bay Project are conditions of this permit whether explicitly discussed in this permit or not.

5. Prior to permit acknowledgement, the following conditions of approval must be satisfied:

   A. The Permittee shall submit a Boulder Bay EIS and TRPA Permit Compliance Report to TRPA for review and approval. This report shall address all required and applicable project mitigation measures identified in the Final EIS and Special Condition 5 of this permit and shall describe how and where these measures and conditions are satisfied in the final plans for the project.

B. The permittee shall provide a project construction schedule for review and approval by TRPA staff that indicates construction of the revised project will commence starting in the 2023 building season and continue every year after until the project is completed to show diligent pursuit of the project.

C. The Permittee shall provide evidence that 1) adequate water rights recognized under the laws of the state in which the use is to occur are furnished with the development, 2) all basic service requirements for minimum fire flow will be met or exceeded in accordance with Section 32.4.2., Table 32.4.2-1of the TRPA Code and 3) and adequate sewer, water and electrical service requirements will be met or exceeded.

D. The Permittee shall submit calculations demonstrating that the proposed infiltration facilities consisting of collection systems, infiltration and detention basins, drop inlets, pre-treatment vaults, underground infiltration vaults and underground piping to intercept runoff generated in the project area are sized accordingly for the slope and soil type of the property, consistent with the infiltration mitigation requirements outlined in the Boulder Bay DEIS and FEIS.

E. The permittee shall submit an Emergency Response Plan that identifies procedures for employee and visitor evacuation in the event of facility failure from a catastrophic event.

F. The affected property has approximately 284,007 square feet of excess land coverage. The permittee shall mitigate a portion or all of the excess land coverage on this property by removing coverage within Hydrologic Transfer Area 9 (Agate Bay, Nevada) or by submitting an excess coverage mitigation fee. <u>To calculate the amount of excess coverage to be removed, use the following formula</u>:

Estimated project construction cost multiplied by the fee percentage of 5.0% (as identified in Table 30.6.1-2 of Subsection 30.6.1.C.3. of the TRPA Code of Ordinances) divided by the mitigation factor of 8. If you choose this option, please revise your final site plans and land coverage calculations to account for the permanent coverage removal.

<u>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:</u>

Coverage reduction square footage (as determined by formula above) multiplied by the coverage mitigation cost fee of $18.00 per square foot for projects within Hydrologic Transfer 9 (Agate Bay, Nevada). <u>Please provide a construction cost estimate by your licensed contractor, architect or engineer.</u>

G. The security required under Standard Condition 1.B of Attachment Q shall be determined upon the Permittee's submittal of the required Best Management Practices plan and related cost estimate. The security shall be equal to 110 percent of the estimated BMP costs. Please see Attachment J, Security Procedures for appropriate methods for posting the security and for calculation of the required security administration fee.

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H. The permittee shall post a security with TRPA as a requirement of the Third Tahoe Mariner Settlement Agreement to ensure completion of the long term operation, Maintenance and Monitoring of the constructed water quality improvements including the public/private project with Placer County, the permittee shall, in conjunction with TRPA staff, develop a long term maintenance and monitoring plan which addresses the maintenance and monitoring aspects of all required BMPs, fertilizer application and water quality. This plan will be based on a template provided by and agreed to by TRPA and will include the submission of reports by the permittee as well as inspections by TRPA. If additional post-project monitoring determines that TRPA discharge standards are exceeded, then the TRPA security deposit shall be used to implement additional water quality treatment needed in the East Stateline watershed and project area.

I. The permittee shall record a deed restriction that will permanently assure that the 5.7 acres of open space with 3.07 acres dedicated as public park(s) including seating areas with lake views, hiking trails and a scenic overlook built by the permittee shall be maintained by the permittee shall remain as open/park space in perpetuity. Said deed restriction shall be recorded prior to security release for the Sierra Park project (TRPA File# CEPP2014-0138-R01). The Permittee shall record the deed restrictions with the Washoe County Recorder's Office and provide either the original recorded deed restrictions or a conformed copy of the recorded deed restrictions to the TRPA.

J. Within 30 days of receipt of the deed restrictions identified for the following, the Permittee shall provide the latest recorded grant deeds for all parcels within the project area to TRPA. Once the grant deeds are received, TRPA shall prepare the following two separate deed restrictions:

(1) A project area deed restriction for land coverage, development rights, scenic assessments, and density purposes to be recorded against the parcels; and

(2) A deed restriction that will permanently assure that the 38 residential units identified for the moderate-income housing are only available to moderate income employee households. All housing units shall be used exclusively as residential dwellings by permanent residents, and shall be occupied in accordance with local, regional, state and federal standards for the assistance of households with moderate income occupants. Such housing units shall be made available for rental or sale at a cost that does not exceed the recommended state and federal standards.

K. The Permittee shall record the deed restrictions identified in Special Condition 5.J (above) with the Washoe County Recorder's Office and provide either the original recorded deed restrictions or a conformed copy of the recorded deed restrictions to the TRPA.

L. The Permittee shall provide to TRPA a conformed copy of a TRPA approved recorded deed restriction that is consistent with the Third Amendment to Settlement Agreement Regarding Tahoe Mariner and Boulder Bay Project, documenting the retirement of 9,914 square feet of the total existing gaming floor area within the

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project area.

M. The Permittee shall record a TRPA approved deed restriction that permanently restricts the area where the Crystal Bay Motel is to be demolished as open space.

N. Permittee shall provide evidence that construction financing has been approved for the construction of the project and the construction lender shall provide written assurance to TRPA that its required loan documents have been executed and that construction funds have been approved and are available prior to the commencement of the proposed development. If the development is constructed in phases, then the evidence of required financing shall be provided prior to commencement of construction of each phase (if applicable).

O. The Permittee shall submit a dewatering plan to TRPA for review and approval prior to acknowledgement of this permit in the event groundwater is encountered during excavations. The dewatering plan shall provide for intercepted groundwater to be re-infiltrated on-site or at a TRPA approved location.

P. The Permittee shall submit a fertilizer management plan consistent with Section 81.7 of the TRPA Code of Ordinances for TRPA review and approval.

Q. The Permittee shall submit a complete Grading and Construction Plan for the project, including construction phasing, coordination of construction and demolition work with adjacent business operations, construction access, parking, material storage areas, coordination of utility related construction, temporary BMPs, street sweeping, site clean up, construction hours at a minimum of and consistent with Chapter 64 of the TRPA Code. The permit requires construction activities, equipment, materials and runoff be contained within the project area.

R. The Permittee shall enter into an agreement with Placer County Parks and Recreation to participate in the removal of refuse at Speedboat Beach and the immediate area.

S. The permittee shall submit a Streetscape/Landscape Plan for the project for TRPA review and approval consistent with the requirements of the Washoe County Tahoe Area Plan. Said plan shall include both hardscape and softscape landscape elements; planting materials and planting details, sidewalk details, paving material, colors and textures, and lighting. (Note, signage requires separate TRPA review and approvals). The landscape plan shall also include a strategy for tree replacement. All vegetation shall be consistent with the requirements of Chapter 30 of the TRPA Code of Ordinances, including the specification for sizing and species of plants.

T. The permittee shall submit a long-term monitoring (5 years minimum) and at a minimum, a 20-year maintenance plan for all water quality and BMP improvements as well as any other measures as described in the Monitoring and Mitigation Program of the EIS for TRPA review and approval.

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U. The Permittee shall submit a monitoring plan to monitor the project's Daily Vehicle Trip Ends (DVTE), consistent with the Third Amendment to Settlement Agreement Regarding Tahoe Mariner and Boulder Bay Project, for TRPA review and approval. If after 5 years from project completion the monitoring determines that DVTE has increased beyond the 2,915-trip projection identified in the FEIS, then the applicant shall permanently retire existing development rights to reduce the DVTE to meet the 2,915 DVTE projection.

V. The permittee shall submit a plan to implement an overnight guest parking fee and parking validation program consistent with the above referenced Settlement Agreement to create incentives for guests to utilize public transportation and onsite amenities.

W. The permittee shall submit a plan to implement the alternative transportation measures as outlined in the Mitigation and Monitoring Program of the Final EIS, including, but not limited to:

(a) A shuttle pick-up and drop-off to an area ski resort during the winter ski season.

(b) Beach access (including Speedboat Beach) shuttle service.

Some level of shuttle service shall be provided year-round, with adjustments made for summer and winter peak seasons. During busy summer days, one proposed shuttle vehicle shall make round trips between the project site and nearby beaches for 12 hours a day, departing the project site once an hour.

X. The final plans plan shall be revised to include:

1. A heated asphalt 'snow melting system' along Wellness Way designed to aid in the melting of snow on the road surface.

2. Notes and details indicating the repaving of Stateline Road between SR 28 and Cove Street using rubberized asphalt or other approved noise reducing road surfaces that have shown acceptable noise reductions.

3. Inclusion of the Crystal Bay Hotel parcel into the project area. The site plan shall include demolition and site restoration details for the area where the Crystal Bay Motel will be demolished.

4. Permanent water quality BMPs for the office building and parking lot that will remain on the site where the Crystal Bay Motel is to be demolished.

5. Notes indicating all utilities shall be placed underground.

6. Proposed snow storage calculations and locations of snow storage.

7. Final plans shall include lighting details that conform to the Code of Ordinances.

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8. A final landscape and irrigation plan showing the required proposed trees and shrubs consistent with the exhibits and visual simulations submitted with the project application.

9. The final plans shall demonstrate how new combustion appliances conform to the air quality standards found in Subsection 65.1.4 and other applicable provisions of the TRPA Code. TRPA emission standards shall be noted and compared to the published emissions from proposed devices such as, but not limited to, water heaters and central furnaces.

Y. 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.

Z. The permittee shall submit plans, cost estimates and installation schedule for the installation of all required water quality improvements (BMPs) for the entire project area. All required offsite BMPs including the BMPs associated with the Crystal Bay Motel demolition site, the adjacent office building and associated parking lot. Further the installation of all on-site BMPs shall be completed at the end of each construction phase.

AA. The security required under Standard Condition A.3 of Attachment R 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.

BB. The permittee shall revise the final landscape plan to include additional landscaping, consisting of evergreen trees (8 total trees, 8-10 feet in height), on each side of the park access roadway to improve screening of the building A ground level floors as viewed from the SR 28.

CC. The final landscape plan shall indicate the existing vegetation located adjacent to building G consisting of four conifer trees within or near the SR 28 right of way and shown in the photo simulation (see trees highlighted in green in Figure 8 of final scenic evaluation report prepared by Hauge Brueck Associates, dated October 14, 2022) shall be protected and maintained as part of the project plans.

DD. Final project plans shall include a reconfiguration/relocation of the existing crosswalk located on Highway 28. The reconfiguration/relocation shall be determined in coordination with NDOT, Washoe County and TRPA and shall consider adjacent pedestrian circulation patterns on the north and south sides of Highway 28.

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EE. Final project plans shall include a Class 1 bike trail along the project frontage in a location determined through coordination with NDOT, Washoe County and TRPA.

FF. The permittee shall submit a Dust Control Plan to be implemented during construction.

GG. The permittee shall submit a construction schedule and construction staging plan.

HH. The permittee shall submit final construction plans.

6. Upon issuance of a Certificate of Occupancy for the first completed phase of the Waldorf Astoria project that requires employees to be on-site, the permittee shall implement the following measures designed to reduce employee-related trips to and from the project:

A. Designation of an Employee Transportation Coordinator: The project controller will designate an Employee Transportation Coordinator (ETC) to coordinate and implement the transportation control measure activities required by the Employee Transportation Plan.

B. Posting Alternative Transportation Mode Information: The project controller shall provide to employer's alternative mode information, including current schedules, rates (including procedures for obtaining transit passes) and routes of mass transit service serving the Crystal Bay area, including the Tahoe Area Regional Transit ("TART") services, the North Lake Tahoe Express, and visitor shuttle service. In addition, the project controller shall also provide information regarding the location of all bicycle routes within at least a five-mile radius of the resort.

C. Bicycle Parking Facilities: Sufficient bicycle parking will be supplied to employees. The Waldorf Astoria will provide bicycle parking for all bicycle commuters, as determined by survey of employees. The bicycle parking facilities shall be, at a minimum, Class II stationary bicycle racks, and will be located adjacent to the employee entrance, as well as near the main hotel casino building entrance.

D. Preferential Carpool/Vanpool Parking. Parking spaces for a minimum of 4% of the employees shall be designated as carpool parking. These spaces will be in the most convenient location to access the employee entrance. In order to ensure proper usage of these spaces, signs or pavement marking shall be installed to designate these spots for carpool vehicles only.

E. In-House Carpool Matching Service. The Waldorf Astoria shall conduct a survey of employees to identify persons interested in being in carpools and match potential carpoolers by work shift and address. This survey and matching shall be performed on an annual basis for all interested employees.

F. Truckee-North Tahoe Transportation Management Association (TMA) Membership. The ETC or other designated management employee shall actively participate in the TMA. The ETC shall attend all membership meetings or send a designated representative, pay all required dues, and/or be involved in any other programs which

the TMA board administers.

G. Transit Pass Subsidy. The permittee shall provide a subsidy, on monthly transit passes, of 50% or the maximum taxable benefit limit, whichever is greater.

H. Transit Shelter. The permittee shall provide a shuttle/trolley stop. This stop will be served by the North Tahoe Express, seasonal trolley services and employee shuttles. Additionally, the current TART stop on the north side of State Route 28 ("SR 28") directly adjacent to the site will be expanded per TART standards to accommodate two buses at one time. This, along with the other existing bus bay on the north side of SR 28 just west of Stateline Road, would allow up to three westbound vehicles to be in Crystal Bay at one time.

I. Showers Provided. The permittee shall provide two employee restrooms/locker rooms, one located in the hotel area the other in the casino area, for a total of two male and two female facilities. One shower shall be provided in each of the four facilities (two male and two female).

J. Lockers Provided. The permittee shall provide lockers inside each of the restroom/locker room areas. At least 20 lockers will be provided in total for use by employees only.

K. On-Site Services. The permittee shall include an employee cafeteria and a lunchroom/break room.

The permittee shall maintain records documenting implementation of the above measures which shall be provided to TRPA upon request.

7. The Permittee shall implement the alternative transportation measures as outlined in the Mitigation and Monitoring Program of the Final EIS in perpetuity, including:

(a) A shuttle that provides pick-up and drop-off services to an area ski resort.
(b) A beach access shuttle service.

8. Prior to release of the project security the Permittee shall enter into a memorandum of understanding with the Truckee- North Tahoe Transportation Management Association ("TMA") for oversight and coordination of the proposed Alternative Transportation Program. As part of the above memorandum of understanding with TNT TMA, the permittee shall include a requirement to review transit expenditures on an annual basis with transit representatives of TART to evaluate the previous year's results and allocate funds toward public transportation efforts as deemed appropriate by TART, the TMA and the permittee.

9. The Resource Protection Plan (or Recovery Plan), submitted to the Nevada State Historic Preservation Office (NVSHPO) in May 2009 (revised September 2009), must be approved by the NVSHPO pursuant to TRPA Code Subsection 29.6.C(2) before demolition can occur. The Plan must include the following requirements:

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A. The permittee will preserve and restore the one extant neon sign from the 1940s-1950s period of significance for the Tahoe Biltmore and place it within the proposed mixed-use project.

B. The permittee will preserve and restore the 1962 "Tahoe Biltmore" Googie architectural sign and place it either within the proposed mixed-use project, pending final project design and height approvals from TRPA, or at an appropriate offsite location in Nevada (i.e. a sign preservation organization, etc.) to be determined in consultation with the TRPA and NVSHPO. If the sign is moved offsite, the permittee will incorporate "Googie" style design features of the "Tahoe Biltmore" sign into the design of project details, such as walkway lighting or signage. The permittee will incorporate interpretive signage into the proposed mixed-use project to document the history of the Tahoe Biltmore Resort. Interpretive signage will be publicly visible, and the contents and specific locations will be determined with guidance from a qualified historian.

C. The permittee will prepare a photograph/text interpretation of the history of the Tahoe Biltmore Resort and Cottages that includes the preservation of the historical photographs now on exhibit in the Tahoe Biltmore and other items or materials relating to the early history of the resort or North Shore. The display will be placed onsite in a permanent location easily accessible to the public (e.g., Hotel lobby, Meeting room foyer, Restaurant waiting area, or preservation of one of the Cottage structures as a museum, etc.).

D. The permittee will sponsor and produce a web-based booklet regarding the history of Crystal Bay for general public distribution (local retail shops, casinos, clubs, bookstores, etc.), smaller than the Bethel Van Tassel book (Wood Ships to Gaming Chips), and more specific to the North Shore than The Golden Age of Nevada Gambling by Moe. The booklet will include the historical photographs of Crystal Bay and its resort facilities archived in the Images of Lake Tahoe Collection at the University of Nevada, Reno.

E. The permittee will incorporate architectural details discussed in the Historic Resources section of the EIS into the final design of building entry ways, doors, and windows. Determination of the final architectural design and details of the building will be made in consultation with the NVSHPO office as required by mitigation measure CUL-1A of the EIS.

10. By acceptance of this permit the Permittee waives all claims it may have to hard or soft coverage which may have existed in 1978. This condition shall not be construed to exempt the Mariner Property from compliance with excess coverage mitigation requirements.

11. Signs are not approved as a part of this permit. Sign approvals shall require submittal of a separate application. However, signage for the Waldorf Astoria project shall be in conformance with the current sign standards, or the adopted Washoe County Area Plan standards, depending on the applicable standards at the time sign approval.

12. All waste resulting from the saw-cutting of pavement shall be removed using a vacuum (or other TRPA approved method) during the cutting process or immediately thereafter. Discharge of

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waste material to surface drainage features is prohibited and constitutes a violation of this permit.

13. In the event that human remains are discovered, the Washoe County Coroner shall be contacted and, if the remains are determined to be Native American, the Nevada Office of Historic Preservation shall also be notified in accordance with Section 383.170 of the Nevada State Revised Statutes. Section 383.170 directs the SHPO to consult immediately with the Nevada Indian Commission and notify the appropriate Indian tribe. This section also authorizes the Indian tribe, with the permission of the landowner, to inspect the site and recommend an appropriate means for the treatment and disposition of the site and all associated artifacts and human remains.

14. No gates shall be installed on the new access road extending north from Highway 28 (aka "Wellness Way" on the east side of the project area located adjacent to the Granite Place Condominiums. This road shall remain open for public use.

15. All accessory uses shall not be advertised separately and shall not be operated independently of the associated primary use.

16. All unused multi-residential bonus units, tourist accommodation units and commercial floor area awarded to the project per TRPA Resolution No. 2008-11 as part of the CEPP shall be returned to the TRPA pools.

17. Excavation equipment is limited to approved construction areas to minimize site disturbance. No grading, excavation, storage or other construction related activities shall occur outside the area of disturbance.

18. All surplus construction waste materials shall be removed from the project and deposited only at approved points of disposal.

19. The construction of a concrete washout facility is prohibited unless approved in writing by a TRPA Environmental Specialist.

20. This approval is based on the permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, TRPA may rescind this approval, or take other appropriate action.

21. Any normal construction activities creating noise in excess to the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 A.M. and 6:30 P.M.

22. The permittee is responsible for ensuring that the project, as built, does not exceed the approved land coverage figures shown on the site plan. The approved land coverage figures shall supersede scaled drawings when discrepancies occur.

23. This site shall be winterized in accordance with the provisions of Attachment Q by October 15th of each construction season.

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24. Grading is prohibited any time of the year during periods of precipitation and for the resulting period when the site is covered with snow, or is in a saturated, muddy, or unstable condition.

25. All Best Management Practices shall be maintained in perpetuity to ensure effectiveness which may require BMPs to be periodically reinstalled or replaced.

26. All landscaping shall be maintained in perpetuity (and replaced as needed) in a condition consistent with the approved landscape plans.

27. 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 (i.e. structural modifications, grading, BMPs, etc.). Failure to obtain prior approval for modifications may result in monetary penalties.

28. Temporary and permanent BMPs may be field fit as appropriate by the TRPA inspector. Parking barriers may be required at the discretion of the TRPA Environmental Specialist.

29. The permittee shall provide photographs to the TRPA Environmental Specialist taken during construction that demonstrate any subsurface BMPs or trenching and backfilling proposed on the project were constructed correctly (depth, fill material, etc.).

30. To the maximum extent allowable by law, the Permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board (including individual members), its Planning Commission (including individual members), 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, administrative appeal, 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 will have the sole and exclusive control (including the right to be represented by attorneys of TRPA's choosing) over the defense of any claims against TRPA and over their settlement, compromise, or other disposition. 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

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Attachment C

Site Plans, Floor Plans, & Elevations

Boulder Bay Redevelopment CEP Project

50% Schematic Design - TRPA Review Submission

Oct 12, 2022

AREA MAP

PROJECT DIRECTORY

OWNER

EKN Development Group

220 Newport Center Drive
Suite 11-262
Newport Beach, CA 92660
949.280.0716
Contact: Tom Jacobson
Tom@ekndevgroup.com

LANDSCAPE

Design Workshop

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128 Market Street
Suite 3E
Stateline, NV 00000
775.636.6742
Contact: Steven Noll
snoll@designworkshop.com

M/E/P

IMEG

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Reno, NV 89502
775.374.5687
Contact: Katie Callender
Kathryn.M.Callender@imegcorp.com

ARCHITECT

SB Architects

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415.673.8990
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xxx@sb-architects.com
www.sb-architects.com

STRUCTURAL

JWSE Structural Engineers

100 Amber Grove Drive
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530.894.5345
Contact: Jim Wright
jwright@jwsestructural.com

GENERAL CONTRACTOR

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1086 Greg Street
Sparks, NV 89431
775.324.1800
Contact: Jeff Janakus
JJanakus@smcco.biz

CIVIL

N Consulting Engineers, INC

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A California Corporation

Boulder Bay Redevelopment CEP Project

50% Schematic Design - TRPA Review Submission

5 NV-28, Crystal Bay, NV

EKN Development Group

220 Newport Center Drive
Suite 11-262
Newport Beach, CA 92660

Issued

50% Schematic Design - TRPA Review Submission **Oct 12, 2022**

No.	Description	Date

Sheet Title Project No. **22139**

COVER SHEET

Sheet No.

A0.00

AS REQUIRED NO. VII. A.

Autodesk Docs://22139 Lake Tahoe Hotel & Residence/22139 - Lake Tahoe HR_R22.rvt

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INDEX OF DRAWINGS

SHEET NUMBER	SHEET NAME
GENERAL	
A0.00	COVER SHEET
A0.01	SHEET INDEX
A0.30	PARKING PLANS
A0.40	EXISTING CONDITIONS
A0.41	ENTITLEMENT ANALYSIS
A0.42	COMPARATIVE LANDSCAPE ILLUSTRATIVES
A0.43	RENDERING COMPARISONS
A0.60	MATERIALS BOARD
A0.70	RENDERINGS
A0.73	RENDERINGS
A0.74	RENDERINGS
A0.75	RENDERINGS - SCENIC ANALYSIS
AREA SUMMARY AND PLANS	
AG.00.1	UNIT MATRIX & AREA SUMMARY
AG.00.2	AREA SUMMARY
AG.01	AREA PLAN - SITE LEVEL 01
AG.02	AREA PLAN - SITE LEVEL 02
AG.03	AREA PLAN - SITE LEVEL 03
AG.04	AREA PLAN - SITE LEVEL 04
AG.05	AREA PLAN - SITE LEVEL 05
AG.06	AREA PLAN - SITE LEVEL 06
AG.07	AREA PLAN - SITE LEVEL 07
AG.08	AREA PLAN - SITE LEVEL 08
AG.09	AREA PLAN - SITE LEVEL 09
AG.10	AREA PLAN - SITE LEVEL 10
OVERALL SITE PLANS AND SECTIONS	
A1.00	OVERALL SITE PLAN
A1.01	OVERALL PLAN - SITE LEVEL 01
A1.02	OVERALL PLAN - SITE LEVEL 02
A1.03	OVERALL PLAN - SITE LEVEL 03
A1.04	OVERALL PLAN - SITE LEVEL 04
A1.05	OVERALL PLAN - SITE LEVEL 05
A1.06	OVERALL PLAN - SITE LEVEL 06
A1.07	OVERALL PLAN - SITE LEVEL 07
A1.08	OVERALL PLAN - SITE LEVEL 08
A1.09	OVERALL PLAN - SITE LEVEL 09
A1.10	OVERALL PLAN - SITE LEVEL 10
A1.11	OVERALL PLAN - SITE CIRCULATION
A1.12	OVERALL PLAN - BLDG DIMENSIONAL REFERENCE
A1.40	SITE SECTION
A1.41	SITE SECTION
SECTOR FLOOR PLANS	
A2.01.1	FLOOR PLAN - LEVEL 01 - SECTOR 1
A2.02.1	FLOOR PLAN - LEVEL 02 - SECTOR 1
A2.03.1	FLOOR PLAN - LEVEL 03 - SECTOR 1
A2.04.1	FLOOR PLAN - LEVEL 04 - SECTOR 1
A2.05.1	FLOOR PLAN - LEVEL 05 - SECTOR 1
A2.06.1	FLOOR PLAN - LEVEL 06 - SECTOR 1
A2.07.1	FLOOR PLAN - LEVEL 07 - SECTOR 1
A2.08.1	FLOOR PLAN - LEVEL 08 - SECTOR 1
A2.09.1	FLOOR PLAN - LEVEL 09 - SECTOR 1
A2.10.1	FLOOR PLAN - LEVEL 10 - SECTOR 1
A2.02.2	FLOOR PLAN - LEVEL 02 - SECTOR 2
A2.03.2	FLOOR PLAN - LEVEL 03 - SECTOR 2
A2.04.2	FLOOR PLAN - LEVEL 04 - SECTOR 2
A2.05.2	FLOOR PLAN - LEVEL 05 - SECTOR 2
A2.06.2	FLOOR PLAN - LEVEL 06 - SECTOR 2
A2.07.2	FLOOR PLAN - LEVEL 07 - SECTOR 2
A2.08.2	FLOOR PLAN - LEVEL 08 - SECTOR 2
A2.09.2	FLOOR PLAN - LEVEL 09 - SECTOR 2
A2.10.2	FLOOR PLAN - LEVEL 10 - SECTOR 2
A2.11.2	ROOF PLAN- SECTOR 2
A2.02.3	FLOOR PLAN - LEVEL 02 - SECTOR 3
A2.03.3	FLOOR PLAN - LEVEL 03- SECTOR 3
A2.04.3	FLOOR PLAN - LEVEL 04- SECTOR 3
A2.05.3	FLOOR PLAN - LEVEL 05 - SECTOR 3
A2.06.3	FLOOR PLAN - LEVEL 06 - SECTOR 3
A2.07.3	FLOOR PLAN - LEVEL 07 - SECTOR 3
A2.08.3	FLOOR PLAN - LEVEL 08 - SECTOR 3
A2.01.4	FLOOR PLAN - LEVEL 01 - SECTOR 4
A2.02.4	FLOOR PLAN - LEVEL 02 - SECTOR 4
A2.03.4	FLOOR PLAN - LEVEL 03 - SECTOR 4
A2.04.4	FLOOR PLAN - LEVEL 04 - SECTOR 4
EXTERIOR ELEVATIONS	
B-A3.10	BLDG B- EXTERIOR ELEVATION
B-A3.11	BLDG B- EXTERIOR ELEVATION
C-A3.10	BLDC C- EXTERIOR ELEVATION
C-A3.11	BLDG C- EXTERIOR ELEVATION
D-A3.10	BLDG D- EXTERIOR ELEVATION
D-A3.11	BLDG D- EXTERIOR ELEVATION
E-A3.10	BLDG E- EXTERIOR ELEVATION
E-A3.11	BLDG E- EXTERIOR ELEVATION
F-A3.10	BLDG F- EXTERIOR ELEVATION
F-A3.11	BLDG F- EXTERIOR ELEVATION
G-A3.10	BLDG G- EXTERIOR ELEVATION
G-A3.11	BLDG G- EXTERIOR ELEVATION
H-A3.10	BLDG H- EXTERIOR ELEVATION
H-A3.11	BLDG H- EXTERIOR ELEVATION

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No.	Description	Date

Sheet Title

SHEET INDEX

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

A0.01

10/12/2022 9:09:53 AM Autodesk Docs://22139 Lake Tahoe Hotel & Residence/22139 - Lake Tahoe HR_R22.rvt

PARKING SCHEDULE	
TYPE	# OF SPACES
B	
STANDARD	39
TANDEM	6
	45
C	
COMPACT	3
STANDARD	15
TANDEM	40
	58
CASINO	
COMPACT	4
STANDARD	23
TANDEM	26
	53
E	
STANDARD	9
TANDEM	12
	21
H	
STANDARD	6
	6
HOTEL D & F	
COMPACT	3
STANDARD	64
TANDEM	83
	150
RETAIL	
COMPACT	6
STANDARD	85
	91
VALET	
STANDARD	36
	36
GRAND TOTAL	460
STANDARD & TANDEM SPACES (PARKING WITHOUT AISLE VALET STRATEGY)	424

LEVEL 02	
TYPE	# OF SPACES
CASINO	
COMPACT	4
STANDARD	16
TANDEM	26
	46
E	
STANDARD	9
TANDEM	12
	21
HOTEL D & F	
COMPACT	3
STANDARD	44
TANDEM	39
	86
RETAIL	
COMPACT	3
STANDARD	72
	75
VALET	
STANDARD	36
	36
GRAND TOTAL	264

LEVEL 03	
TYPE	# OF SPACES
B	
STANDARD	8
TANDEM	6
	14
C	
COMPACT	3
STANDARD	15
TANDEM	40
	58
CASINO	
STANDARD	7
	7
H	
STANDARD	6
	6
HOTEL D & F	
STANDARD	20
TANDEM	44
	64
RETAIL	
COMPACT	3
STANDARD	13
	16
GRAND TOTAL	165

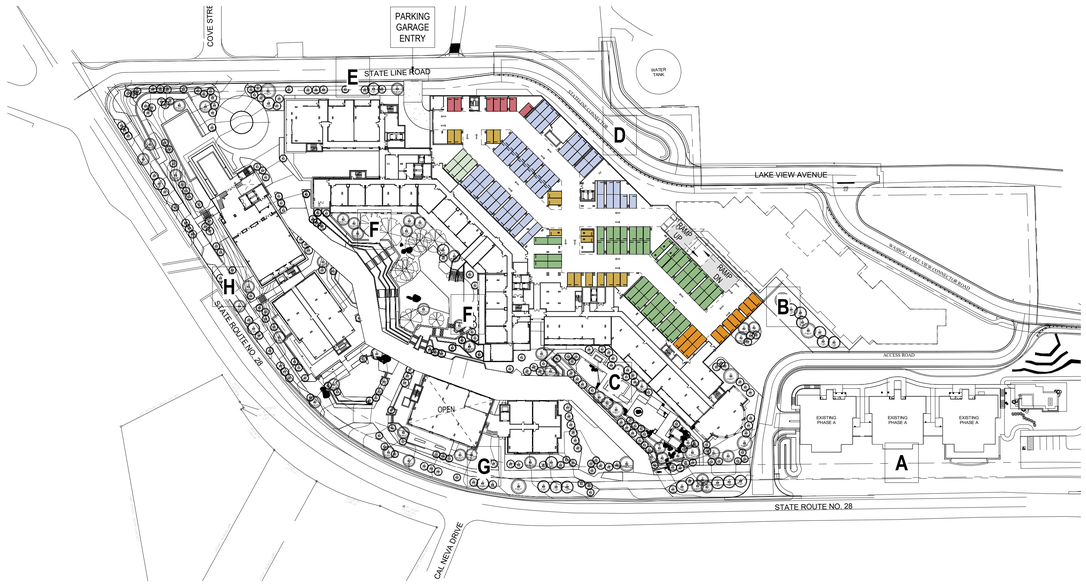
LEVEL 04	
TYPE	# OF SPACES
B	
STANDARD	31
	31
GRAND TOTAL	31

KEY: PARKING STALL USE ASSIGNMENT

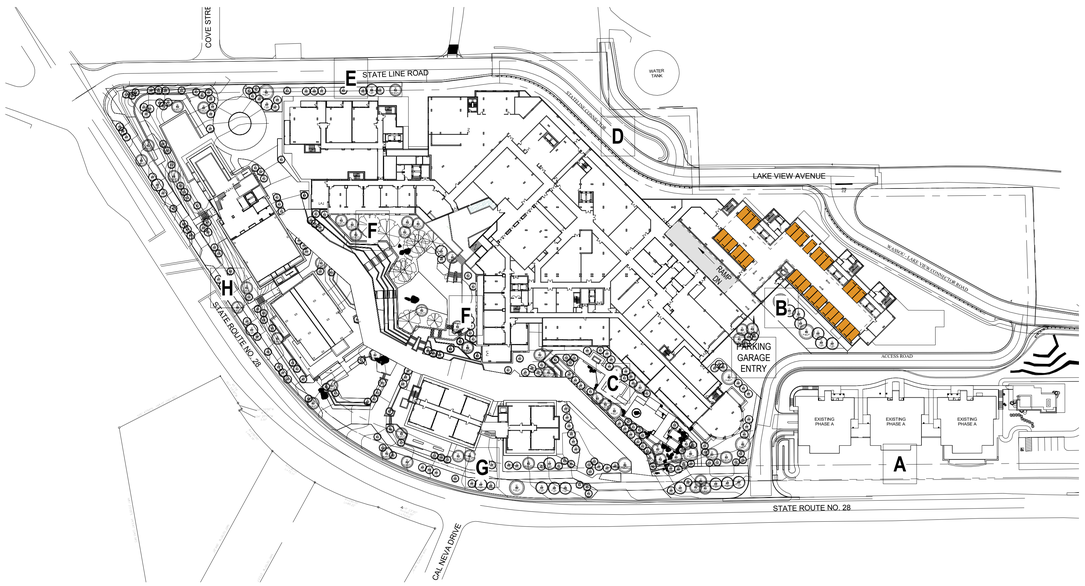
- PARKING-B
- PARKING-C
- PARKING-E
- PARKING-G
- PARKING-H
- PARKING-CASINO
- PARKING-HOTEL D & F
- PARKING-RETAIL
- PARKING-VALET

GENERAL NOTE:

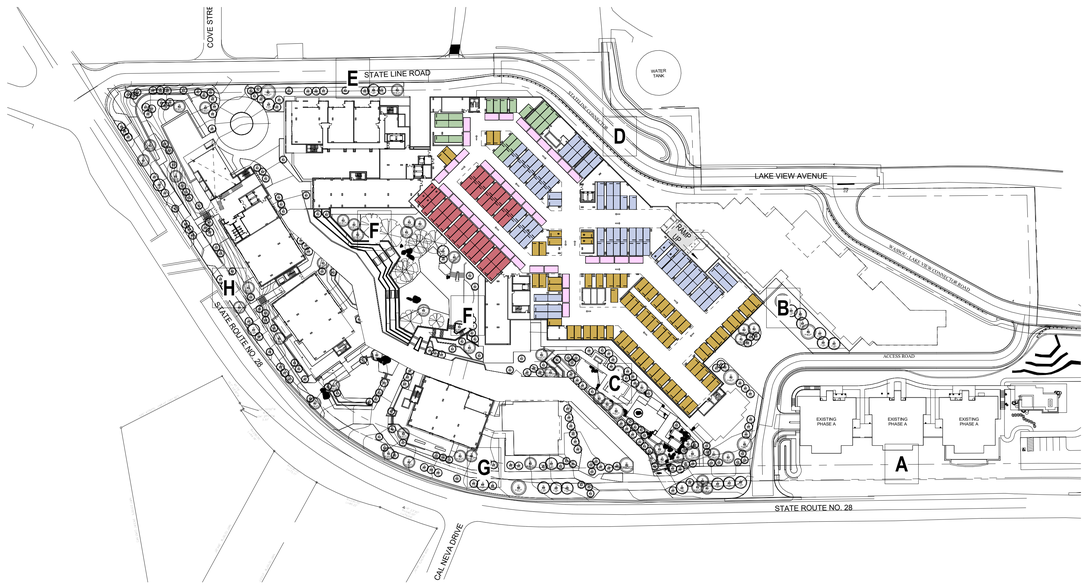
THE PARKING STALL ASSIGNMENT AS SHOWN IN THE PLANS IS PRELIMINARY. PROPER DISTRIBUTION WILL BE COORDINATED WITH OPERATIONAL STRATEGY.



2 **PARKING - LEVEL 03**
1" = 80'-0"



3 **PARKING - LEVEL 04**
1" = 80'-0"



1 **PARKING - LEVEL 02**
1" = 80'-0"

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Sheet Title
PARKING PLANS

Project No. **22139**

Phase
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Sheet No.
A0.30

AGENDA ITEM NO. VII. A.

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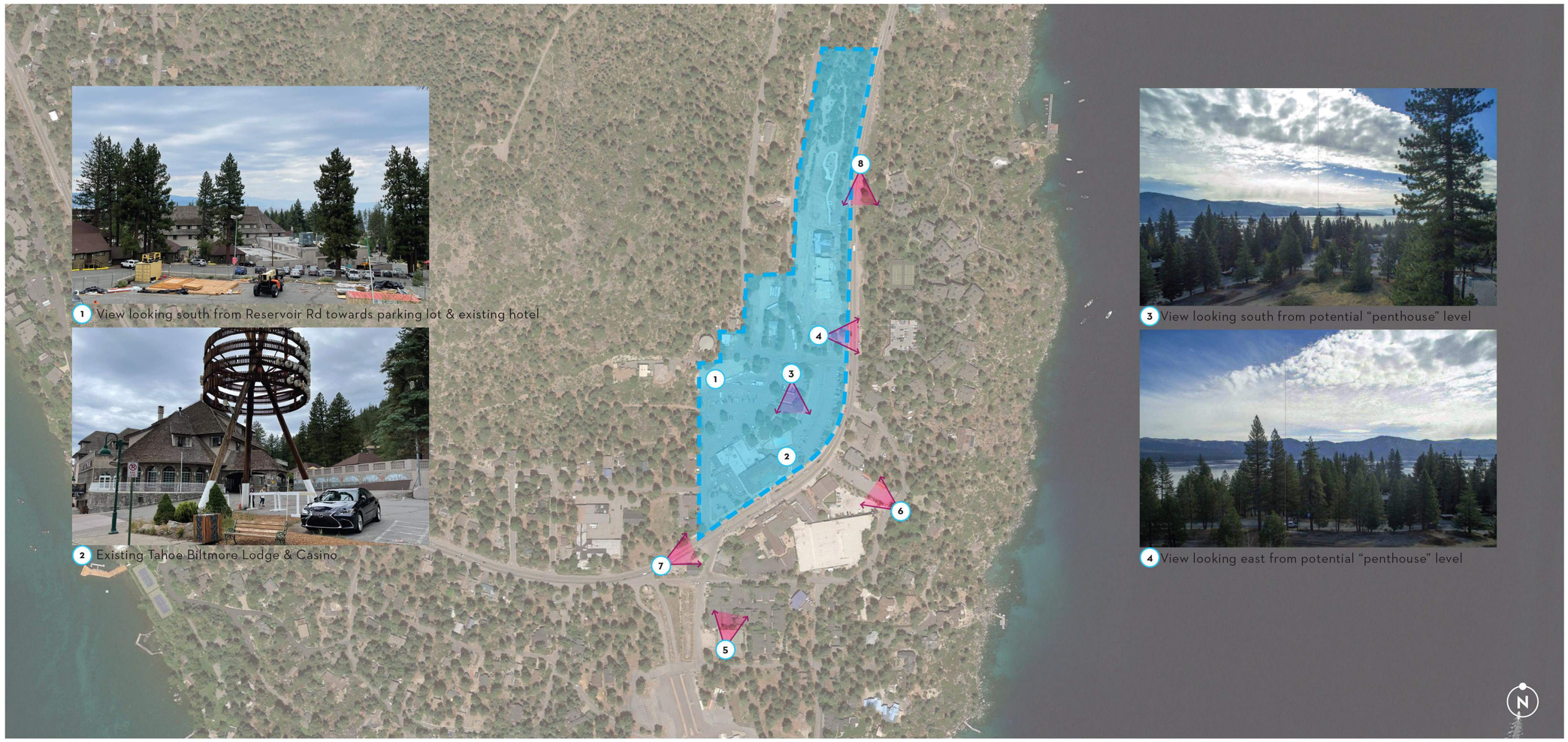
10/12/2022 8:29:01 AM

1 View looking south from Reservoir Rd towards parking lot & existing hotel

2 Existing Tahoe Biltmore Lodge & Casino

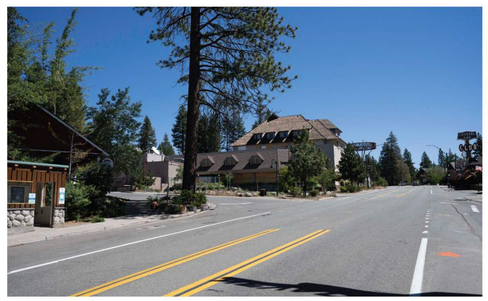


3 View looking south from potential "penthouse" level

4 View looking east from potential "penthouse" level

5 Overall Aerial View 01

6 Overall Aerial View 02



7 Street view at State Line Road & SR 28 Intersection

8 Street View, South SR 28, Existing Phase A buildings.

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Sheet Title

EXISTING CONDITIONS

Project No. 22139

Phase

TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

A0.40

AGENDA ITEM NO. VII. A.

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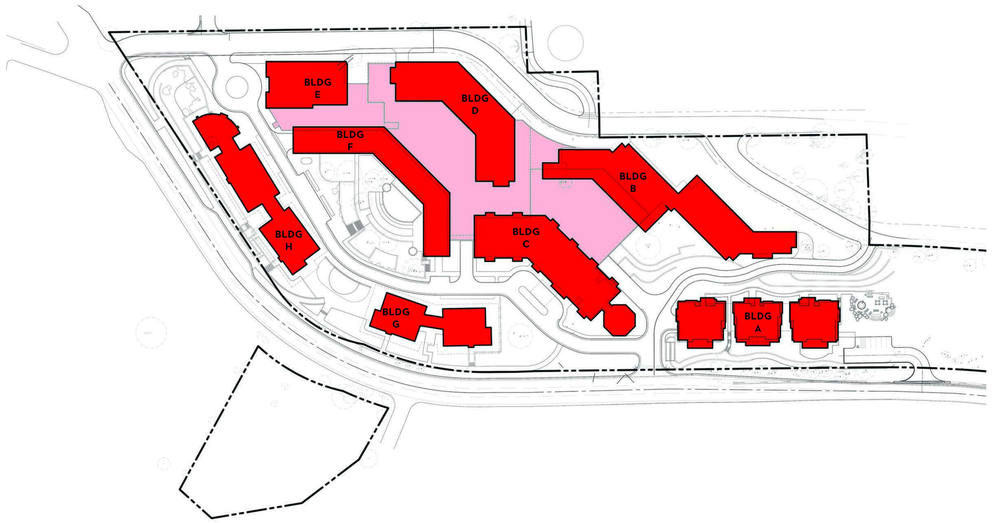
9/1/2022 3:46:04 PM

ENTITLEMENT ANALYSIS

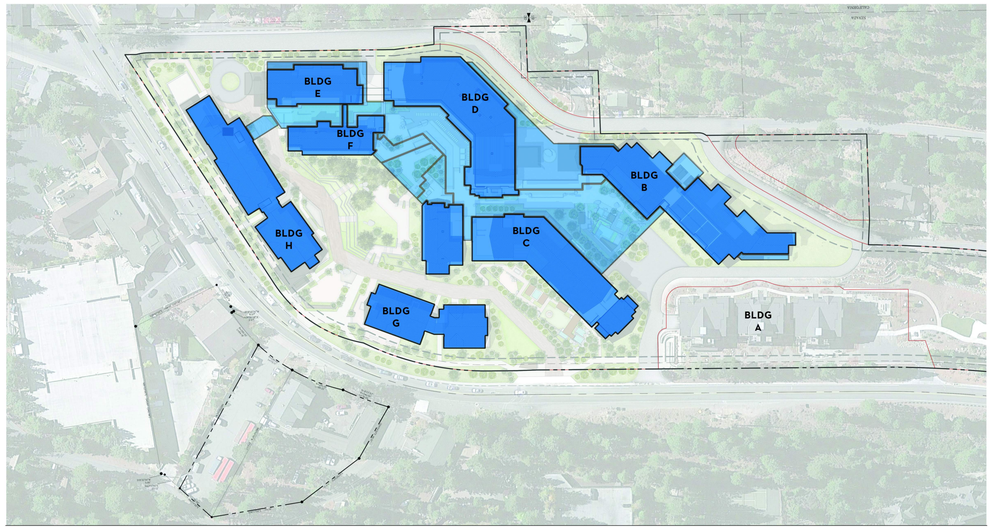
APPROVED ALTERNATE C | BUILDING FOOTPRINT



LAKE TAHOE HOTEL AND RESIDENCE

ENTITLEMENT ANALYSIS

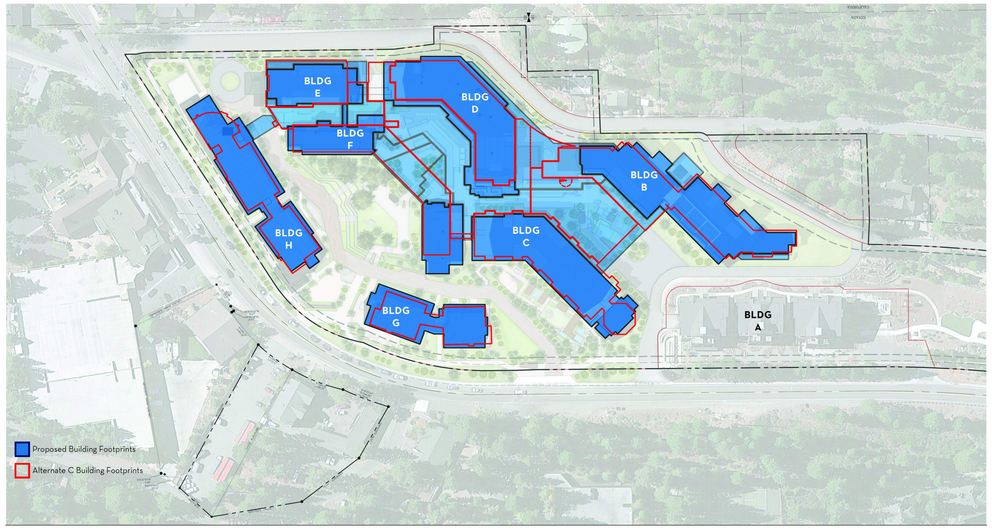
REVISED DESIGN | BUILDING FOOTPRINT



LAKE TAHOE HOTEL AND RESIDENCE

ENTITLEMENT ANALYSIS

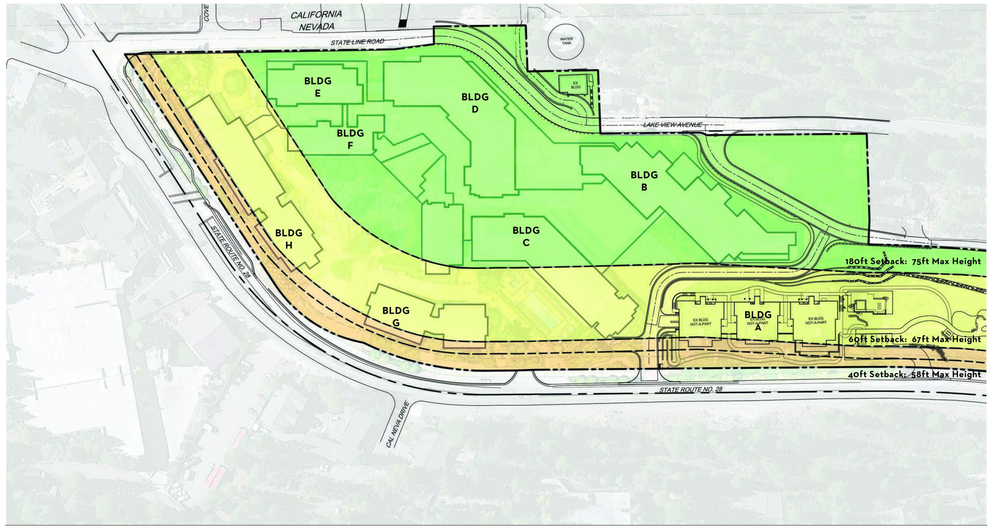
COMPARISON OVERLAY | BUILDING FOOTPRINT



LAKE TAHOE HOTEL AND RESIDENCE

ENTITLEMENT ANALYSIS

BUILDING HEIGHT SETBACKS | BUILDING FOOTPRINT



LAKE TAHOE HOTEL AND RESIDENCE

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Sheet Title: ENTITLEMENT ANALYSIS

Project No. 22139

Phase: TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No. A0.41

AGENDA ITEM NO. VII. A.

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Previously Approved Alternate C - Landscape Illustrative

Proposed Design Revision - Landscape Illustrative

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Sheet Title
COMPARATIVE LANDSCAPE ILLUSTRATIVES

Project No. 22139

Phase
TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.
A0.42

AGENDA ITEM NO. VII. A.

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10/12/2022 8:54:31 AM

ENTITLEMENTS ANALYSIS

ALTERNATE C | VIEW 01

LAKE TAHOE HOTEL AND RESIDENCE

ENTITLEMENTS ANALYSIS

PROPOSED DESIGN REVISIONS | VIEW 01

LAKE TAHOE HOTEL AND RESIDENCE

ENTITLEMENTS ANALYSIS

ALTERNATE C | VIEW 02

LAKE TAHOE HOTEL AND RESIDENCE

ENTITLEMENTS ANALYSIS

PROPOSED DESIGN REVISIONS | VIEW 02

LAKE TAHOE HOTEL AND RESIDENCE

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Sheet Title
RENDERING COMPARISONS

Project No. 22139

Phase
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Sheet No.
A0.43

AGENDA ITEM NO. VII. A.

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10/12/2022 9:38:12 AM

MATERIALS BOARD

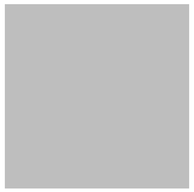
ST-01

DRY STACKED, SPLIT FACE STONE - LARGE UNIT FORMAT

ALTERNATE: LARGE FORMAT CULTURED STONE TO MATCH NATURAL COLOR AND COURSING

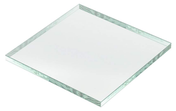
ST-02

ROUGH TEXTURED STONE SLAB PANELS



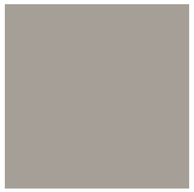
CP-01

CEMENT PLASTER - LIGHT GREY



GL-01

ANTI-REFLECTION VISION GLASS



CP-02

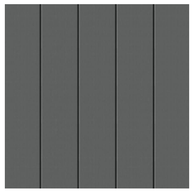
CEMENT PLASTER - COLOR MATCH STONE (ALTERNATE TO STONE)

MT-01

ANODIZED ALUMINIUM - CHARCOAL GREY

MT-02

ANODIZED ALUMINIUM - CHAMPAGNE BRONZE



MT-03

ZINC STANDING SEAM - GREY

WD-01

CEDAR - WARM GREY WOOD SIDING

SL-01

SHINGLE ROOF - DARK SLATE TONE

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MATERIALS BOARD

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

A0.60

AGENDA ITEM NO. VII. A.

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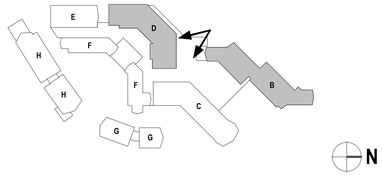
10/12/2022 9:11:11 AM

Hotel & Residence Arrival - Summer



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Sheet Title
RENDERINGS

Project No. **22139**

Phase
TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.
A0.70

AGENDA ITEM NO. VII. A.

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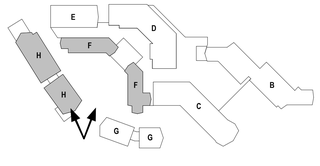
10/10/2022 9:27:17 AM

The Grove & Promenade



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Sheet Title

RENDERINGS

Project No. 22139

Phase

TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

A0.73

AGENDA ITEM NO. VII. A.

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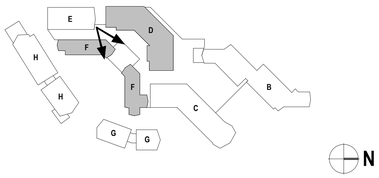
10/12/2022 9:13:13 AM

Hotel Pool Terrace



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Sheet Title: RENDERINGS

Project No. 22139

Phase: TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

A0.74

AGENDA ITEM NO. VII. A.

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10/10/2022 9:27:34 AM

EXISTING SITE CONDITIONS - UPDATED

PREVIOUS APPROVED ALTERNATE C

VIEW 01 - FROM SR 28 & STATELINE

View comparison when approaching the project site from the south along Highway SR 28 at the intersection of State Line Road.

KEY PLAN

PROPOSED DESIGN REVISIONS

EXISTING SITE CONDITIONS - UPDATED

PREVIOUS APPROVED ALTERNATE C

VIEW 02 - FROM SR 28

View comparison when driving past the sweeping curve from west moving north along the project site on Highway SR 28.

KEY PLAN

PROPOSED DESIGN REVISIONS

VIEW 03 - FROM SR 28 NEAR PHASE 1A

View comparison when approaching the site from the north, driving south, along Highway SR 28. This view focuses on the impact of Phase 1A, which is now existing. The project is hidden from this view due to the existing Phase 1A buildings and existing landscape.

SITE CONDITIONS PRIOR TO BUILDING A

PREVIOUS APPROVED ALTERNATE C

KEY PLAN

EXISTING SITE CONDITIONS

PROPOSED LANDSCAPE ADDITIONS

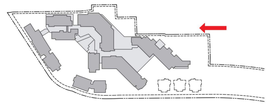
EXISTING SITE CONDITIONS - UPDATED

PREVIOUS APPROVED ALTERNATE C

VIEW 04 - FROM LAKE VIEW AVE.

View comparison when approaching the site from the east along Lakeview Ave. The highest level of building massing is shown being obscured by trees along the road. The clear view of the lake horizon is indicated along with the distant mountain ridge lines beyond.

KEY PLAN



PROPOSED DESIGN REVISIONS

EXISTING SITE CONDITIONS

PROPOSED DESIGN REVISIONS

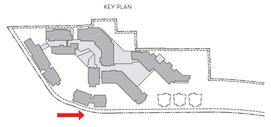
VIEW 05 - ADDITIONAL VIEW FROM SR 28

View comparison when driving north along SR 28 past buildings G, approaching Big Water Drive and existing condo buildings of Phase A.

The two story volume of building G is described screen intermittently by landscape elements and trees. Included in this view are the pedestrian improvements along the SR 28 frontage.

The larger trees anchoring the building C amenity area help screen the volume of the building beyond.

KEY PLAN



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Boulder Bay Redevelopment CEP Project

50% Schematic Design - TRPA Review Submission

5 NV-28, Crystal Bay, NV

Owner
EKN Development

Operator

Issued
50% Schematic Design - TRPA Review Submission — Oct 12, 2022

No.	Description	Date

Sheet Title: RENDERINGS - SCENIC ANALYSIS

Project No. 22139

Phase: TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No. A0.75

AGENDA ITEM NO. VII. A.

Autodesk Docs://22139 Lake Tahoe Hotel & Residence/22139 - Lake Tahoe HR_R22.rvt
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Lake Tahoe Hotel & Residences Guestroom and Branded Hotel Residences Unit Summary

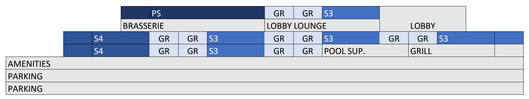
10/4/2022 **SCHEMATIC DESIGN**

Building | Program

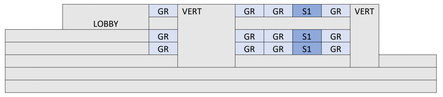
D — Hotel

Levels: Level 08, Level 07, Level 06, Level 05, Level 04, Level 03, Level 02

SOUTH EAST ELEVATION - (FRONT)



NORTH WEST ELEVATION - (BACK)



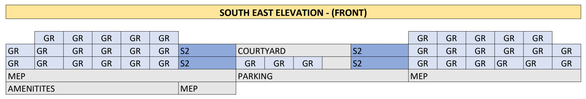
GR	S1	S2	S3	S4	P5		
24	3	0	5	2	1	35	Total

D Total

F — Hotel

Levels: Level 05, Level 04, Level 03, Level 02, Level 01

SOUTH EAST ELEVATION - (FRONT)



GR	S1	S2	S3	S4	P5		
37	0	4	0	0	0	41	Total

F Total

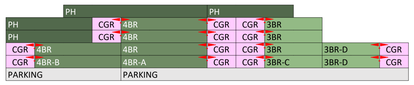
GR	S1	S2	S3	S4	P5		
61	3	4	5	2	1	76	Total

Hotel Total

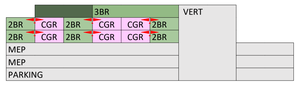
C — Hotel Residences

Levels: Level 07, Level 06, Level 05, Level 04, Level 03, Level 02

SOUTH EAST ELEVATION - (FRONT)



NORTH WEST ELEVATION - (BACK)



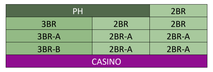
2BR	3BR	3BR-C	3BR-D	4BR	4BR-A	4BR-B	PH	CGR		
6	4	1	2	4	1	1	4	20	43	Total

C Total

E — Hotel Residences

Levels: Level 05, Level 04, Level 03, Level 02, Level 01

EAST ELEVATION - (SIDE)



0 Total

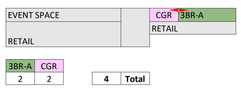
2BR	2BR-A	3BR	3BR-A	3BR-B	PH		
3	4	1	1	1	1	11	Total

E Total

H — Hotel Residences

Levels: Level 03, Level 02, Level 01

SOUTH EAST ELEVATION - (FRONT)



NORTH EL. - (BACK)

3BR-A	CGR		
2	2	4	Total

H Total

2BR	2BR-A	3BR	3BR-A	3BR-B	3BR-C	3BR-D	4BR	4BR-A	4BR-B	PH	CGR
9	4	5	3	1	1	2	4	1	1	5	
											22

Hotel Residences
LOCK-OFF

36	Total Residential Units
22	Total Residential Lock-Off Rooms
58	Total Potential Hotel Residential Keys

NOTE:
CGR INDICATING CONNECTING ROOMS
CGR CONNECTING GUESTROOM (LOCK-OFF)

Grand Total Hotel Keys + Hotel Resi (Excl WFH Units) | 112 | Total

G — Workforce Housing

Levels: Level 04, Level 03, Level 02

EAST ELEVATION - (FRONT)

WEST ELEVATION - (BACK)

WFH		
14	14	Total

G Total

Workforce Housing Total | 14 | Total

Lake Tahoe Hotel & Residences Exclusive Residences Unit Summary

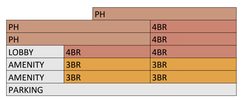
9/1/2022 **SCHEMATIC DESIGN**

Building | Program

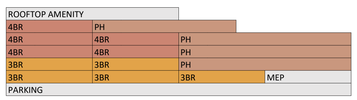
B — Exclusive...

Levels: Level 10, Level 09, Level 08, Level 07, Level 06, Level 05, Level 04

South Wing - SE View



North Wing - SE View



3BR	4BR	PH		
9	9	7	25	Total

B Total

Exclusive Residences Total | 25 | Total

RESIDENCE UNITS BY BUILDING

UNIT TYPE	AREA
B	
SITE LEVEL 05	
2.11 RESI UNIT TYPE 3BR - EXCLUSIVE	2,573 SF
2.11 RESI UNIT TYPE 3BR - EXCLUSIVE	2,599 SF
2.11 RESI UNIT TYPE 3BR - EXCLUSIVE	2,583 SF
2.11 RESI UNIT TYPE 3BR - EXCLUSIVE	2,563 SF
2.11 RESI UNIT TYPE 3BR - EXCLUSIVE	2,309 SF
	12,628 SF
SITE LEVEL 06	
2.11 RESI UNIT TYPE 3BR - EXCLUSIVE	2,554 SF
2.11 RESI UNIT TYPE 3BR - EXCLUSIVE	2,602 SF
2.11 RESI UNIT TYPE 3BR - EXCLUSIVE	2,604 SF
2.11 RESI UNIT TYPE 3BR - EXCLUSIVE	2,564 SF
2.11 RESI UNIT TYPE PH - EXCLUSIVE	4,969 SF
	15,293 SF
SITE LEVEL 07	
2.11 RESI UNIT TYPE 4BR - EXCLUSIVE	2,906 SF
2.11 RESI UNIT TYPE 4BR - EXCLUSIVE	2,914 SF
2.11 RESI UNIT TYPE 4BR - EXCLUSIVE	2,947 SF
2.11 RESI UNIT TYPE 4BR - EXCLUSIVE	2,909 SF
2.11 RESI UNIT TYPE PH - EXCLUSIVE	4,962 SF
	16,638 SF
SITE LEVEL 08	
2.11 RESI UNIT TYPE 4BR - EXCLUSIVE	2,948 SF
2.11 RESI UNIT TYPE 4BR - EXCLUSIVE	2,970 SF
2.11 RESI UNIT TYPE 4BR - EXCLUSIVE	2,913 SF
2.11 RESI UNIT TYPE PH - EXCLUSIVE	5,600 SF
2.11 RESI UNIT TYPE PH - EXCLUSIVE	4,944 SF
	19,375 SF
SITE LEVEL 09	
2.11 RESI UNIT TYPE 4BR - EXCLUSIVE	2,939 SF
2.11 RESI UNIT TYPE 4BR - EXCLUSIVE	2,956 SF
2.11 RESI UNIT TYPE PH - EXCLUSIVE	5,594 SF
2.11 RESI UNIT TYPE PH - EXCLUSIVE	5,315 SF
	16,804 SF
SITE LEVEL 10	
2.11 RESI UNIT TYPE PH - EXCLUSIVE	6,183 SF
	6,183 SF
25	86,922 SF
C	
SITE LEVEL 03	
2.10 RESI UNIT TYPE 3BR - HOTEL	2,414 SF
2.10 RESI UNIT TYPE 3BR - HOTEL	2,419 SF
2.10 RESI UNIT TYPE 4BR - HOTEL	2,698 SF
2.10 RESI UNIT TYPE 4BR - HOTEL	2,719 SF
	10,250 SF
SITE LEVEL 04	
2.10 RESI UNIT TYPE 3BR - HOTEL	2,420 SF
2.10 RESI UNIT TYPE 3BR - HOTEL	2,335 SF
2.10 RESI UNIT TYPE 4BR - HOTEL	2,690 SF
2.10 RESI UNIT TYPE 4BR - HOTEL	2,722 SF
	10,168 SF
SITE LEVEL 05	
2.10 RESI UNIT TYPE 2BR - HOTEL	1,694 SF
2.10 RESI UNIT TYPE 2BR - HOTEL	1,959 SF
2.10 RESI UNIT TYPE 2BR - HOTEL	1,572 SF
2.10 RESI UNIT TYPE 3BR - HOTEL	2,254 SF
2.10 RESI UNIT TYPE 4BR - HOTEL	2,653 SF
2.10 RESI UNIT TYPE PH - HOTEL	3,987 SF
	14,119 SF

RESIDENCE UNITS BY BUILDING

UNIT TYPE	AREA
SITE LEVEL 06	
2.10 RESI UNIT TYPE 2BR - HOTEL	1,694 SF
2.10 RESI UNIT TYPE 2BR - HOTEL	1,959 SF
2.10 RESI UNIT TYPE 2BR - HOTEL	1,572 SF
2.10 RESI UNIT TYPE 3BR - HOTEL	2,236 SF
2.10 RESI UNIT TYPE 4BR - HOTEL	2,648 SF
2.10 RESI UNIT TYPE PH - HOTEL	3,970 SF
	14,079 SF
SITE LEVEL 07	
2.10 RESI UNIT TYPE 3BR - HOTEL	2,217 SF
2.10 RESI UNIT TYPE PH - HOTEL	3,978 SF
2.10 RESI UNIT TYPE PH - HOTEL	4,000 SF
	10,194 SF
23	58,810 SF
E	
SITE LEVEL 02	
2.10 RESI UNIT TYPE 2BR - HOTEL	1,661 SF
2.10 RESI UNIT TYPE 2BR - HOTEL	1,661 SF
2.10 RESI UNIT TYPE 3BR - HOTEL	2,227 SF
	5,548 SF
SITE LEVEL 03	
2.10 RESI UNIT TYPE 2BR - HOTEL	1,661 SF
2.10 RESI UNIT TYPE 2BR - HOTEL	1,661 SF
2.10 RESI UNIT TYPE 3BR - HOTEL	2,227 SF
	5,548 SF
SITE LEVEL 04	
2.10 RESI UNIT TYPE 2BR - HOTEL	1,661 SF
2.10 RESI UNIT TYPE 2BR - HOTEL	1,661 SF
2.10 RESI UNIT TYPE 3BR - HOTEL	2,227 SF
	5,548 SF
SITE LEVEL 05	
2.10 RESI UNIT TYPE 2BR - HOTEL	1,661 SF
2.10 RESI UNIT TYPE PH - HOTEL	3,987 SF
	5,647 SF
11	22,292 SF
G	
SITE LEVEL 03	
2.11 RESI UNIT TYPE WFH	941 SF
2.11 RESI UNIT TYPE WFH	999 SF
2.11 RESI UNIT TYPE WFH	1,164 SF
2.11 RESI UNIT TYPE WFH	1,164 SF
	4,267 SF
SITE LEVEL 04	
2.11 RESI UNIT TYPE WFH	759 SF
2.11 RESI UNIT TYPE WFH	979 SF
2.11 RESI UNIT TYPE WFH	791 SF
2.11 RESI UNIT TYPE WFH	979 SF
2.11 RESI UNIT TYPE WFH	761 SF
2.11 RESI UNIT TYPE WFH	763 SF
2.11 RESI UNIT TYPE WFH	755 SF
2.11 RESI UNIT TYPE WFH	762 SF
2.11 RESI UNIT TYPE WFH	754 SF
2.11 RESI UNIT TYPE WFH	763 SF
	8,066 SF
14 WFH: 2 BEDROOM AFFORDABLE EMPLOYEE HOUSING UNITS	12,333 SF
H	
SITE LEVEL 03	
2.10 RESI UNIT TYPE 4BR - HOTEL	2,833 SF
2.10 RESI UNIT TYPE 4BR - HOTEL	2,829 SF
	5,662 SF
2	5,662 SF

RESIDENCE UNITS BY TYPE

UNIT TYPE	AREA
2.10 RESI UNIT TYPE 2BR - HOTEL	
E-2BR-A	1,661 SF
E-2BR-A	1,661 SF
E-2BR-A	1,661 SF
E-2BR-A	1,661 SF
E-2BR-A	1,661 SF
E-2BR-A	1,661 SF
C-2BR-C	1,694 SF
C-2BR-B	1,959 SF
C-2BR-D	1,572 SF
C-2BR-C	1,694 SF
C-2BR-B	1,959 SF
C-2BR-D	1,572 SF
E-2BR-A	1,661 SF
13	22,076 SF
2.10 RESI UNIT TYPE 3BR - HOTEL	
E-3BR-A	2,227 SF
E-3BR-A	2,227 SF
C-3BR-C	2,414 SF
C-3BR-D	2,419 SF
E-3BR-A	2,227 SF
C-3BR-C	2,420 SF
C-3BR-D	2,335 SF
C-3BR-E	2,254 SF
C-3BR-E	2,236 SF
C-3BR-F	2,217 SF
10	22,975 SF
2.10 RESI UNIT TYPE 4BR - HOTEL	
H-3BR-A	2,833 SF
H-3BR-A	2,829 SF
C-4BR-B	2,698 SF
C-4BR-A	2,719 SF
C-4BR-B	2,690 SF
C-4BR-A	2,722 SF
C-4BR-A	2,653 SF
C-4BR-A	2,648 SF
8	21,792 SF
2.10 RESI UNIT TYPE PH - HOTEL	
E-PH-A	3,987 SF
C-PH-B	3,987 SF
C-PH-B	3,970 SF
C-PH-C	3,978 SF
C-PH-D	4,000 SF
5	19,920 SF
2.11 RESI UNIT TYPE 3BR - EXCLUSIVE	
B-3BR-A	2,573 SF
B-3BR-A	2,599 SF
B-3BR-A	2,583 SF
B-3BR-A	2,563 SF
B-3BR-B	2,309 SF
B-3BR-A	2,554 SF
B-3BR-A	2,602 SF
B-3BR-A	2,604 SF
B-3BR-A	2,564 SF
9	22,951 SF
2.11 RESI UNIT TYPE 4BR - EXCLUSIVE	
B-4BR-A	2,906 SF
B-4BR-A	2,914 SF
B-4BR-A	2,947 SF
B-4BR-A	2,909 SF
B-4BR-A	2,948 SF
B-4BR-A	2,970 SF
B-4BR-A	2,913 SF
B-4BR-A	2,939 SF
B-4BR-A	2,956 SF
9	26,402 SF
2.11 RESI UNIT TYPE PH - EXCLUSIVE	
B-PH-A	4,969 SF
B-PH-A	4,962 SF
B-PH-B	5,600 SF
B-PH-B	5,594 SF
B-PH-C	5,315 SF
B-PH-D	6,183 SF
B-PH-A	4,944 SF
7	37,568 SF
2.11 RESI UNIT TYPE WFH	
G-WFH	941 SF
G-WFH	999 SF
G-WFH	1,164 SF
G-WFH	1,164 SF
G-WFH	759 SF
G-WFH	979 SF
G-WFH	791 SF
G-WFH	979 SF
G-WFH	761 SF
G-WFH	763 SF
G-WFH	755 SF
G-WFH	762 SF
G-WFH	754 SF
G-WFH	763 SF
14	12,333 SF
GRAND TOTAL: 75	186,019 SF

NOTES:
RESIDENTIAL UNITS (INCLUDES EXCLUSIVE, HOTEL RESIDENTIAL AND WORKFORCE HOUSING)

OVERALL PROGRAMMING AREA SUMMARY

.	SUB-CATEGORY	AREA
1 - HOTEL		
	1.10 GUESTROOMS	38,364 SF
	1.10 GUESTROOMS TYPE 1S	4,321 SF
	1.10 GUESTROOMS TYPE 2S	2,473 SF
	1.10 GUESTROOMS TYPE 3S	6,312 SF
	1.10 GUESTROOMS TYPE 4S	4,386 SF
	1.10 GUESTROOMS TYPE PS	2,845 SF
	1.20 CIRCULATION	25,102 SF
	1.20 CIRCULATION VERT	3,415 SF
	1.30 HOTEL LOBBY & AMENITY	10,119 SF
	1.40 F&B	15,649 SF
	1.40 F&B SUPPORT	9,019 SF
	1.50 FUNCTION	13,332 SF
	1.80 BOH	45,831 SF
	1.80 BOH CIRCULATION	18,684 SF
	1.80 BOH VERT	8,330 SF
	1.80 MECHANICAL	52,565 SF
	1.91 WC	1,399 SF
		262,145 SF
2 - RESIDENCES		
	2.10 RESI UNIT TYPE 2BR - HOTEL	22,076 SF
	2.10 RESI UNIT TYPE 3BR - HOTEL	22,975 SF
	2.10 RESI UNIT TYPE 4BR - HOTEL	21,792 SF
	2.10 RESI UNIT TYPE PH - HOTEL	19,920 SF
	2.11 RESI UNIT TYPE 3BR - EXCLUSIVE	22,951 SF
	2.11 RESI UNIT TYPE 4BR - EXCLUSIVE	26,402 SF
	2.11 RESI UNIT TYPE PH - EXCLUSIVE	37,568 SF
	2.11 RESI UNIT TYPE WFH	12,333 SF
	2.20 RESI CIRCULATION	36,722 SF
	2.20 RESI CIRCULATION VERTICAL	5,244 SF
	2.20 RESI LOBBY & AMENITY	7,843 SF
	2.80 RESI BOH CIRCULATION	957 SF
	2.80 RESI SERVICE VERTICAL	18,411 SF
		255,197 SF
3 - RETAIL		
	3.20 RETAIL	18,718 SF
		18,718 SF
3 - SPA / WELLNESS		
	3.10 SPA	15,802 SF
		15,802 SF
4 - CASINO		
	4.0 CASINO	10,000 SF
		10,000 SF
5 - PARKING		
	5.0 PARKING	169,078 SF
	5.1 PARKING LOADING DOCK	2,778 SF
		171,856 SF
GRAND TOTAL		733,718 SF

TOTAL GUESTROOM SUMMARY

SUB-CATEGORY	COUNT	AREA
HOTEL - INTERIOR		
1.10 GUESTROOMS	61	38,364 SF
1.10 GUESTROOMS TYPE 1S	5	4,321 SF
1.10 GUESTROOMS TYPE 2S	2	2,473 SF
1.10 GUESTROOMS TYPE 3S	5	6,312 SF
1.10 GUESTROOMS TYPE 4S	2	4,386 SF
1.10 GUESTROOMS TYPE PS	1	2,845 SF
	76	58,701 SF

HOTEL RESIDENCES SUMMARY

SUB-CATEGORY	COUNT	AREA
RESIDENCE - INTERIOR		
2.10 RESI UNIT TYPE 2BR - HOTEL	13	22,076 SF
2.10 RESI UNIT TYPE 3BR - HOTEL	10	22,975 SF
2.10 RESI UNIT TYPE 4BR - HOTEL	8	21,792 SF
2.10 RESI UNIT TYPE PH - HOTEL	5	19,920 SF
	36	86,764 SF

TOTAL HOTEL RESIDENTAIL UNITS: 36
TOTAL LOCK-OFF ROOMS: 22
TOTAL POTENTIAL KEYS
(INCLUDING LOCK-OFFS): 58 KEYS

EXCLUSIVE RESIDENCES SUMMARY

SUB-CATEGORY	COUNT	AREA
RESIDENCE - INTERIOR		
2.11 RESI UNIT TYPE 3BR - EXCLUSIVE	9	22,951 SF
2.11 RESI UNIT TYPE 4BR - EXCLUSIVE	9	26,402 SF
2.11 RESI UNIT TYPE PH - EXCLUSIVE	7	37,568 SF
	25	86,922 SF

WORK FORCE HOUSING SUMMARY

SUB-CATEGORY	COUNT	AREA
RESIDENCE - INTERIOR		
2.11 RESI UNIT TYPE WFH	14	12,333 SF
	14	12,333 SF

WFH: 2 BEDROOM AFFORDABLE EMPLOYEE HOUSING UNITS

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Consultants

Boulder Bay Redevelopment CEP Project

50% Schematic Design - TRPA Review Submission

5 NV-28, Crystal Bay, NV

Owner
EKN Development

Operator

Issued
50% Schematic Design - TRPA Review Submission — Oct 12, 2022

No.	Description	Date

Sheet Title: UNIT MATRIX & AREA SUMMARY

Project No. 22139

Phase: TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No. AG.00.1

AGENDA ITEM NO. VII. A.

Autodesk Docs://22139 Lake Tahoe Hotel & Residence/22139 - Lake Tahoe HR_R22.rvt
10/10/2022 9:31:02 AM

PROGRAM AREA - BUILDING B

Level	NAME	AREA
SITE LEVEL 04		
SITE LEVEL 04	RESI STORAGE	2,305 SF
SITE LEVEL 04	PARKING	19,050 SF
SITE LEVEL 04	MEP	564 SF
SITE LEVEL 04	ST-B1	234 SF
SITE LEVEL 04	ST-B5	236 SF
SITE LEVEL 04	ELEV BP3	103 SF
SITE LEVEL 04	ELEV BS3	95 SF
SITE LEVEL 04	CORRIDOR	200 SF
SITE LEVEL 04	ELEV VEST	130 SF
SITE LEVEL 04	HSKP	150 SF
SITE LEVEL 04	MEP	59 SF
SITE LEVEL 04	ST-B4	231 SF
SITE LEVEL 04	ELEV BP2	103 SF
SITE LEVEL 04	ELEV BS2	95 SF
SITE LEVEL 04	CORRIDOR	200 SF
SITE LEVEL 04	ELEV VEST	130 SF
SITE LEVEL 04	HSKP	162 SF
SITE LEVEL 04	MEP	57 SF
SITE LEVEL 04	ST-B2	214 SF
SITE LEVEL 04	ELEV BP1	103 SF
SITE LEVEL 04	ELEV BS1	106 SF
SITE LEVEL 04	CORRIDOR	212 SF
SITE LEVEL 04	ELEV VEST	140 SF
SITE LEVEL 04	HSKP	135 SF
SITE LEVEL 04	MEP	49 SF
SITE LEVEL 04	ST-B3	310 SF
SITE LEVEL 04	ELEV VEST	87 SF
SITE LEVEL 04	ELEV VEST	87 SF
SITE LEVEL 04	ELEV VEST	87 SF
SITE LEVEL 04	ELEV VEST	87 SF
SITE LEVEL 04	ELEV VEST	87 SF
SITE LEVEL 04	ELEV VEST	87 SF
SITE LEVEL 04	STORAGE	597 SF
SITE LEVEL 04	GARAGE EXHAUST	271 SF
SITE LEVEL 04	BOH CIRC	59 SF
		26,824 SF
SITE LEVEL 05		
SITE LEVEL 05	B-3BR-A	2,573 SF
SITE LEVEL 05	B-3BR-A	2,599 SF
SITE LEVEL 05	B-3BR-A	2,583 SF
SITE LEVEL 05	B-3BR-A	2,563 SF
SITE LEVEL 05	B-3BR-B	2,309 SF
SITE LEVEL 05	MEP	3,460 SF
SITE LEVEL 05	RESIDENTIAL AMENITY	3,308 SF
SITE LEVEL 05	ST-B1	244 SF
SITE LEVEL 05	ST-B3	307 SF
SITE LEVEL 05	CIRC	2,848 SF
SITE LEVEL 05	ST-B6	247 SF
SITE LEVEL 05	ST-B5	213 SF
SITE LEVEL 05	ELEV BP3	103 SF
SITE LEVEL 05	ELEV BS3	95 SF
SITE LEVEL 05	ELEV VEST	130 SF
SITE LEVEL 05	HSKP	157 SF
SITE LEVEL 05	MEP	60 SF
SITE LEVEL 05	ST-B4	231 SF
SITE LEVEL 05	ELEV BP2	103 SF
SITE LEVEL 05	ELEV BS2	95 SF
SITE LEVEL 05	ELEV VEST	130 SF
SITE LEVEL 05	HSKP	162 SF
SITE LEVEL 05	MEP	57 SF
SITE LEVEL 05	ST-B2	211 SF
SITE LEVEL 05	ELEV BP1	103 SF
SITE LEVEL 05	ELEV BS1	106 SF
SITE LEVEL 05	ELEV VEST	146 SF
SITE LEVEL 05	HSKP	135 SF
SITE LEVEL 05	MEP	54 SF
SITE LEVEL 05	ELEV BP4	95 SF
SITE LEVEL 05	MEP	86 SF
SITE LEVEL 05	VEST	52 SF
SITE LEVEL 05	ELEV VEST	87 SF
SITE LEVEL 05	ELEV VEST	91 SF
SITE LEVEL 05	ELEV VEST	91 SF
SITE LEVEL 05	ELEV VEST	87 SF
SITE LEVEL 05	ELEV VEST	87 SF
SITE LEVEL 05	ELEV VEST	87 SF
		26,097 SF
SITE LEVEL 06		
SITE LEVEL 06	B-3BR-A	2,554 SF
SITE LEVEL 06	B-3BR-A	2,602 SF
SITE LEVEL 06	B-3BR-A	2,604 SF
SITE LEVEL 06	B-3BR-A	2,564 SF
SITE LEVEL 06	B-PH-A	4,969 SF
SITE LEVEL 06	RESI AMENITY	2,797 SF
SITE LEVEL 06	ST-B1	244 SF
SITE LEVEL 06	ST-B3	315 SF
SITE LEVEL 06	ST-B6	247 SF
SITE LEVEL 06	RESIDENTIAL CORRIDOR	2,835 SF
SITE LEVEL 06	ST-B5	213 SF
SITE LEVEL 06	ELEV BP3	103 SF
SITE LEVEL 06	ELEV BS3	95 SF
SITE LEVEL 06	ELEV VEST	130 SF
SITE LEVEL 06	HSKP	157 SF
SITE LEVEL 06	MEP	60 SF
SITE LEVEL 06	ST-B4	233 SF
SITE LEVEL 06	ELEV BP2	103 SF
SITE LEVEL 06	ELEV BS2	95 SF
SITE LEVEL 06	ELEV VEST	130 SF
SITE LEVEL 06	HSKP	162 SF
SITE LEVEL 06	MEP	59 SF
SITE LEVEL 06	ST-B2	224 SF
SITE LEVEL 06	ELEV BP1	103 SF
SITE LEVEL 06	ELEV BS1	106 SF
SITE LEVEL 06	ELEV VEST	143 SF
SITE LEVEL 06	HSKP	141 SF
SITE LEVEL 06	MEP	53 SF
SITE LEVEL 06	ELEV BP4	91 SF
SITE LEVEL 06	MEP	86 SF
SITE LEVEL 06	VEST	51 SF
SITE LEVEL 06	ELEV VEST	87 SF
SITE LEVEL 06	ELEV VEST	91 SF
SITE LEVEL 06	ELEV VEST	87 SF
SITE LEVEL 06	ELEV VEST	87 SF
SITE LEVEL 06	ELEV VEST	87 SF
SITE LEVEL 06	ELEV VEST	87 SF
		24,797 SF
SITE LEVEL 07		
SITE LEVEL 07	B-4BR-A	2,906 SF
SITE LEVEL 07	B-4BR-A	2,914 SF
SITE LEVEL 07	B-4BR-A	2,947 SF
SITE LEVEL 07	B-4BR-A	2,909 SF
SITE LEVEL 07	B-PH-A	4,962 SF
SITE LEVEL 07	RESI AMENITY	923 SF
SITE LEVEL 07	ST-B1	242 SF
SITE LEVEL 07	ST-B3	321 SF
SITE LEVEL 07	ST-B6	247 SF
SITE LEVEL 07	MEP	194 SF
SITE LEVEL 07	CIRC	525 SF
SITE LEVEL 07	ST-B5	213 SF
SITE LEVEL 07	ELEV BP3	103 SF
SITE LEVEL 07	ELEV BS3	103 SF
SITE LEVEL 07	RESIDENTIAL CORRIDOR	206 SF
SITE LEVEL 07	ELEV VEST	141 SF
SITE LEVEL 07	HSKP	142 SF
SITE LEVEL 07	MEP	56 SF
SITE LEVEL 07	ST-B4	228 SF
SITE LEVEL 07	ELEV BP2	103 SF
SITE LEVEL 07	ELEV BS2	103 SF
SITE LEVEL 07	RESIDENTIAL CORRIDOR	219 SF
SITE LEVEL 07	ELEV VEST	139 SF
SITE LEVEL 07	HSKP	142 SF
SITE LEVEL 07	MEP	55 SF
SITE LEVEL 07	ST-B2	224 SF
SITE LEVEL 07	ELEV BP1	103 SF
SITE LEVEL 07	ELEV BS1	106 SF
SITE LEVEL 07	RESIDENTIAL CORRIDOR	213 SF
SITE LEVEL 07	ELEV VEST	145 SF
SITE LEVEL 07	HSKP	146 SF
SITE LEVEL 07	MEP	57 SF
SITE LEVEL 07	MEP VAULT	1,162 SF
SITE LEVEL 07	ELEV BP4	92 SF
SITE LEVEL 07	STORAGE	183 SF
SITE LEVEL 07	ELEV VEST	91 SF
SITE LEVEL 07	EXIT CORRIDOR	118 SF
		23,684 SF
SITE LEVEL 08		
SITE LEVEL 08	B-PH-B	5,600 SF
SITE LEVEL 08	B-4BR-A	2,948 SF
SITE LEVEL 08	B-4BR-A	2,970 SF
SITE LEVEL 08	B-4BR-A	2,913 SF
SITE LEVEL 08	ST-B1	244 SF
SITE LEVEL 08	ST-B3	313 SF
SITE LEVEL 08	ST-B6	247 SF
SITE LEVEL 08	B-PH-A	4,944 SF
SITE LEVEL 08	MEP	195 SF
SITE LEVEL 08	ST-B5	236 SF
SITE LEVEL 08	ELEV BP3	103 SF
SITE LEVEL 08	ELEV DS3	95 SF
SITE LEVEL 08	RESIDENTIAL CORRIDOR	200 SF
SITE LEVEL 08	ELEV VEST	130 SF
SITE LEVEL 08	HSKP	150 SF
SITE LEVEL 08	MEP	58 SF
SITE LEVEL 08	ST-B4	235 SF
SITE LEVEL 08	ELEV BP2	103 SF
SITE LEVEL 08	ELEV DS2	95 SF
SITE LEVEL 08	RESIDENTIAL CORRIDOR	215 SF
SITE LEVEL 08	ELEV VEST	128 SF
SITE LEVEL 08	HSKP	162 SF
SITE LEVEL 08	MEP	55 SF
SITE LEVEL 08	ST-B2	213 SF
SITE LEVEL 08	ELEV BP1	103 SF
SITE LEVEL 08	ELEV DS1	95 SF
SITE LEVEL 08	RESIDENTIAL CORRIDOR	200 SF
SITE LEVEL 08	ELEV VEST	130 SF
SITE LEVEL 08	HSKP	162 SF
SITE LEVEL 08	MEP	63 SF
SITE LEVEL 08	ELEV VEST	87 SF
SITE LEVEL 08	EXIT CORRIDOR	83 SF
		23,476 SF
SITE LEVEL 09		
SITE LEVEL 09	B-PH-B	5,594 SF
SITE LEVEL 09	B-4BR-A	2,939 SF
SITE LEVEL 09	B-4BR-A	2,956 SF
SITE LEVEL 09	B-PH-C	5,315 SF
SITE LEVEL 09	ST-B3	319 SF
SITE LEVEL 09	ST-B1	242 SF
SITE LEVEL 09	MEP	193 SF
SITE LEVEL 09	ST-B5	229 SF
SITE LEVEL 09	ELEV BP3	103 SF
SITE LEVEL 09	ELEV BS3	103 SF
SITE LEVEL 09	RESIDENTIAL CORRIDOR	200 SF
SITE LEVEL 09	ELEV VEST	141 SF
SITE LEVEL 09	HSKP	136 SF
SITE LEVEL 09	MEP	53 SF
SITE LEVEL 09	ST-B4	226 SF
SITE LEVEL 09	ELEV BP2	103 SF
SITE LEVEL 09	ELEV BS2	103 SF
SITE LEVEL 09	RESIDENTIAL CORRIDOR	219 SF
SITE LEVEL 09	ELEV VEST	139 SF
SITE LEVEL 09	HSKP	142 SF
SITE LEVEL 09	MEP	55 SF
SITE LEVEL 09	ST-B2	223 SF
SITE LEVEL 09	ELEV BP1	103 SF
SITE LEVEL 09	ELEV DS1	106 SF
SITE LEVEL 09	RESIDENTIAL CORRIDOR	214 SF
SITE LEVEL 09	ELEV VEST	145 SF
SITE LEVEL 09	HSKP	151 SF
SITE LEVEL 09	MEP	59 SF
SITE LEVEL 09	ELEV VEST	87 SF
SITE LEVEL 09	EXIT CORRIDOR	90 SF
		20,689 SF
SITE LEVEL 10		
SITE LEVEL 10	B-PH-D	6,183 SF
SITE LEVEL 10	ST-B1	249 SF
SITE LEVEL 10	ST-B3	308 SF
SITE LEVEL 10	MEP	465 SF
SITE LEVEL 10	BOH	581 SF
SITE LEVEL 10	ELEV BP3	113 SF
SITE LEVEL 10	ELEV VEST	100 SF
SITE LEVEL 10	ST-B4	235 SF
SITE LEVEL 10	ELEV BP2	103 SF
SITE LEVEL 10	ELEV BS2	95 SF
SITE LEVEL 10	CORRIDOR	213 SF
SITE LEVEL 10	ELEV VEST	128 SF
SITE LEVEL 10	HSKP	162 SF
SITE LEVEL 10	MEP	61 SF
SITE LEVEL 10	ST-B2	225 SF
SITE LEVEL 10	ELEV BP1	108 SF
SITE LEVEL 10	ELEV BS1	106 SF
SITE LEVEL 10	RESIDENTIAL CORRIDOR	667 SF
SITE LEVEL 10	ELEV VEST	145 SF
SITE LEVEL 10	HSKP	151 SF
SITE LEVEL 10	MEP	56 SF
SITE LEVEL 10	MEP	677 SF
SITE LEVEL 10	CIRC	1,142 SF
SITE LEVEL 10	ELEV VEST	98 SF
SITE LEVEL 10	MEP	140 SF
SITE LEVEL 10	EXIT CORRIDOR	101 SF
SITE LEVEL 10	ELEV VEST	96 SF
SITE LEVEL 10	ELEV VEST	95 SF
		12,804 SF
GRAND TOTAL		158,372 SF

PROGRAM AREA - BUILDING C

Level	NAME	AREA
SITE LEVEL 02		
SITE LEVEL 02	MEP	230 SF
SITE LEVEL 02	ST-C3	264 SF
SITE LEVEL 02	ELEV CONTROL ROOM	223 SF
		716 SF
SITE LEVEL 03		
SITE LEVEL 03	MEP	1,638 SF
SITE LEVEL 03	C-4BR-B	2,698 SF
SITE LEVEL 03	C-4BR-A	2,719 SF
SITE LEVEL 03	C-3BR-C	2,414 SF
SITE LEVEL 03	C-3BR-D	2,419 SF
SITE LEVEL 03	ST-C2	229 SF
SITE LEVEL 03	ST-C3	227 SF
SITE LEVEL 03	ST-C1	180 SF
SITE LEVEL 03	CIRC	2,193 SF
SITE LEVEL 03	ELEV CPS1,CPS2	173 SF
SITE LEVEL 03	MEP	1,834 SF
SITE LEVEL 03	CIRC	295 SF
SITE LEVEL 03	MEP	837 SF
SITE LEVEL 03	BOH	807 SF
SITE LEVEL 03	DHW	695 SF
SITE LEVEL 03	DHW	177 SF
		19,535 SF
SITE LEVEL 04		
SITE LEVEL 04	ST-C2	210 SF
SITE LEVEL 04	ST-C3	223 SF
SITE LEVEL 04	ST-C1	188 SF
SITE LEVEL 04	ELEV CPS1,CPS2	173 SF
SITE LEVEL 04	HR	1,332 SF
SITE LEVEL 04	STORAGE	758 SF
SITE LEVEL 04	C-4BR-B	2,690 SF
SITE LEVEL 04	C-4BR-A	2,722 SF
SITE LEVEL 04	C-3BR-C	2,420 SF
SITE LEVEL 04	C-3BR-D	2,335 SF
SITE LEVEL 04	CIRC	2,722 SF
SITE LEVEL 04	GENERAL STORAGE	1,542 SF
SITE LEVEL 04	MEP	944 SF
SITE LEVEL 04	MEP	1,791 SF
SITE LEVEL 04	BOH	227 SF
SITE LEVEL 04	BOH	104 SF
SITE LEVEL 04	SATELLITE HK/STORAGE	414 SF
SITE LEVEL 04	EXECUTIVE OFFICE	1,905 SF
		22,702 SF
SITE LEVEL 05		
SITE LEVEL 05	RESIDENTIAL CORRIDOR	1,945 SF
SITE LEVEL 05	ST-C2	208 SF
SITE LEVEL 05	ST-C3	249 SF
SITE LEVEL 05	ST-C1	179 SF
SITE LEVEL 05	ELEV CPS1,CPS2	180 SF
SITE LEVEL 05	C-PH-B	3,987 SF
SITE LEVEL 05	C-4BR-A	2,653 SF
SITE LEVEL 05	C-3BR-E	2,254 SF
SITE LEVEL 05	C-2BR-C	1,694 SF
SITE LEVEL 05	C-2BR-B	1,959 SF
SITE LEVEL 05	C-2BR-D	1,572 SF
SITE LEVEL 05	BOH	483 SF
		17,363 SF
SITE LEVEL 06		
SITE LEVEL 06	RESIDENTIAL CORRIDOR	1,991 SF
SITE LEVEL 06	ST-C2	208 SF
SITE LEVEL 06	ST-C3	249 SF
SITE LEVEL 06	ST-C1	171 SF
SITE LEVEL 06	ELEV CPS1,CPS2	181 SF
SITE LEVEL 06	C-PH-B	3,970 SF
SITE LEVEL 06	C-4BR-A	2,648 SF
SITE LEVEL 06	C-3BR-E	2,236 SF
SITE LEVEL 06	C-2BR-C	1,694 SF
SITE LEVEL 06	C-2BR-B	1,959 SF
SITE LEVEL 06	C-2BR-D	1,572 SF
SITE LEVEL 06	BOH	485 SF
		17,363 SF
SITE LEVEL 07		
SITE LEVEL 07	RESIDENTIAL CORRIDOR	1,375 SF
SITE LEVEL 07	ST-C2	208 SF
SITE LEVEL 07	ST-C1	199 SF
SITE LEVEL 07	ELEV CPS1,CPS2	169 SF
SITE LEVEL 07	C-PH-C	3,978 SF
SITE LEVEL 07	C-PH-D	4,000 SF
SITE LEVEL 07	C-3BR-F	2,217 SF
SITE LEVEL 07	HSKP/IDF	473 SF
SITE LEVEL 07	ST-C3	262 SF
		12,881 SF
GRAND TOTAL		90,562 SF

PROGRAM AREA - BUILDING D

Level	NAME	AREA
Not Placed		
Not Placed	MEP WELL	Not Placed
		0 SF
SITE LEVEL 02		
SITE LEVEL 02	ST-D1	234 SF
SITE LEVEL 02	PARKING	86,424 SF
SITE LEVEL 02	MEP	705 SF
SITE LEVEL 02	MEP	790 SF
SITE LEVEL 02	MEP	1,109 SF
SITE LEVEL 02	ELEV DS1,DS2	227 SF
SITE LEVEL 02	GARAGE EXHAUST	300 SF
		89,789 SF
SITE LEVEL 03		
SITE LEVEL 03	ELEV DS1,DS2	227 SF
SITE LEVEL 03	ST-D1	286 SF
SITE LEVEL 03	PARKING	63,603 SF
SITE LEVEL 03	MEP	676 SF
SITE LEVEL 03	MEP	1,088 SF
SITE LEVEL 03	MEP	337 SF
		66,218 SF
SITE LEVEL 04		
SITE LEVEL 04	GYM/FITNESS	2,546 SF
SITE LEVEL 04	MOVEMENT AEROBIC	1,586 SF
SITE LEVEL 04	LOCKERS	669 SF
SITE LEVEL 04	SPA	8,379 SF
SITE LEVEL 04	SPA/GYM BOH	500 SF
SITE LEVEL 04	KIDS CLUB	1,478 SF
SITE LEVEL 04	FUNCTION B	3,642 SF
SITE LEVEL 04	COMISSARY KITCHEN	4,629 SF
SITE LEVEL 04	HOUSEKEEPING LAUNDRY	2,720 SF
SITE LEVEL 04	MAINTENANCE ENGINEERING	1,886 SF
SITE LEVEL 04	TEAM DINING KNOWLEDGE	1,814 SF
SITE LEVEL 04	ELEV DS1,DS2	221 SF
SITE LEVEL 04	ELEV DP1,DP2	184 SF
SITE LEVEL 04	ST-D1	270 SF
SITE LEVEL 04	LANDSCAPE MAINTENANCE	975 SF
SITE LEVEL 04	TEAM FACILITY LOCKERS	1,462 SF
SITE LEVEL 04	UNIFORM	522 SF
SITE LEVEL 04	SECURITY	343 SF
SITE LEVEL 04	RECIEVING	357 SF
SITE LEVEL 04	TRASH/RECYCLE	2,123 SF
SITE LEVEL 04	SATELLITE HK/STORAGE	1,066 SF
SITE LEVEL 04	BOH CIRC	10,283 SF
SITE LEVEL 04	SALON	643 SF
SITE LEVEL 04	SITTING GALLERY	705 SF
SITE LEVEL 04	ELEV VEST	211 SF
SITE LEVEL 04	LOADING DOCK	2,778 SF
SITE LEVEL 04	FLEX-FUNCTION A	3,906 SF
SITE LEVEL 04	FUNCTION C	1,097 SF
SITE LEVEL 04	BOH SUPPORT	842 SF
SITE LEVEL 04	CIRC	3,820 SF
SITE LEVEL 04	ST-D2	182 SF
SITE LEVEL 04	BOH	88 SF
SITE LEVEL 04	BOH CIRC	325 SF
SITE LEVEL 04	COMPACTOR	232 SF
		62,485 SF
SITE LEVEL 05		
SITE LEVEL 05	CIRC	2,021 SF
SITE LEVEL 05	D-GR-S4	2,193 SF
SITE LEVEL 05	D-GR	626 SF
SITE LEVEL 05	D-GR	626 SF
SITE LEVEL 05	D-GR-S3	1,047 SF
SITE LEVEL 05	D-GR	626 SF
SITE LEVEL 05	D-GR-S1	791 SF
SITE LEVEL 05	D-GR	626 SF
SITE LEVEL 05	D-GR	626 SF
SITE LEVEL 05	D-GR	626 SF
SITE LEVEL 05	BOH	1,229 SF
SITE LEVEL 05	POOL SUPPORT	1,291 SF
SITE LEVEL 05	POOL BAR GRILL	3,871 SF
SITE LEVEL 05	ELEV DS1,DS2	245 SF
SITE LEVEL 05	ELEV DP1,DP2	189 SF
SITE LEVEL 05	ST-D1	242 SF
SITE LEVEL 05	MEP CENTRAL PLANT	7,765 SF
SITE LEVEL 05	D-GR	626 SF
SITE LEVEL 05	D-GR	626 SF
SITE LEVEL 05	SERVICE/EXIT CORRIDOR	597 SF
SITE LEVEL 05	ST-D2	205 SF
SITE LEVEL 05	BOH CIRC	162 SF
SITE LEVEL 05	BOH	251 SF
SITE LEVEL 05	BOH CIRC	62 SF
SITE LEVEL 05	MEP	1,381 SF
		28,548 SF
SITE LEVEL 06		
SITE LEVEL 06	CIRC	1,916 SF
SITE LEVEL 06	D-GR-S4	2,193 SF
SITE LEVEL 06	D-GR	626 SF
SITE LEVEL 06	D-GR	626 SF
SITE LEVEL 06	D-GR-S3	1,058 SF
SITE LEVEL 06	D-GR	626 SF
SITE LEVEL 06	D-GR-S1	792 SF
SITE LEVEL 06	D-GR	626 SF
SITE LEVEL 06	D-GR	626 SF
SITE LEVEL 06	D-GR	626 SF
SITE LEVEL 06	HSKP	232 SF
SITE LEVEL 06	D-GR-S3	1,056 SF
SITE LEVEL 06	D-GR	626 SF
SITE LEVEL 06	D-GR	626 SF
SITE LEVEL 06	ELEV DS1,DS2	227 SF
SITE LEVEL 06	ELEV DP1,DP2	189 SF
SITE LEVEL 06	ST-D1	242 SF
SITE LEVEL 06	D-GR	626 SF
SITE LEVEL 06	D-GR	626 SF
SITE LEVEL 06	ST-D2	205 SF
SITE LEVEL 06	BOH CIRC	158 SF
SITE LEVEL 06	D-GR-S3	1,889 SF
SITE LEVEL 06	EXIT CORRIDOR	542 SF
SITE LEVEL 06	CIRC	220 SF
SITE LEVEL 06	BOH	1,635 SF
		18,814 SF
SITE LEVEL 07		
SITE LEVEL 07	ELEV DS1,DS2	239 SF
SITE LEVEL 07	ELEV DP1,DP2	200 SF
SITE LEVEL 07	ST-D1	232 SF
SITE LEVEL 07	BRASSERIE	4,849 SF
SITE LEVEL 07	KITCHEN	1,734 SF
SITE LEVEL 07	PEACOCK LOBBY	1,334 SF
SITE LEVEL 07	ENTRY LOBBY	7,035 SF
SITE LEVEL 07	ST-D2	194 SF
SITE LEVEL 07	BOH	579 SF
SITE LEVEL 07	GUEST ELEV VEST	220 SF
SITE LEVEL 07	BOH	347 SF
SITE LEVEL 07	SERVICE CORRIDOR	815 SF
SITE LEVEL 07	OFFICE	250 SF
		18,031 SF
SITE LEVEL 08		
SITE LEVEL 08	CIRC	1,167 SF
SITE LEVEL 08	D-GR-PS	2,845 SF
SITE LEVEL 08	D-GR	626 SF
SITE LEVEL 08	D-GR-S1	792 SF
SITE LEVEL 08	D-GR	626 SF
SITE LEVEL 08	D-GR	625 SF
SITE LEVEL 08	D-GR	626 SF
SITE LEVEL 08	HSKP	232 SF
SITE LEVEL 08	D-GR-S3	1,262 SF
SITE LEVEL 08	ELEV DS1,DS2	221 SF
SITE LEVEL 08	ST-D1	242 SF
SITE LEVEL 08	D-GR	626 SF
SITE LEVEL 08	D-GR	626 SF
SITE LEVEL 08	BOH	62 SF
SITE LEVEL 08	ST-D2	205 SF
SITE LEVEL 08	BOH CIRC	163 SF
SITE LEVEL 08	ELEV DP1, DP2	207 SF
SITE LEVEL 08	BOH	724 SF
SITE LEVEL 08	GUEST ELEV VEST	220 SF
		12,097 SF
SITE LEVEL 09		
SITE LEVEL 09	ST-D2	138 SF
		138 SF
GRAND TOTAL		296,120 SF

PROGRAM AREA - BUILDING E

Level	NAME	AREA
SITE LEVEL 00 - TUNNEL		
SITE LEVEL 00 - TUNNEL	SERVICE TUNNEL	2,624 SF
SITE LEVEL 00 - TUNNEL	STORAGE A	1,172 SF
SITE LEVEL 00 - TUNNEL	STORAGE B	846 SF
SITE LEVEL 00 - TUNNEL	ELEV FPS1,FPS2	231 SF
SITE LEVEL 00 - TUNNEL	ST-F1	197 SF
SITE LEVEL 00 - TUNNEL	ELEV VEST	312 SF
SITE LEVEL 00 - TUNNEL	ELEV CONTROL ROOM	106 SF
		5,488 SF
SITE LEVEL 01		
SITE LEVEL 01	ST-E1	210 SF
SITE LEVEL 01	CASINO	10,000 SF
SITE LEVEL 01	ST-E2	234 SF
SITE LEVEL 01	CIRC	2,792 SF
SITE LEVEL 01	MEP	480 SF
SITE LEVEL 01	ELEV EPS1,EPS2	223 SF
SITE LEVEL 01	GUEST ELEV VEST	231 SF
		14,170 SF
SITE LEVEL 02		
SITE LEVEL 02	E-2BR-A	1,661 SF
SITE LEVEL 02	E-3BR-A	2,227 SF
SITE LEVEL 02	E-2BR-A	1,661 SF
SITE LEVEL 02	HSKP/IDF	735 SF
SITE LEVEL 02	ST-E2	258 SF
SITE LEVEL 02	ST-E1	231 SF
SITE LEVEL 02	ELEV EPS1,EPS2	221 SF
SITE LEVEL 02	CIRC	1,181 SF
SITE LEVEL 02	GUEST ELEV VEST	230 SF
		8,404 SF
SITE LEVEL 03		
SITE LEVEL 03	E-3BR-A	2,227 SF
SITE LEVEL 03	E-2BR-A	1,661 SF
SITE LEVEL 03	E-2BR-A	1,661 SF
SITE LEVEL 03	BOH	559 SF
SITE LEVEL 03	CIRC	1,506 SF
SITE LEVEL 03	ST-E2	246 SF
SITE LEVEL 03	ST-E1	235 SF
SITE LEVEL 03	ELEV EPS1,EPS2	219 SF
SITE LEVEL 03	ELEV VEST	237 SF
		8,549 SF
SITE LEVEL 04		
SITE LEVEL 04	ST-E2	277 SF
SITE LEVEL 04	ST-E1	239 SF
SITE LEVEL 04	ELEV EPS1,EPS2	226 SF
SITE LEVEL 04	E-3BR-A	2,227 SF
SITE LEVEL 04	E-2BR-A	1,661 SF
SITE LEVEL 04	E-2BR-A	1,661 SF
SITE LEVEL 04	BOH	545 SF
SITE LEVEL 04	CIRC	1,188 SF
SITE LEVEL 04	ELEV VEST	243 SF
		8,265 SF
SITE LEVEL 05		
SITE LEVEL 05	ST-E2	264 SF
SITE LEVEL 05	ST-E1	244 SF
SITE LEVEL 05	ELEV EPS1,EPS2	215 SF
SITE LEVEL 05	E-PH-A	3,987 SF
SITE LEVEL 05	CIRC	1,000 SF
SITE LEVEL 05	E-2BR-A	1,661 SF
SITE LEVEL 05	ELEV VEST	235 SF
SITE LEVEL 05	HSKP/IDF	542 SF
		8,148 SF
GRAND TOTAL		53,024 SF

PROGRAM AREA - BUILDING F

Level	NAME	AREA
SITE LEVEL 01		
SITE LEVEL 01	SPEAKEASY	6,928 SF
SITE LEVEL 01	ST-F1	203 SF
SITE LEVEL 01	MEP	2,577 SF
SITE LEVEL 01	ELEV PP1	88 SF
SITE LEVEL 01	ELEV VEST	201 SF
SITE LEVEL 01	ELEV CONTROL ROOM	105 SF
SITE LEVEL 01	ELEV FPS1,FPS2	205 SF
SITE LEVEL 01	GUEST ELEV VEST	246 SF
SITE LEVEL 01	PUBLIC ELEV VEST	117 SF
SITE LEVEL 01	BOH STORAGE	925 SF
		11,594 SF
SITE LEVEL 02		
SITE LEVEL 02	SATELLITE HK/STORAGE	1,844 SF
SITE LEVEL 02	ELEV FPS1,FPS2	205 SF
SITE LEVEL 02	ST-F1	202 SF
SITE LEVEL 02	MEP	5,123 SF
SITE LEVEL 02	ELEV FPS4	194 SF
SITE LEVEL 02	ST-F2	190 SF
SITE LEVEL 02	MEP	2,481 SF
SITE LEVEL 02	ELEV PP1	86 SF
SITE LEVEL 02	MEP	465 SF
SITE LEVEL 02	ELEV CONTROL ROOM	196 SF
SITE LEVEL 02	ELEV VEST	105 SF
SITE LEVEL 02	ELEV VEST	191 SF
SITE LEVEL 02	MEP	464 SF
SITE LEVEL 02	GUEST ELEV VEST	227 SF
SITE LEVEL 02	EXIT CORRIDOR	558 SF
		12,532 SF
SITE LEVEL 03		
SITE LEVEL 03	MEP	657 SF
SITE LEVEL 03	ELEV FPS1,FPS2	228 SF
SITE LEVEL 03	ST-F1	223 SF
SITE LEVEL 03	F-GR	655 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	F-GR-S2	987 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	F-GR-S2	959 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	F-GR	677 SF
SITE LEVEL 03	CIRC	3,353 SF
SITE LEVEL 03	ST-F2	190 SF
SITE LEVEL 03	HSKP	349 SF
SITE LEVEL 03	MEP	2,175 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	PUBLIC ELEV VEST	103 SF
SITE LEVEL 03	WC	640 SF
SITE LEVEL 03	CIRC	544 SF
SITE LEVEL 03	ELEV FPP1	84 SF
SITE LEVEL 03	F-GR	626 SF
SITE LEVEL 03	ELEV VEST	118 SF
SITE LEVEL 03	ELEV FPS3,FPS4	197 SF
SITE LEVEL 03	GUEST ELEV VEST	147 SF
SITE LEVEL 03	HSKP	310 SF
SITE LEVEL 03	GUEST ELEV VEST	114 SF
SITE LEVEL 03	HSKP	696 SF
SITE LEVEL 03	EXIT CORRIDOR	148 SF
SITE LEVEL 03	MEP	116 SF
SITE LEVEL 03	MEP	535 SF
SITE LEVEL 03	GUEST ELEV VEST	218 SF
		22,560 SF
SITE LEVEL 04		
SITE LEVEL 04	F-GR	644 SF
SITE LEVEL 04	F-GR	626 SF
SITE LEVEL 04	F-GR	626 SF
SITE LEVEL 04	F-GR	626 SF
SITE LEVEL 04	F-GR	626 SF
SITE LEVEL 04	F-GR	626 SF
SITE LEVEL 04	F-S2	1,471 SF
SITE LEVEL 04	F-S2	1,002 SF
SITE LEVEL 04	F-GR	626 SF
SITE LEVEL 04	F-GR	626 SF
SITE LEVEL 04	F-GR	626 SF
SITE LEVEL 04	F-GR	626 SF
SITE LEVEL 04	F-GR	702 SF
SITE LEVEL 04	ELEV FPS1,FPS2	226 SF
SITE LEVEL 04	ST-F1	223 SF
SITE LEVEL 04	IDF	117 SF
SITE LEVEL 04	ELEV FPS3,FPS4	195 SF
SITE LEVEL 04	ST-F2	195 SF
SITE LEVEL 04	F-GR	626 SF
SITE LEVEL 04	ELEV OVERRIDE	102 SF
SITE LEVEL 04	BOH	304 SF
SITE LEVEL 04	CIRC	1,152 SF
SITE LEVEL 04	BOH	176 SF
SITE LEVEL 04	GUESTROOM CORRIDOR	1,223 SF
SITE LEVEL 04	BOH	506 SF
SITE LEVEL 04	BOH CIRC	234 SF
SITE LEVEL 04	GUEST ELEV VEST	147 SF
SITE LEVEL 04	MEP	244 SF
SITE LEVEL 04	GUEST ELEV VEST	216 SF
SITE LEVEL 04	BOH CIRC	213 SF
		15,550 SF
SITE LEVEL 05		
SITE LEVEL 05	F-GR	639 SF
SITE LEVEL 05	F-GR	626 SF
SITE LEVEL 05	F-GR	626 SF
SITE LEVEL 05	F-GR	626 SF
SITE LEVEL 05	F-GR	626 SF
SITE LEVEL 05	F-GR	626 SF
SITE LEVEL 05	F-GR	626 SF
SITE LEVEL 05	F-GR	626 SF
SITE LEVEL 05	F-GR	626 SF
SITE LEVEL 05	ELEV FPS1,FPS2	209 SF
SITE LEVEL 05	ST-F1	223 SF
SITE LEVEL 05	HSKP	296 SF
SITE LEVEL 05	ELEV FPS3,FPS4	204 SF
SITE LEVEL 05	ST-F2	195 SF
SITE LEVEL 05	F-GR	626 SF
SITE LEVEL 05	CIRC	892 SF
SITE LEVEL 05	CIRC	954 SF
SITE LEVEL 05	ELEV VEST	200 SF
SITE LEVEL 05	BOH	181 SF
SITE LEVEL 05	MEP	114 SF
SITE LEVEL 05	GUEST ELEV VEST	134 SF
SITE LEVEL 05	HSKP	134 SF
SITE LEVEL 05	GUEST ELEV VEST	147 SF
SITE LEVEL 05	GUEST ELEV VEST	257 SF
		10,412 SF
GRAND TOTAL		72,647 SF

PROGRAM AREA - BUILDING G

Level	NAME	AREA
SITE LEVEL 02		
SITE LEVEL 02	RETAIL	5,745 SF
SITE LEVEL 02	ST-G1	248 SF
		5,993 SF
SITE LEVEL 03		
SITE LEVEL 03	ELEV GP1	132 SF
SITE LEVEL 03	ENTRY LOBBY	815 SF
SITE LEVEL 03	G-WFH	941 SF
SITE LEVEL 03	G-WFH	999 SF
SITE LEVEL 03	G-WFH	1,164 SF
SITE LEVEL 03	G-WFH	1,164 SF
SITE LEVEL 03	ST-G1	201 SF
SITE LEVEL 03	MEP MEZZ	2,231 SF
SITE LEVEL 03	ELEV VEST	165 SF
SITE LEVEL 03	GUESTROOM CORRIDOR	248 SF
		8,059 SF
SITE LEVEL 04		
SITE LEVEL 04	ELEV GP1	131 SF
SITE LEVEL 04	G-WFH	759 SF
SITE LEVEL 04	G-WFH	979 SF
SITE LEVEL 04	G-WFH	791 SF
SITE LEVEL 04	G-WFH	979 SF
SITE LEVEL 04	G-WFH	761 SF
SITE LEVEL 04	G-WFH	763 SF
SITE LEVEL 04	G-WFH	755 SF
SITE LEVEL 04	G-WFH	762 SF
SITE LEVEL 04	G-WFH	754 SF
SITE LEVEL 04	G-WFH	763 SF
SITE LEVEL 04	GUESTROOM CORRIDOR	602 SF
SITE LEVEL 04	ST-G1	195 SF
SITE LEVEL 04	GUEST ELEV VEST	154 SF
SITE LEVEL 04	RESIDENCE LOBBY	586 SF
SITE LEVEL 04	GUESTROOM CORRIDOR	248 SF
		9,983 SF
GRAND TOTAL		24,036 SF

PROGRAM AREA - BUILDING H

Level	NAME	AREA
SITE LEVEL 00 - TUNNEL		
SITE LEVEL 00 - TUNNEL	ELEV HPS1,HPS2	229 SF
SITE LEVEL 00 - TUNNEL	ELEV CONTROL ROOM	107 SF
SITE LEVEL 00 - TUNNEL	ELEV VEST	366 SF
SITE LEVEL 00 - TUNNEL	ST-H1	225 SF
SITE LEVEL 00 - TUNNEL	MEP	703 SF
		1,630 SF
SITE LEVEL 01		
SITE LEVEL 01	F&B TENANT	2,235 SF
SITE LEVEL 01	BOH PANTRY	1,365 SF
SITE LEVEL 01	RETAIL	4,485 SF
SITE LEVEL 01	ST-H1	209 SF
SITE LEVEL 01	ENTRY GALLERY	1,750 SF
SITE LEVEL 01	GUEST ELEV LOBBY	176 SF
SITE LEVEL 01	SERVICE ELEV VEST	231 SF
SITE LEVEL 01	ELEV HPS1,HPS2	199 SF
SITE LEVEL 01	RESTROOMS	667 SF
SITE LEVEL 01	JANITOR	46 SF
		11,361 SF
SITE LEVEL 02		
SITE LEVEL 02	ST-H2	224 SF
SITE LEVEL 02	RETAIL	2,005 SF
SITE LEVEL 02	ST-H3	282 SF
SITE LEVEL 02	ELEV LOBBY	414 SF
SITE LEVEL 02	MEP MEZZ	2,068 SF
SITE LEVEL 02	ST-H1	212 SF
SITE LEVEL 02	ELEV HPS3	143 SF
		5,348 SF
SITE LEVEL 03		
SITE LEVEL 03	MULTI FUNCTION HALL	4,367 SF
SITE LEVEL 03	H-3BR-A	2,833 SF
SITE LEVEL 03	H-3BR-A	2,829 SF
SITE LEVEL 03	ST-H3	273 SF
SITE LEVEL 03	ST-H2	202 SF
SITE LEVEL 03	ST-H1	217 SF
SITE LEVEL 03	GUEST ELEV VEST	173 SF
SITE LEVEL 03	SERVICE ELEV VEST	231 SF
SITE LEVEL 03	ELEV HPS1,HPS2	198 SF
SITE LEVEL 03	PRE-FUNCTION	1,385 SF
SITE LEVEL 03	SERVICE PANTRY	258 SF
SITE LEVEL 03	ELEV HPS3	133 SF
SITE LEVEL 03	EXIT VEST	199 SF
SITE LEVEL 03	GUEST ELEV VEST	412 SF
SITE LEVEL 03	CIRC	627 SF
SITE LEVEL 03	RECEPTION LOBBY	935 SF
SITE LEVEL 03	ELECT CLOSET	161 SF
SITE LEVEL 03	AV CLOSET	160 SF
		15,594 SF
SITE LEVEL 04		
SITE LEVEL 04	WC	92 SF
		92 SF
GRAND TOTAL		34,025 SF

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No.	Description	Date

Sheet Title: AREA SUMMARY — Project No. 22139

Phase — TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.
AG.00.2

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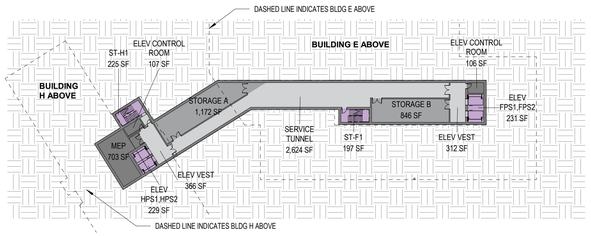
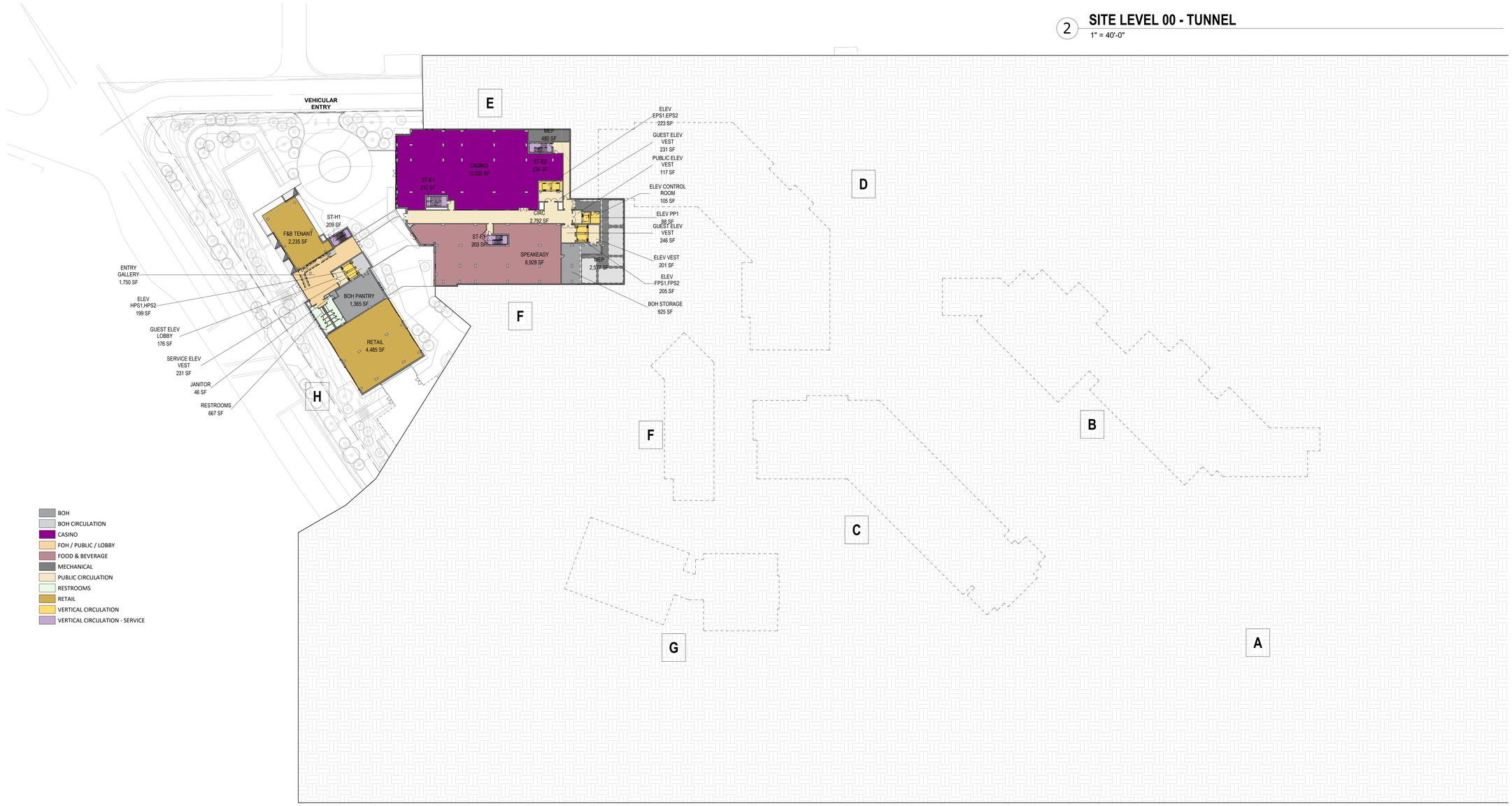


2 **SITE LEVEL 00 - TUNNEL**
1" = 40'-0"



1 **SITE LEVEL 01**
1" = 40'-0"

N

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No.	Description	Date

Sheet Title: AREA PLAN - SITE LEVEL 01
Project No. 22139

Phase: TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.
AG.01

AGENDA ITEM NO. VII. A.

1 **SITE LEVEL 02**

1" = 40'-0"

N

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Sheet Title

AREA PLAN - SITE LEVEL 02

Project No. **22139**

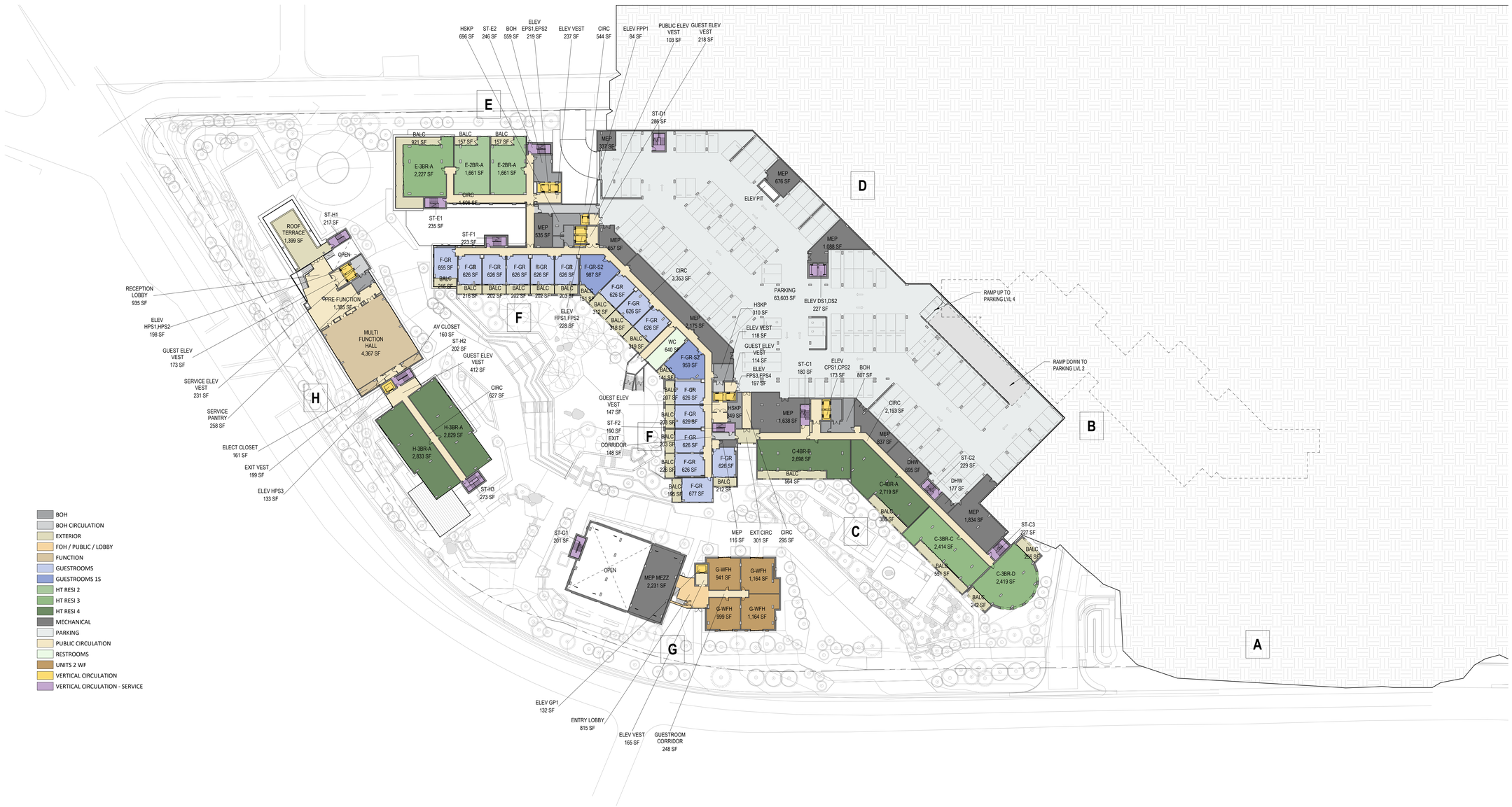
Phase

TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

AG.02

AGENDA ITEM NO. VII. A.



1 **SITE LEVEL 03**

1" = 40'-0"

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Sheet Title

AREA PLAN - SITE LEVEL 03

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

AG.03

AGENDA ITEM NO. VII. A.

1 **SITE LEVEL 04**

1" = 40'-0"

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Sheet Title

AREA PLAN - SITE LEVEL 04

Project No. **22139**

Phase

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Sheet No.

AG.04

AGENDA ITEM NO. VII. A.

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1 **SITE LEVEL 05**

1" = 40'-0"

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Sheet Title

AREA PLAN - SITE LEVEL 05

Project No. **22139**

Phase

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Sheet No.

AG.05

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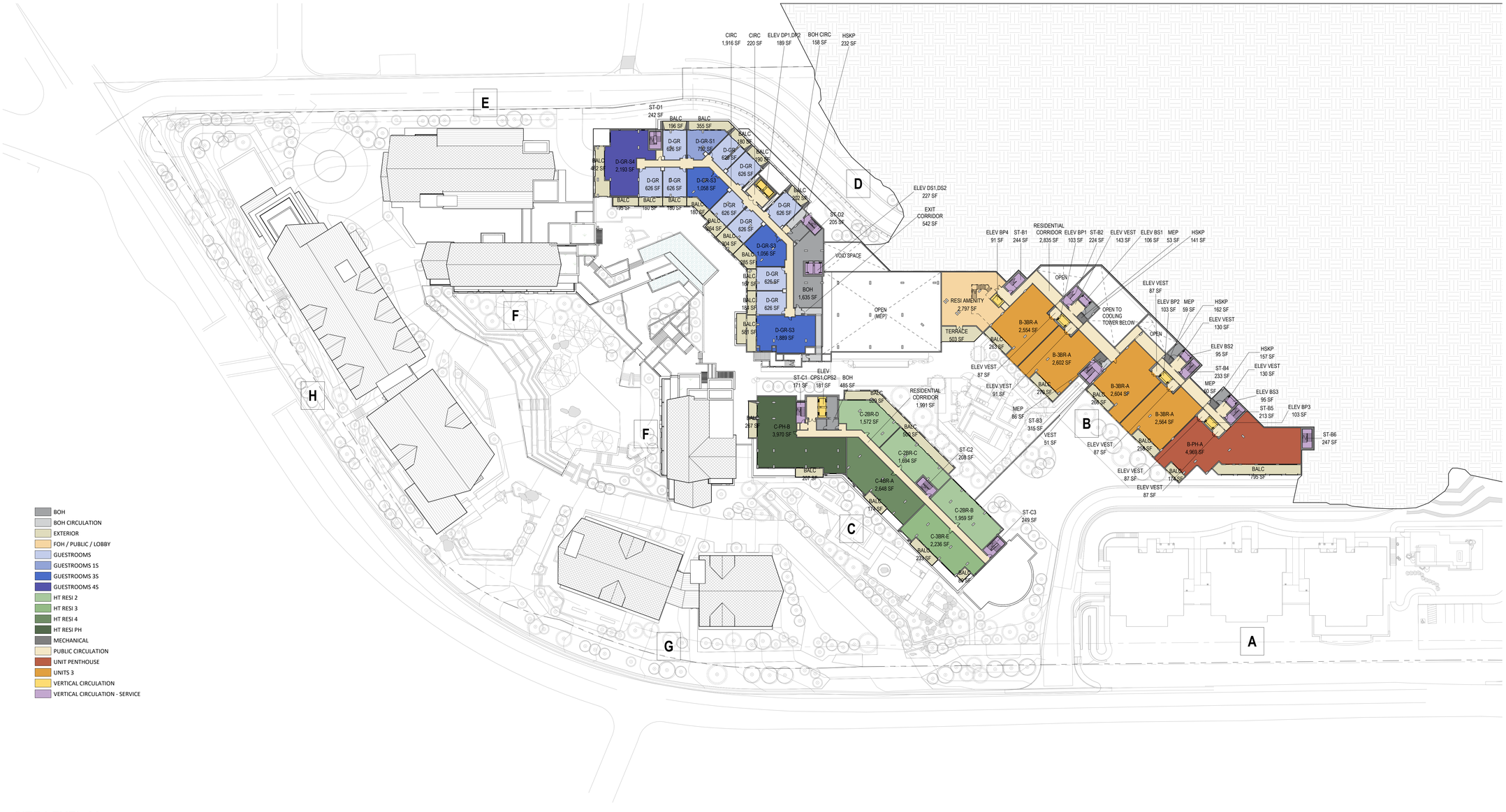

1 **SITE LEVEL 06**

1" = 40'-0"

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Sheet Title

AREA PLAN - SITE LEVEL 06

Project No. **22139**

Phase

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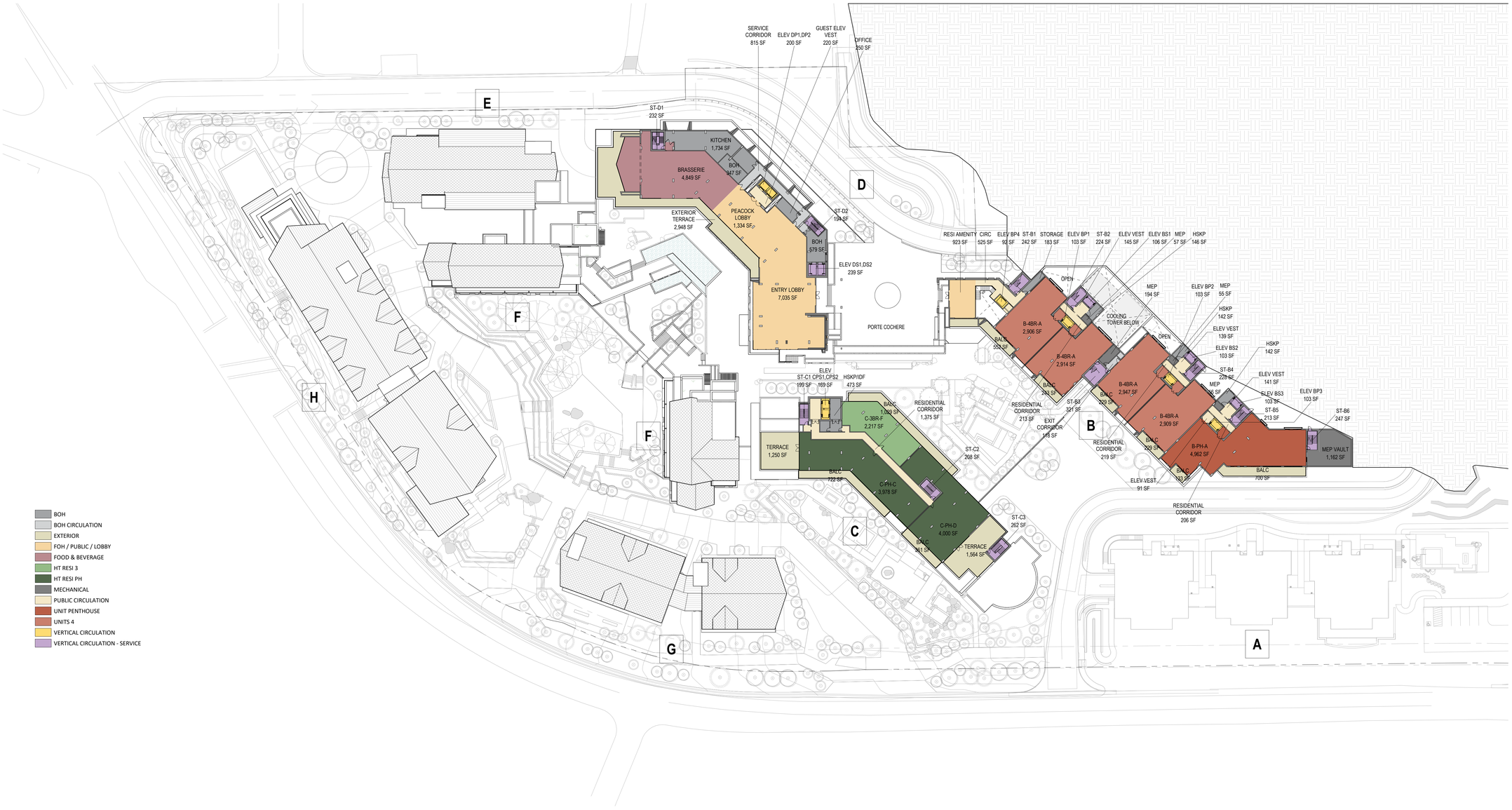
Sheet No.

AG.06

AGENDA ITEM NO. VII. A.



1 **SITE LEVEL 07**

1" = 40'-0"

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Sheet Title

AREA PLAN - SITE LEVEL 07

Project No. **22139**

Phase

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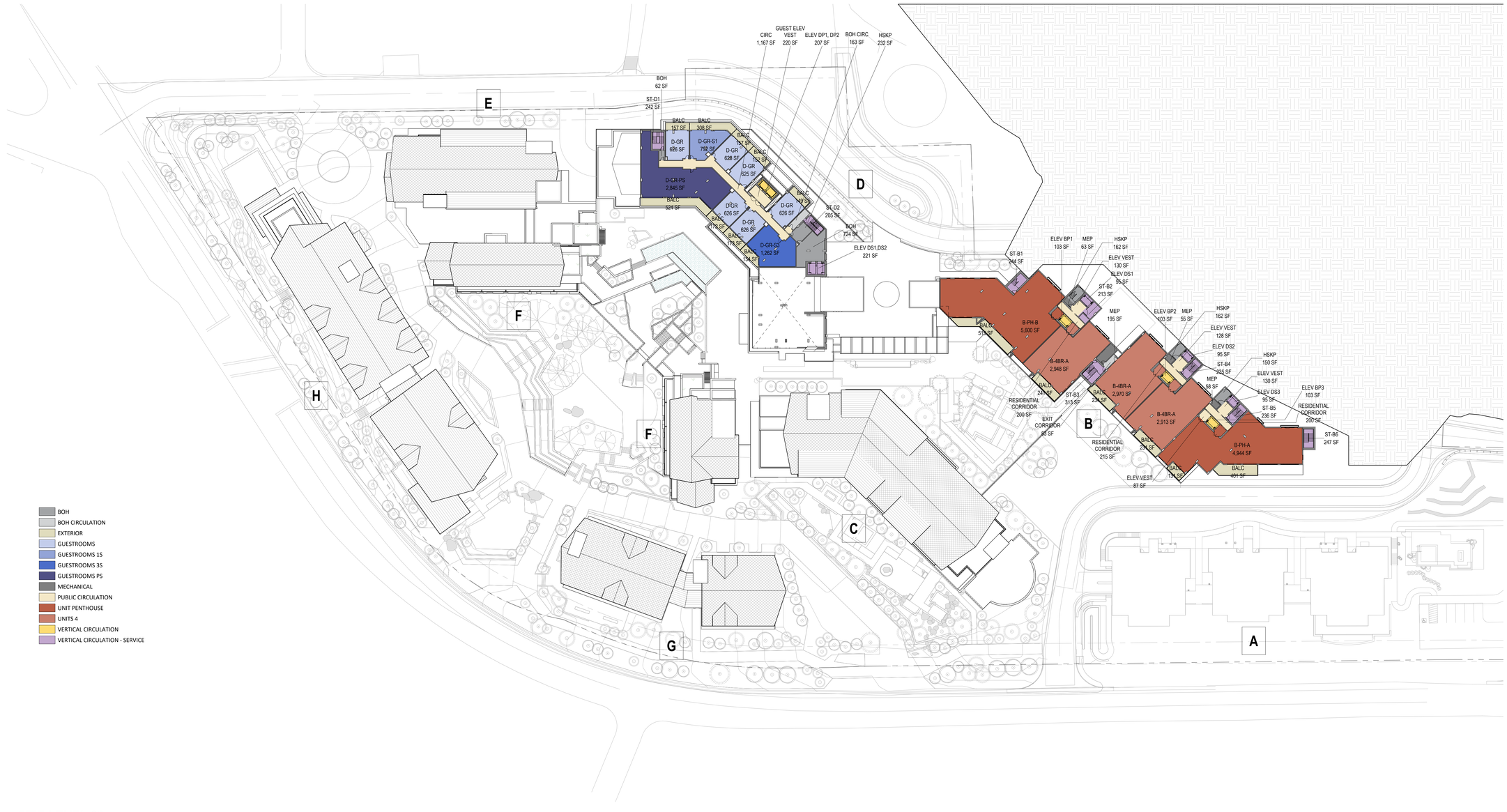
Sheet No.

AG.07

AGENDA ITEM NO. VII. A.



1 **SITE LEVEL 08**

1" = 40'-0"

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No.	Description	Date

Sheet Title

AREA PLAN - SITE LEVEL 08

Project No. **22139**

Phase

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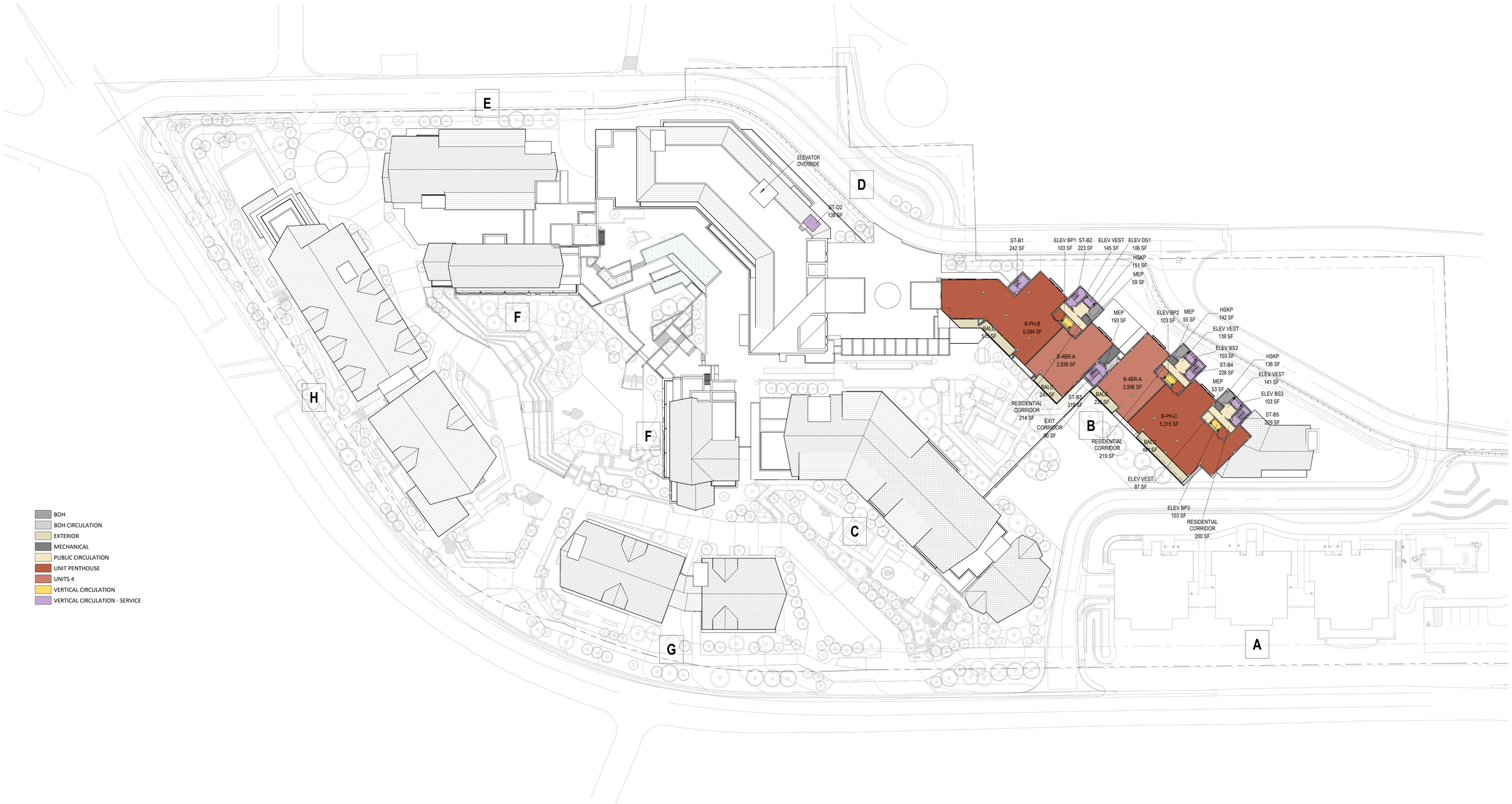
Sheet No.

AG.08

AGENDA ITEM NO. VII. A.



1 **SITE LEVEL 09**

1" = 40'-0"

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Sheet Title

AREA PLAN - SITE LEVEL 09

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

AG.09

AGENDA ITEM NO. VII. A.

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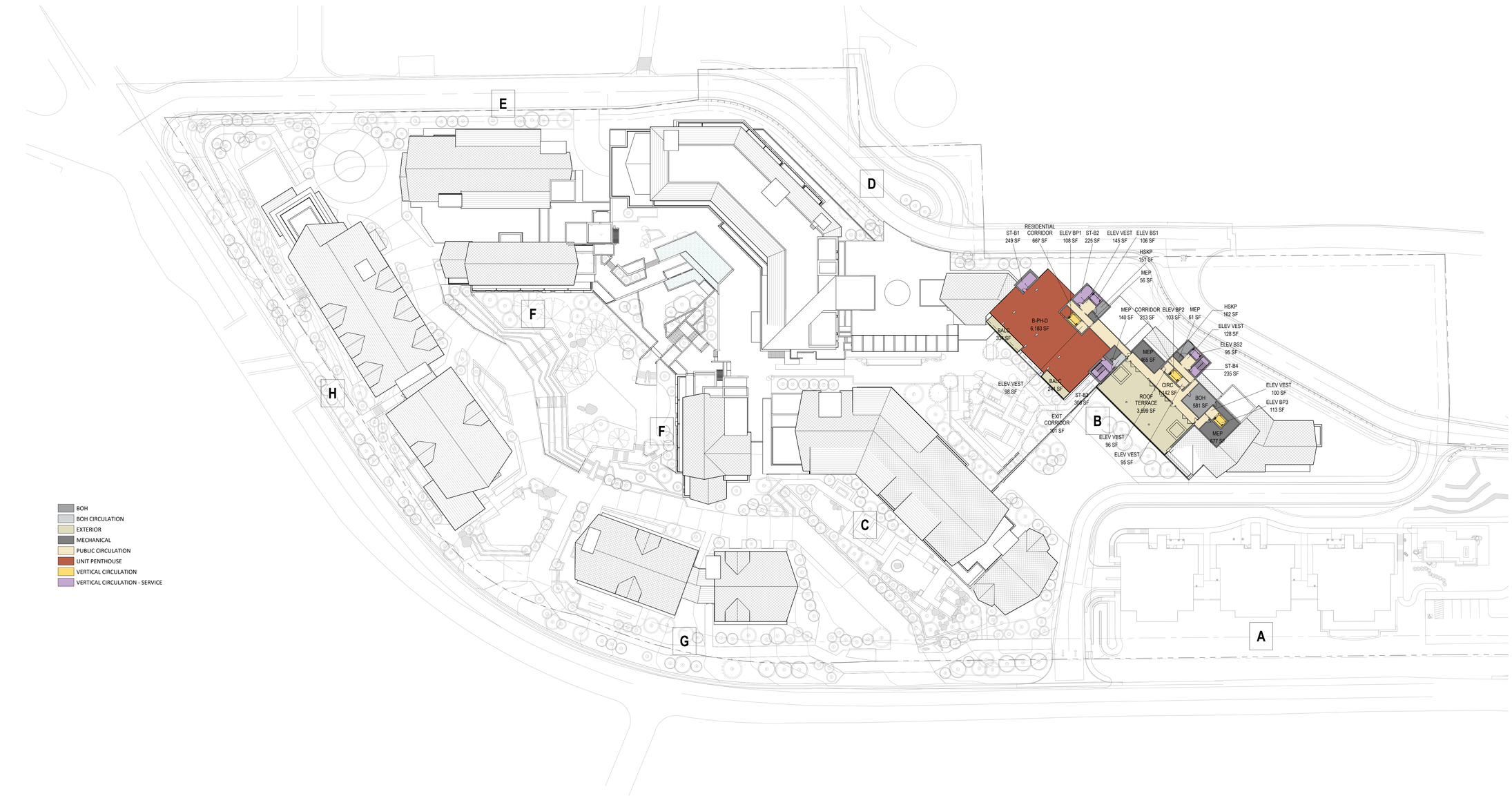

1 **SITE LEVEL 10**

1" = 40'-0"

N

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Sheet Title

AREA PLAN - SITE LEVEL 10

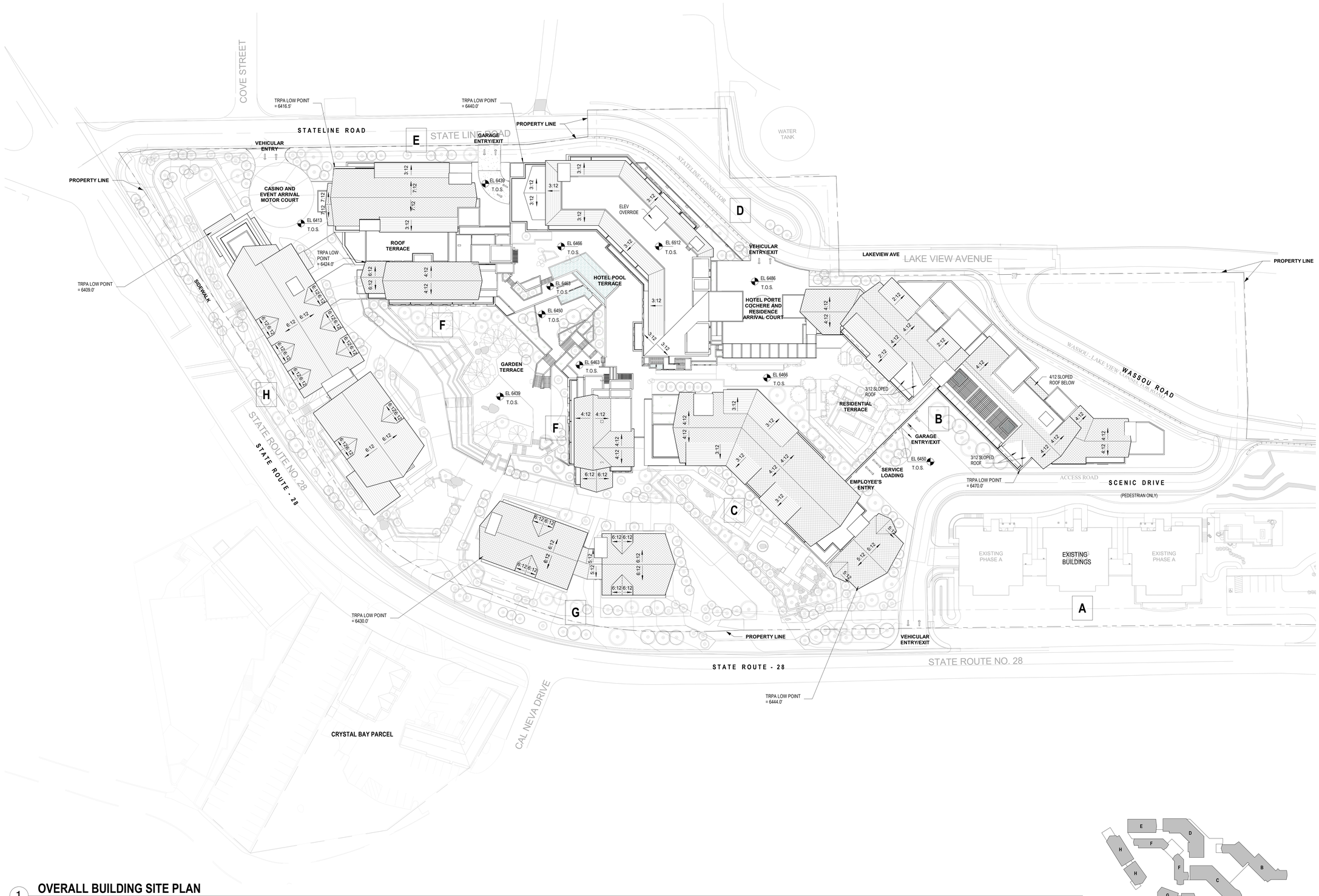
Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

AG.10



1 **OVERALL BUILDING SITE PLAN**
1" = 40'-0"

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No.	Description	Date

Sheet Title

OVERALL SITE PLAN

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

A1.00

AGENDA ITEM NO. VII. A.

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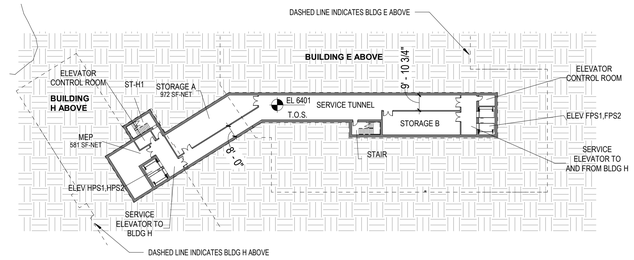
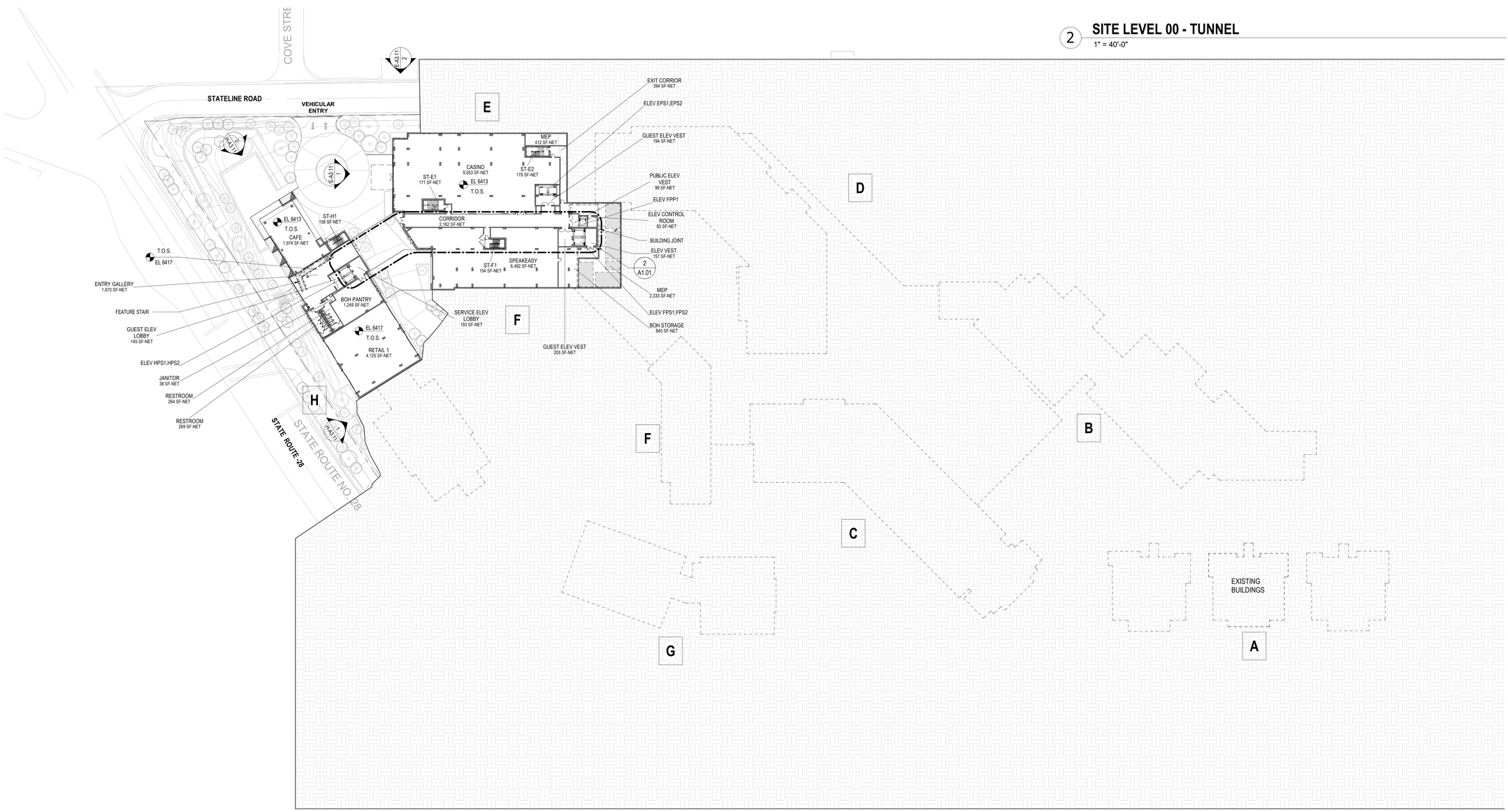


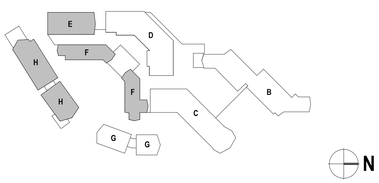
2 SITE LEVEL 00 - TUNNEL

1" = 40'-0"



1 SITE LEVEL 01

1" = 40'-0"



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No.	Description	Date

Sheet Title: OVERALL PLAN - SITE LEVEL 01

Project No. 22139

Phase: TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

A1.01

AGENDA ITEM NO. VII. A.

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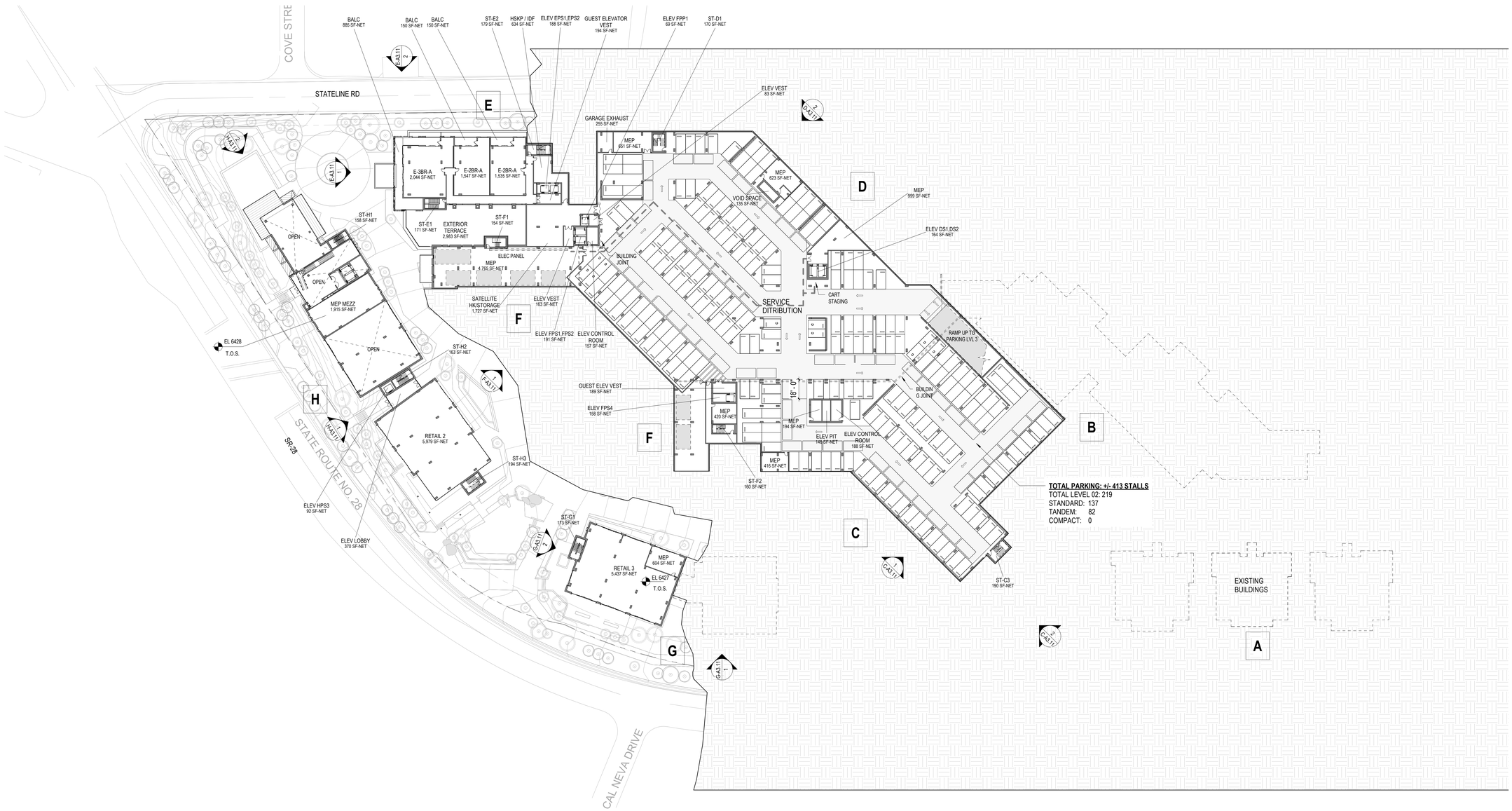
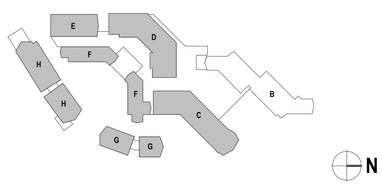


1 **SITE LEVEL 02**

1" = 40'-0"



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No.	Description	Date

Sheet Title: **OVERALL PLAN - SITE LEVEL 02**

Project No. **22139**

Phase: TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

A1.02

AGENDA ITEM NO. VII. A.

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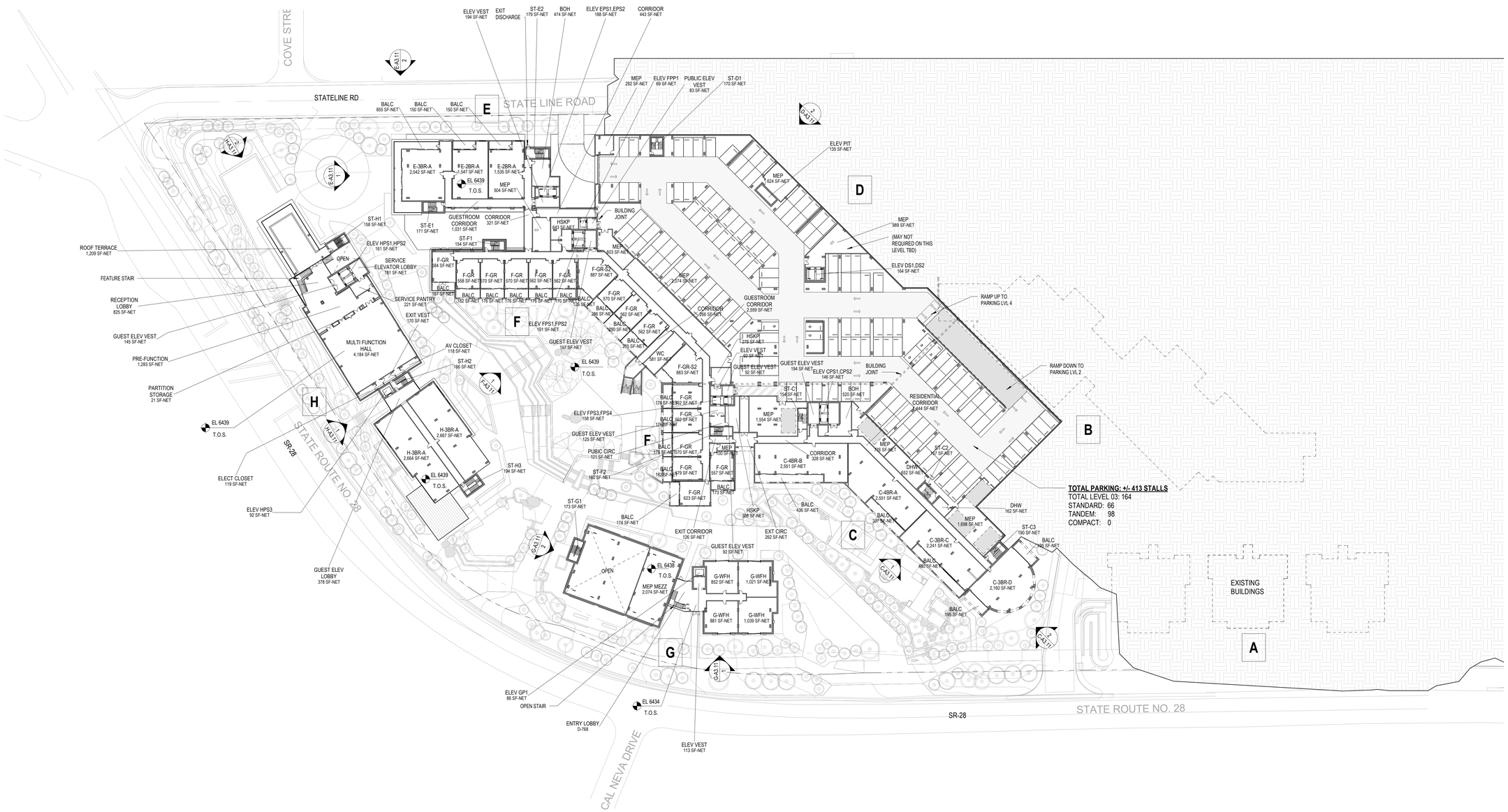
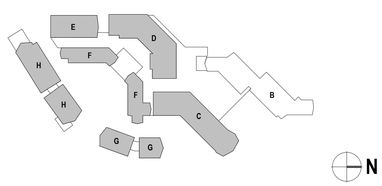


1 **SITE LEVEL 03**

1" = 40'-0"



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Sheet Title

OVERALL PLAN - SITE LEVEL 03

Project No. **22139**

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Sheet No.

A1.03

AGENDA ITEM NO. VII. A.

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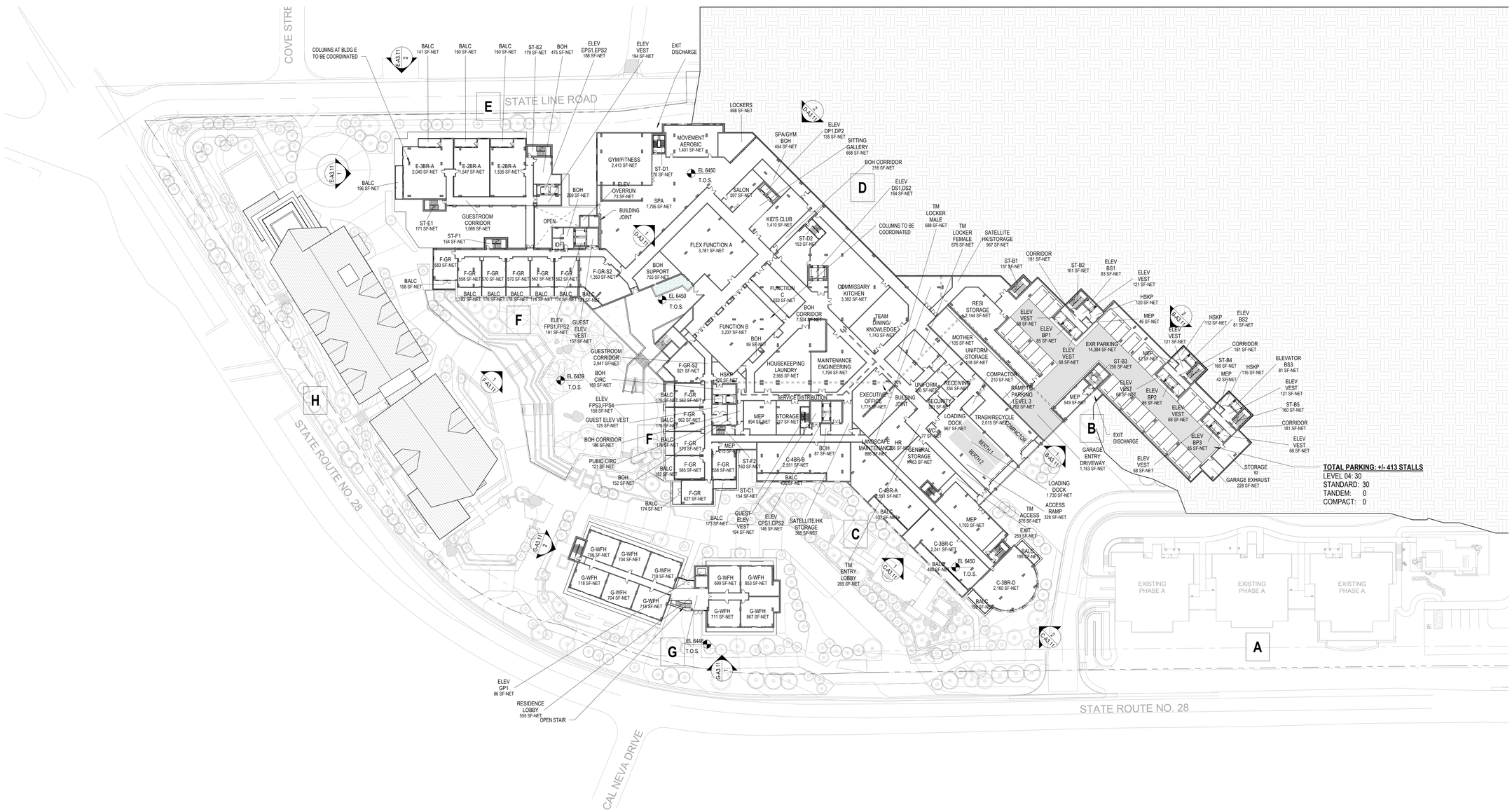

1 **SITE LEVEL 04**

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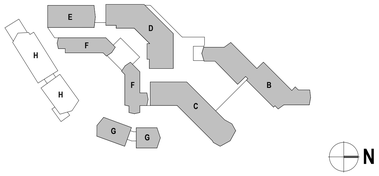

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OVERALL PLAN - SITE LEVEL 04

Project No. **22139**

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Sheet No.

A1.04

AGENDA ITEM NO. VII. A.

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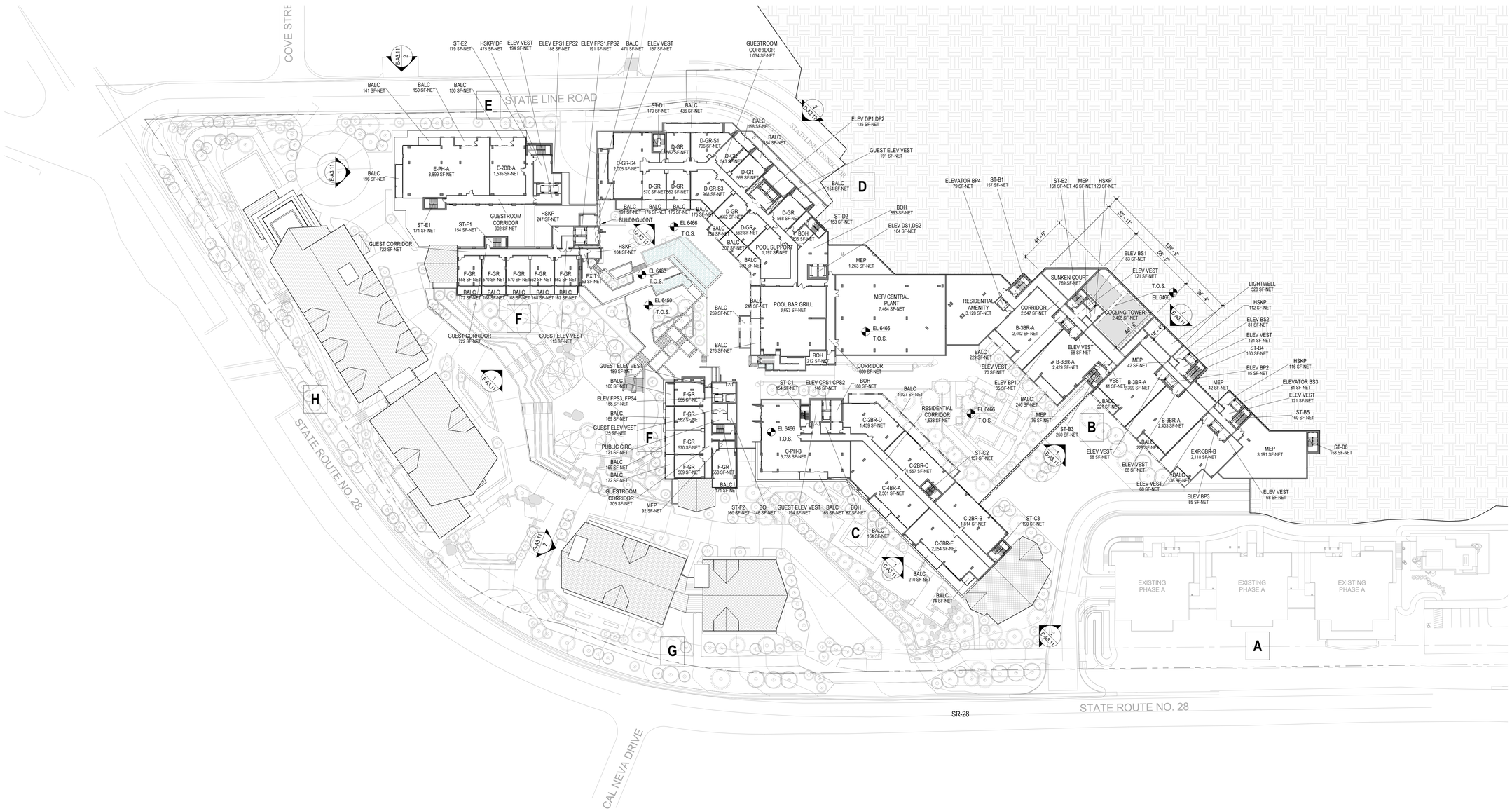

1 **SITE LEVEL 05**

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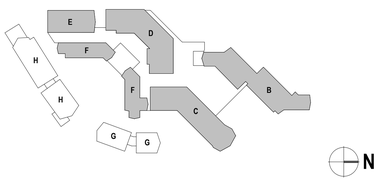

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No.	Description	Date

Sheet Title

OVERALL PLAN - SITE LEVEL 05

Project No. **22139**

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Sheet No.

A1.05

AGENDA ITEM NO. VII. A.

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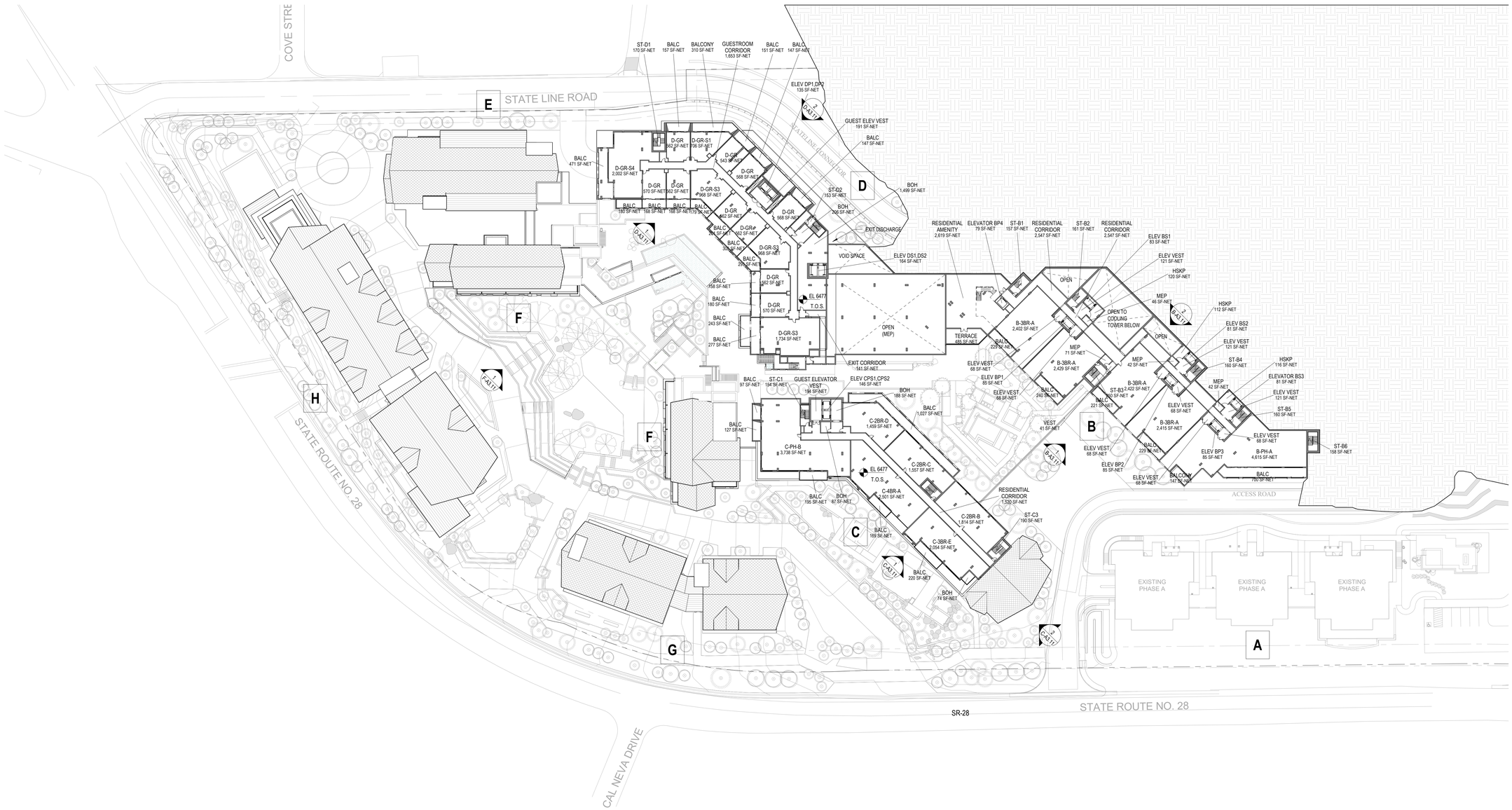
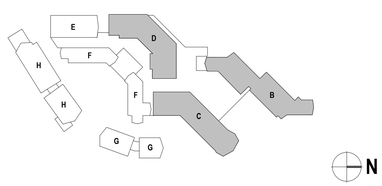


1 **SITE LEVEL 06**

1" = 40'-0"



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OVERALL PLAN - SITE LEVEL 06

Project No. **22139**

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Sheet No.

A1.06

AGENDA ITEM NO. VII. A.

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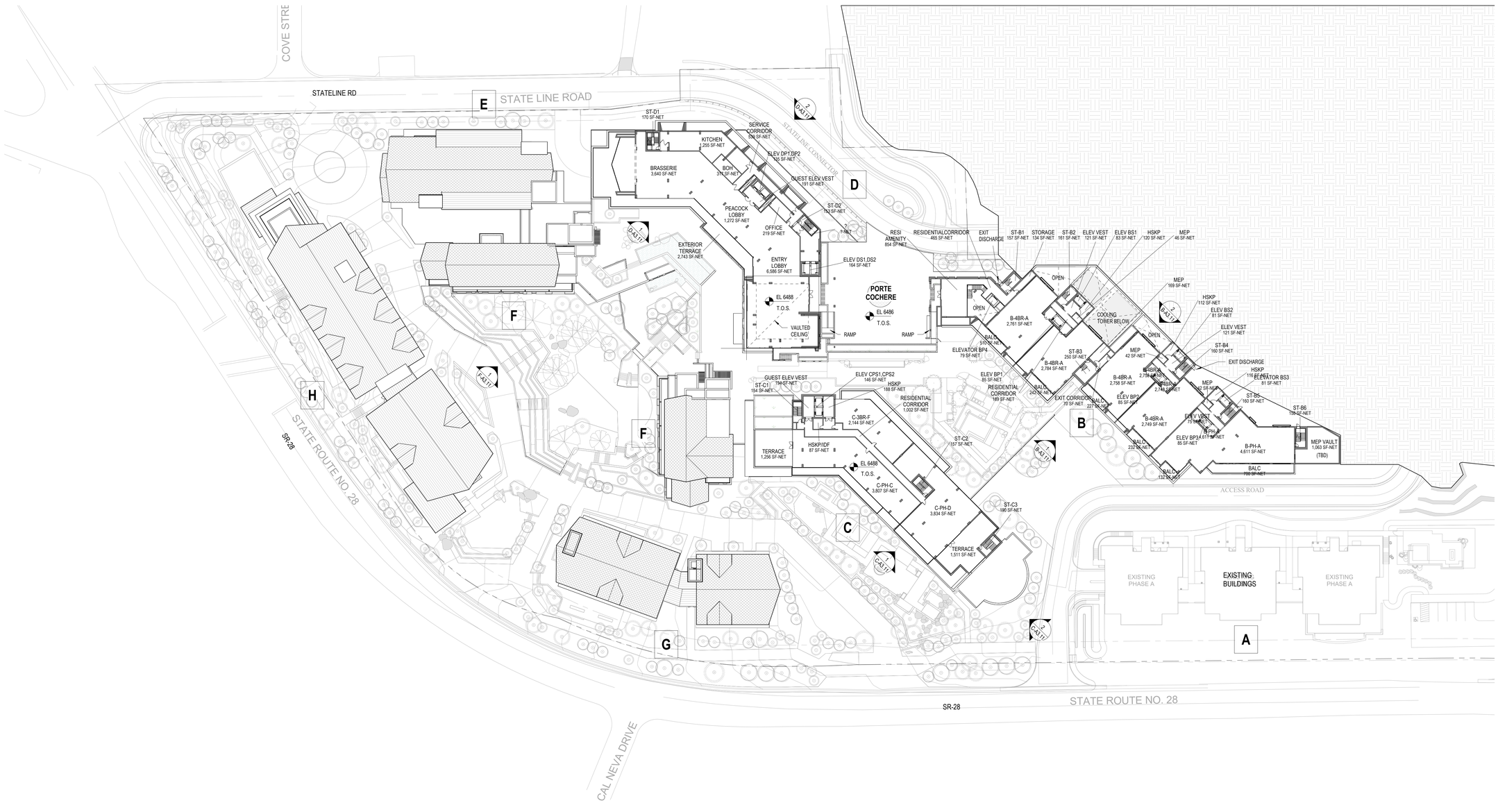
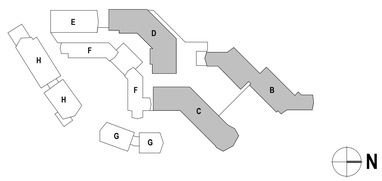


1 **SITE LEVEL 07**

1" = 40'-0"



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OVERALL PLAN - SITE LEVEL 07

Project No. **22139**

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Sheet No.

A1.07

AGENDA ITEM NO. VII. A.

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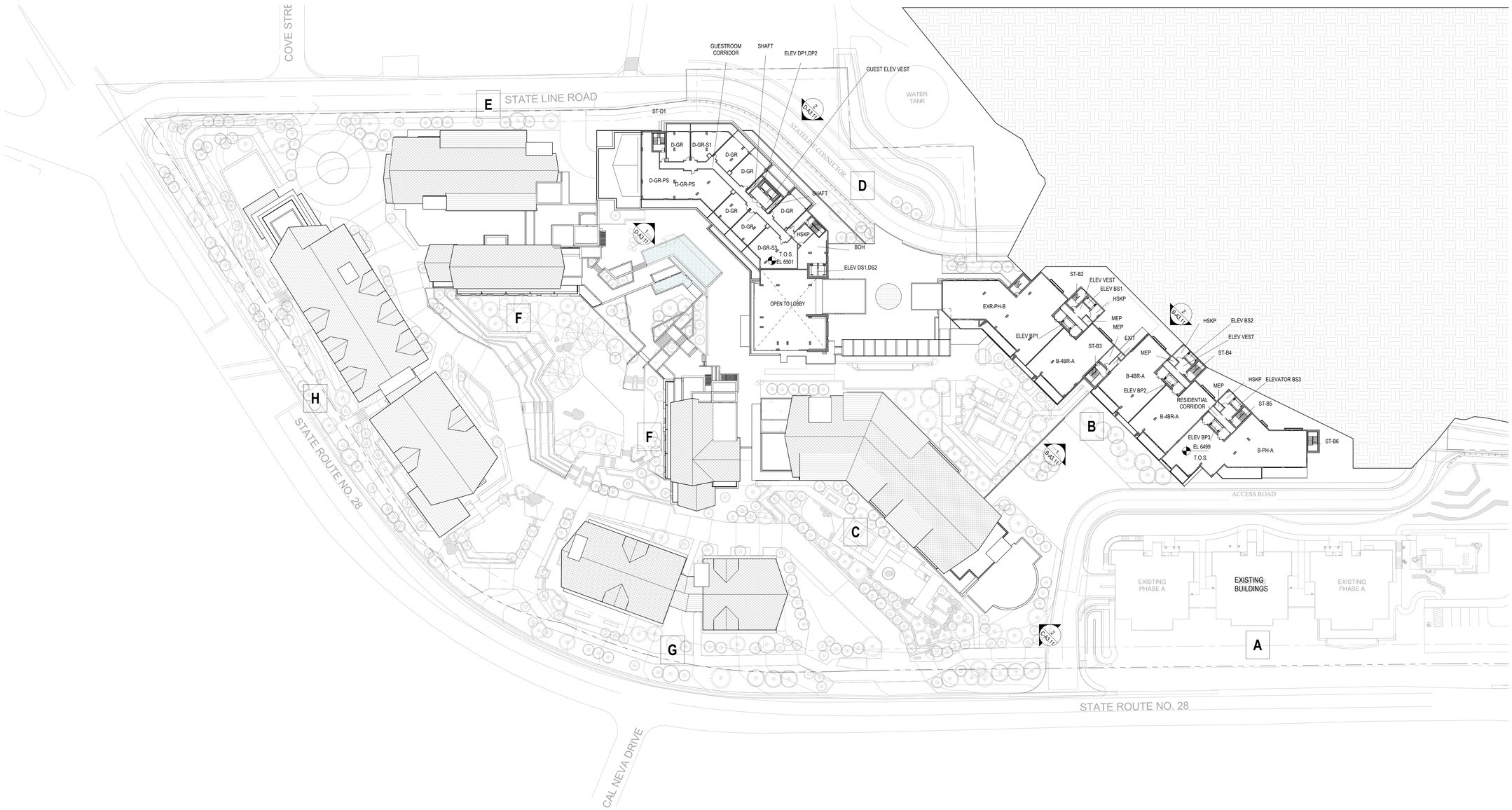
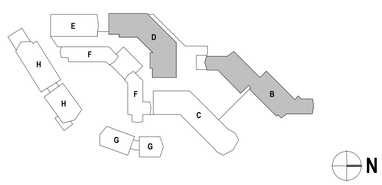


1 **SITE LEVEL 08**

1" = 40'-0"



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OVERALL PLAN - SITE LEVEL 08

Project No. **22139**

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Sheet No.

A1.08

AGENDA ITEM NO. VII. A.

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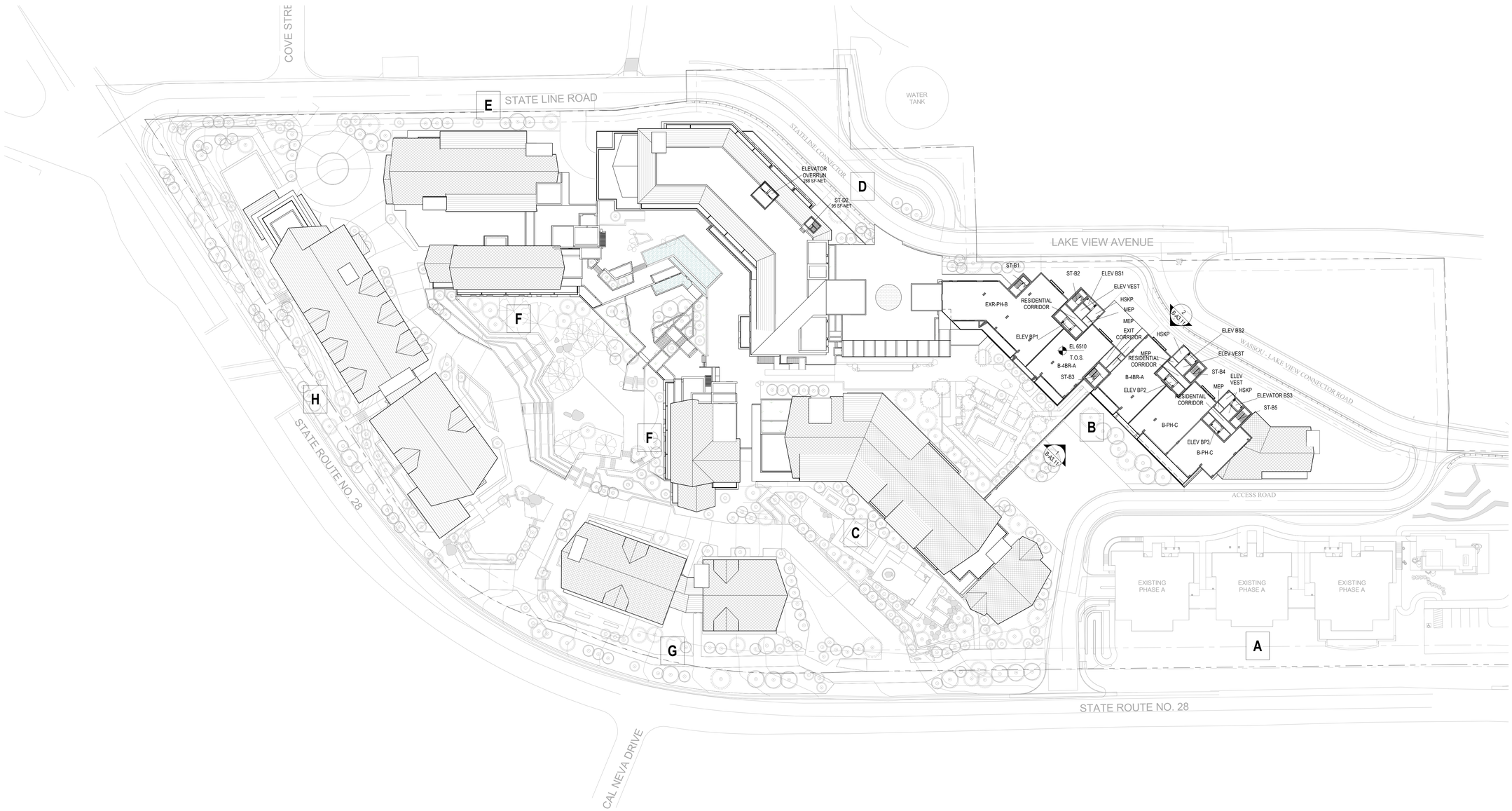
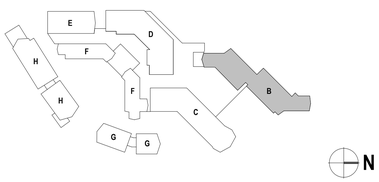


1 **SITE LEVEL 09**

1" = 40'-0"



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OVERALL PLAN - SITE LEVEL 09

Project No. **22139**

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Sheet No.

A1.09

AGENDA ITEM NO. VII. A.

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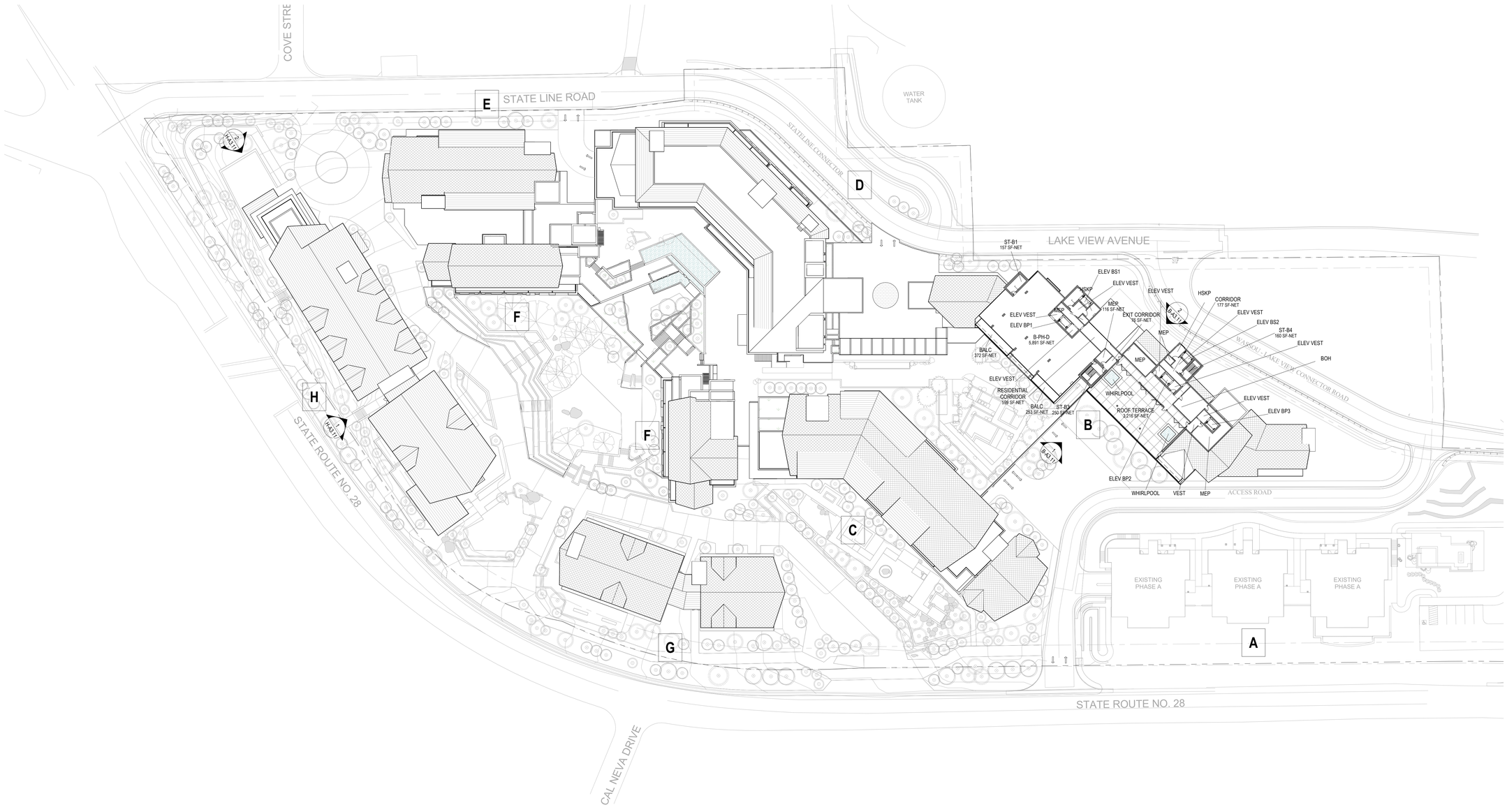
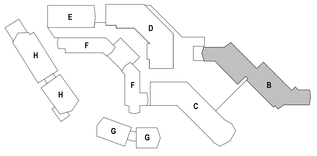


1 **SITE LEVEL 10**

1" = 40'-0"



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Sheet Title

OVERALL PLAN - SITE LEVEL 10

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

A1.10

AGENDA ITEM NO. VII. A.

BUILDING DIRECTORY

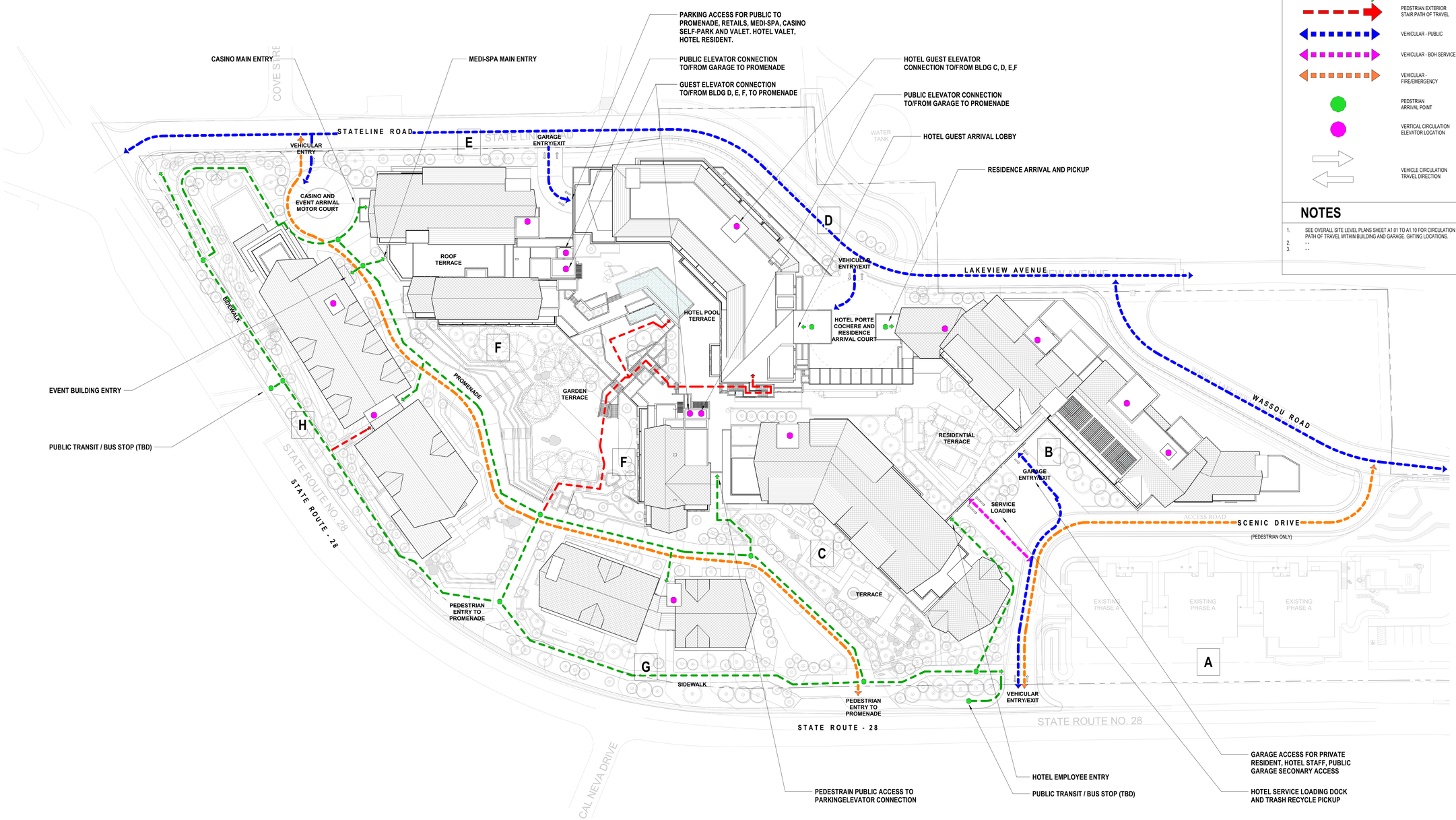
A	EXISTING RESIDENTIAL BUILDING
B	EXCLUSIVE (PRIVATE) RESIDENTIAL BUILDING
C	HOTEL RESIDENCE BUILDING
D	MAIN HOTEL BUILDING (GUEST ARRIVAL BUILDING)
E	HOTEL RESIDENCE BUILDING (INCLUDES CASINO AT GROUND LEVEL)
F	HOTEL BUILDING (SPLIT INTO TWO WINGS: EAST AND SOUTH)
G	RETAIL AND WORKFORCE HOUSING BUILDING
H	RETAIL AND EVENT / MULTI-FUNCTION BUILDING

LEGEND

- PEDSTRIAN PATH OF TRAVEL
- PEDSTRIAN EXTERIOR STAIR PATH OF TRAVEL
- VEHICULAR - PUBLIC
- VEHICULAR - BOH SERVICE
- VEHICULAR - FIRE/EMERGENCY
- PEDSTRIAN ARRIVAL POINT
- VERTICAL CIRCULATION ELEVATOR LOCATION
- VEHICLE CIRCULATION TRAVEL DIRECTION

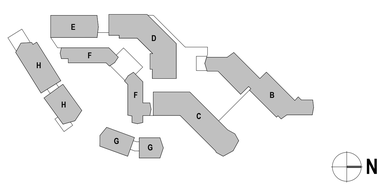
NOTES

1. SEE OVERALL SITE LEVEL PLANS SHEET A1.01 TO A1.10 FOR CIRCULATION / PATH OF TRAVEL WITHIN BUILDING AND GARAGE. GHTING LOCATIONS.
2. - -
3. - -



1 **OVERALL SITE CIRCULATION PLAN**

1" = 40'-0"



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Sheet Title: OVERALL PLAN - SITE CIRCULATION

Project No. 22139

Phase: TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No. **A1.11**

AGENDA ITEM NO. VII. A.

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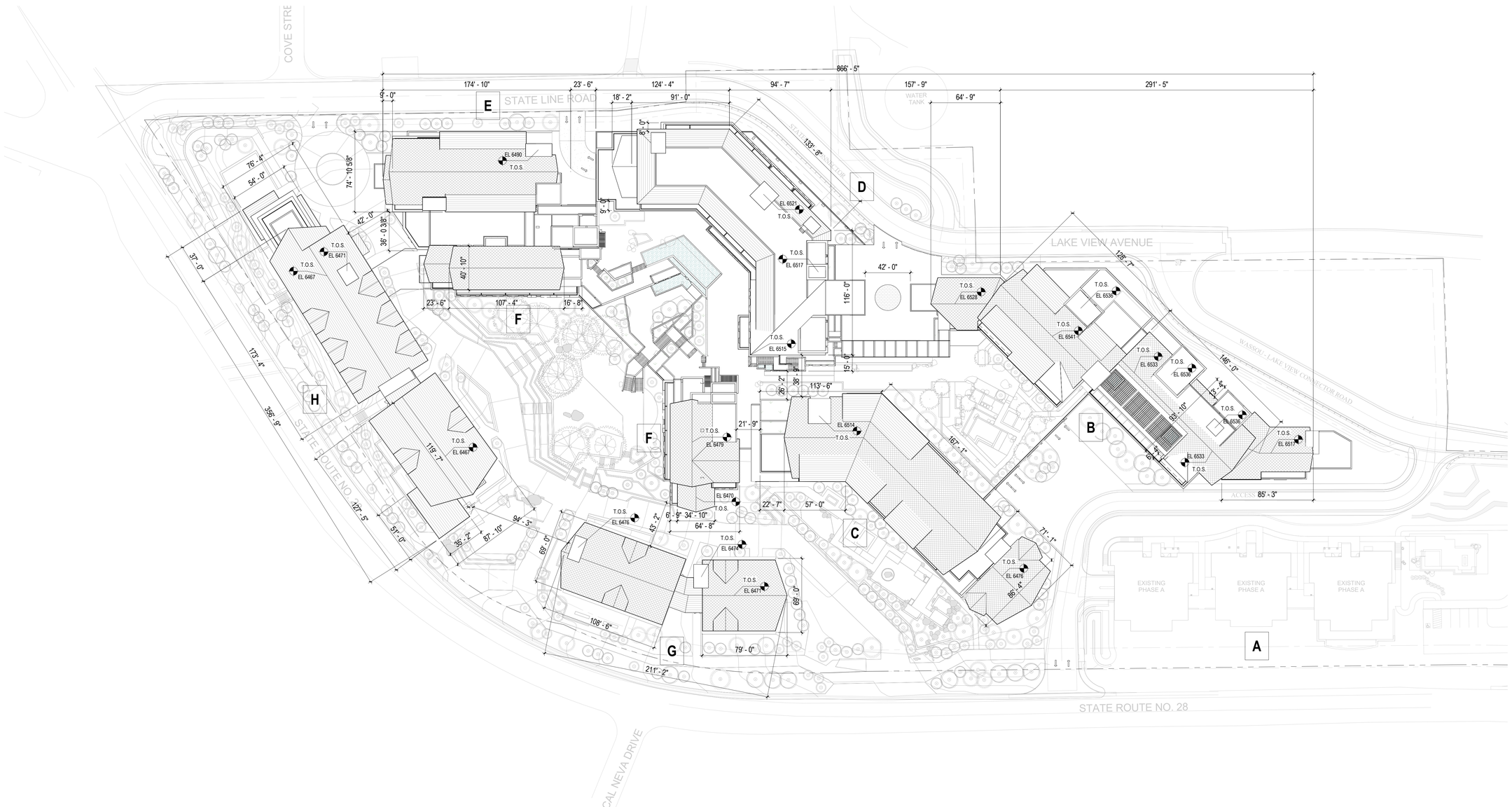

1 **OVERALL SITE BLDG DIMENSION REFERENCE PLAN**

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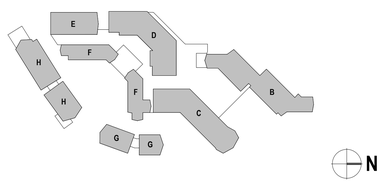

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No.	Description	Date

Sheet Title

OVERALL PLAN - BLDG DIMENSIONAL REFERENCE

Project No. **22139**

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Sheet No.

A1.12

AGENDA ITEM NO. VII. A.

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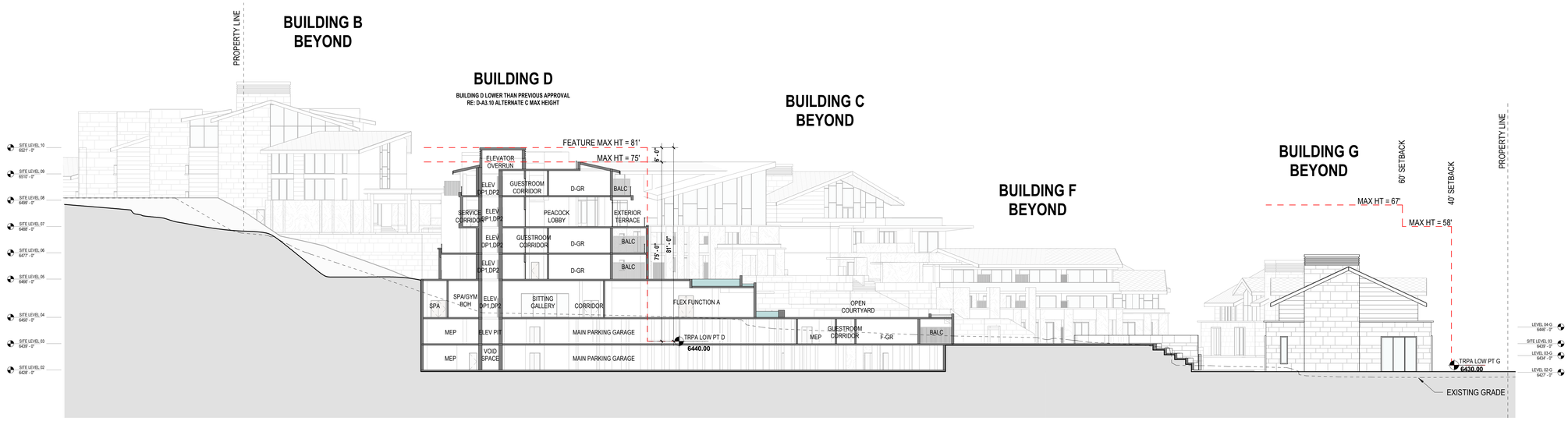

2 **SITE SECTION A2**

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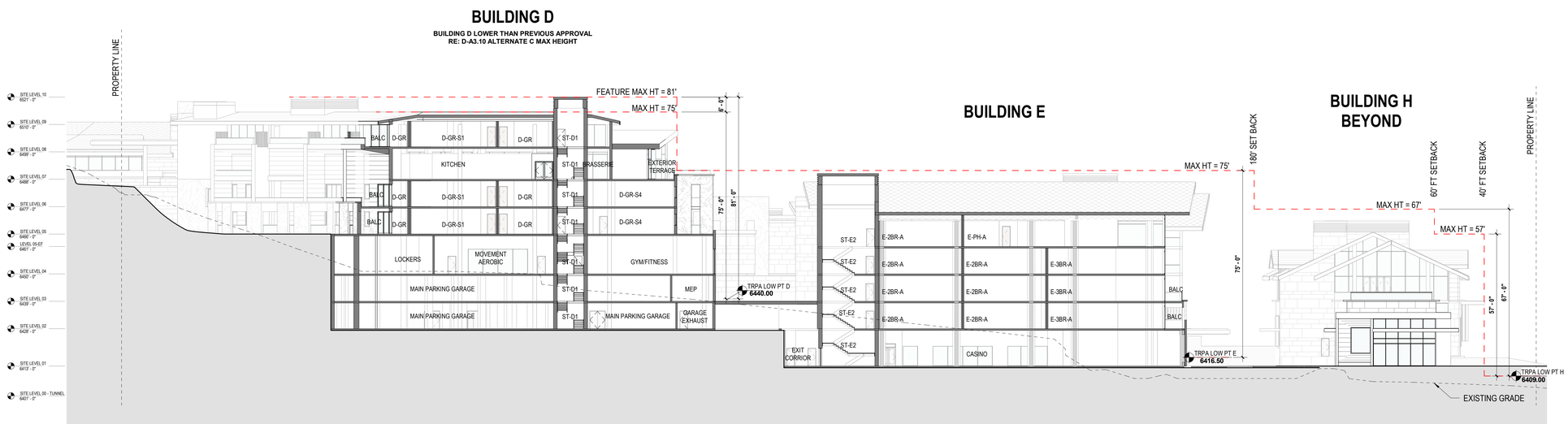
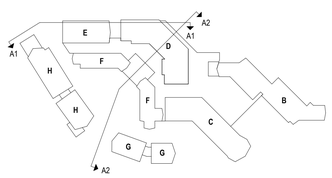


1 **SITE SECTION A1**

1" = 20'-0"

BUILDING D NOTE:

TOTAL BUILDING HEIGHT LESS THAN TOTAL BUILDING HEIGHT OF PRIOR APPROVAL. FEATURE ELEMENTS AND RIDGE LINES EXTEND INTO THE ALLOWABLE 6FT ABOVE IN ORDER TO MAINTAIN PITCHED ROOF FORMS. FLAT ROOF FORMS WOULD BE REQUIRED OTHERWISE TO MAINTAIN GUEST ROOM AND PUBLIC SPACE HEIGHT REQUIREMENTS.



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Sheet Title: SITE SECTION

Project No. 22139

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Sheet No.

A1.40

AGENDA ITEM NO. VII. A.

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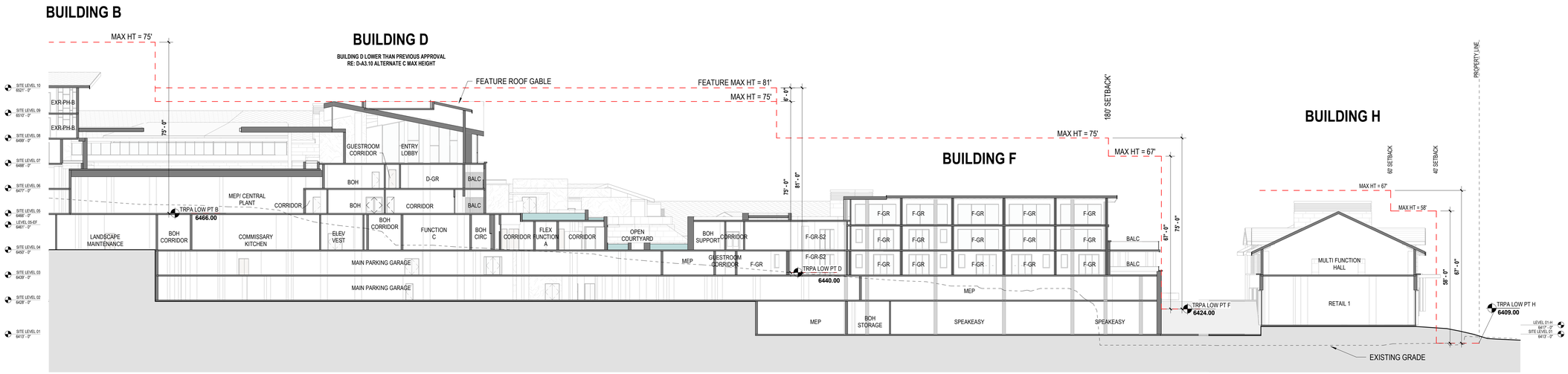

2 **SITE SECTION A4**

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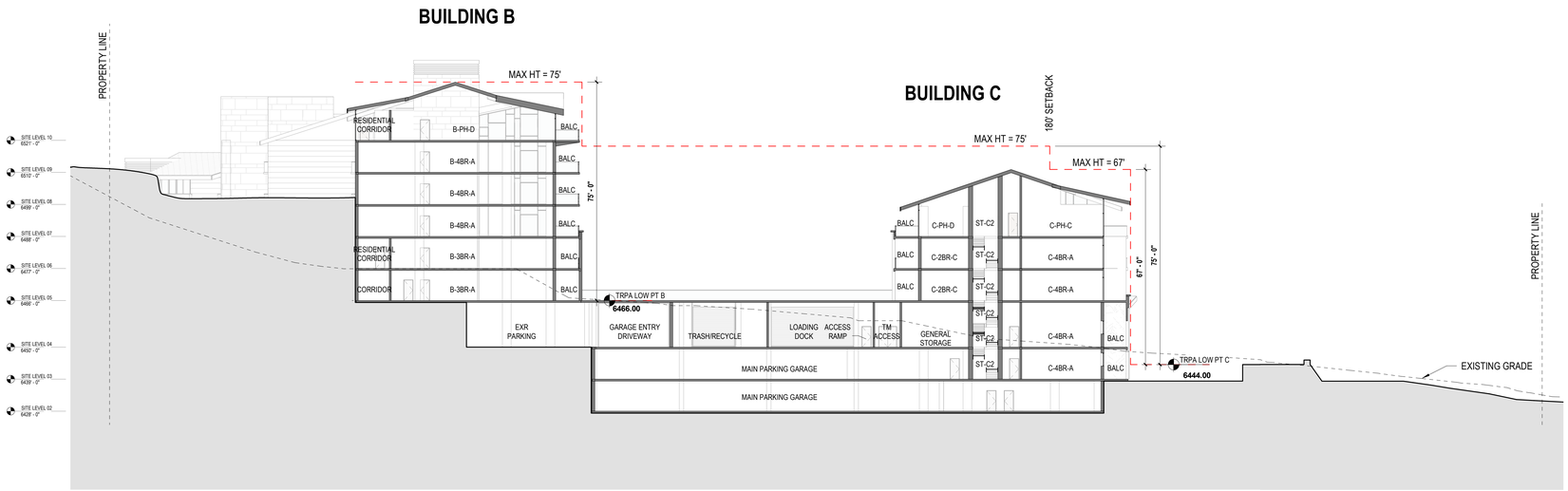
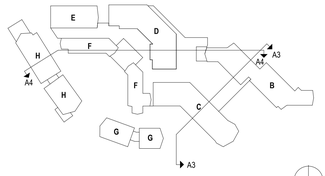


1 **SITE SECTION A3**

1" = 20'-0"

BUILDING D NOTE:

TOTAL BUILDING HEIGHT LESS THAN TOTAL BUILDING HEIGHT OF PRIOR APPROVAL. FEATURE ELEMENTS AND RIDGE LINES EXTEND INTO THE ALLOWABLE 6FT ABOVE IN ORDER TO MAINTAIN PITCHED ROOF FORMS. FLAT ROOF FORMS WOULD BE REQUIRED OTHERWISE TO MAINTAIN GUEST ROOM AND PUBLIC SPACE HEIGHT REQUIREMENTS.



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Sheet Title: SITE SECTION

Project No. 22139

Phase: TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No. A1.41

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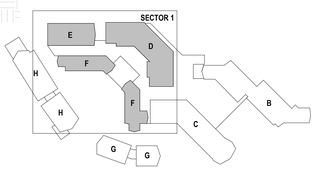

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1 **SECTOR 01 - LEVEL 01**
1/16" = 1'-0"

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Sheet Title
FLOOR PLAN - LEVEL 01 - SECTOR 1

Project No. **22139**

Phase
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Sheet No.
A2.01.1

AGENDA ITEM NO. VII. A.

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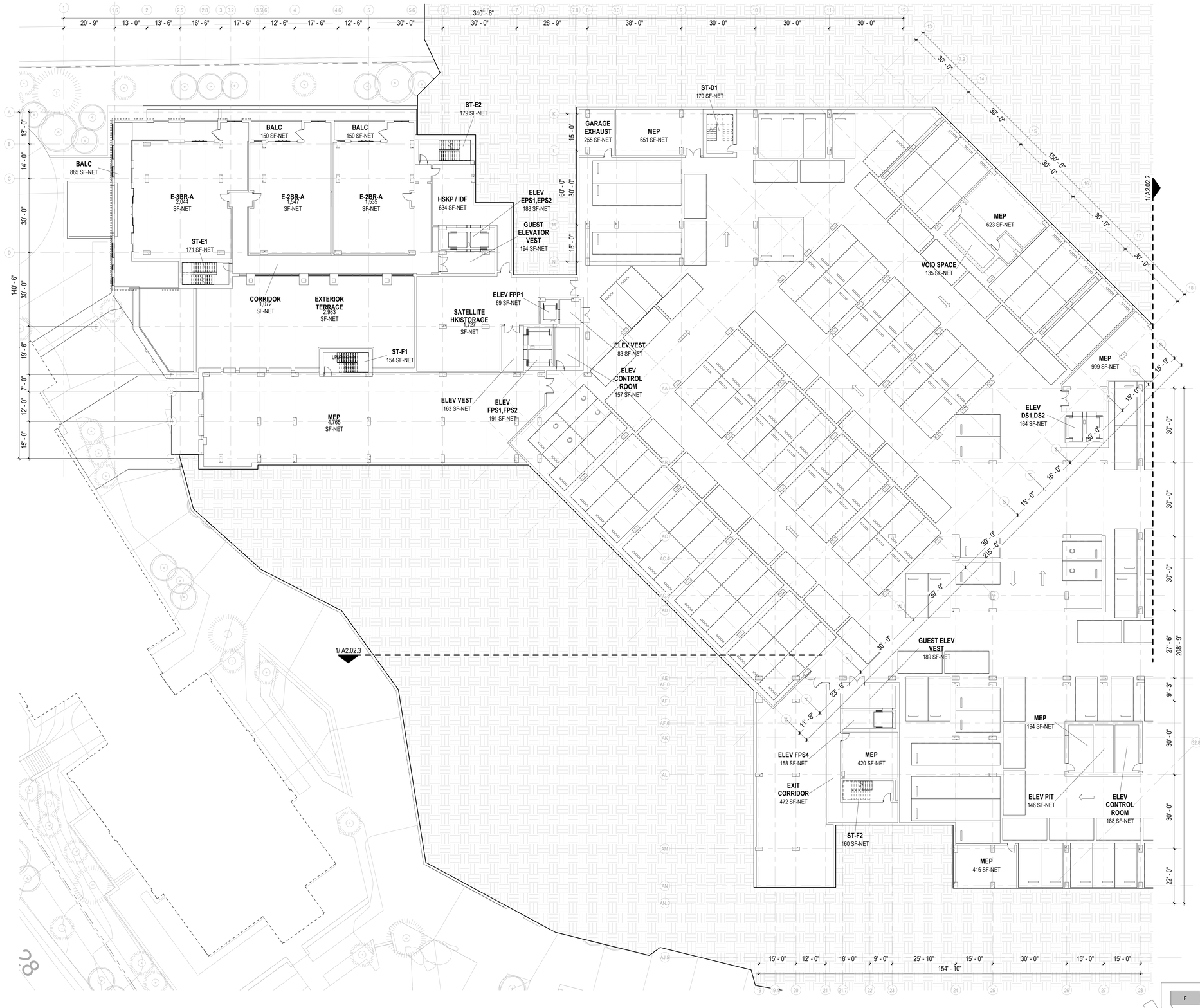

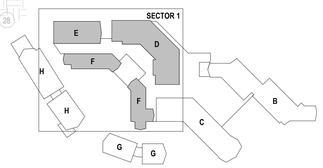

1 **SECTOR 01 - LEVEL 02**
1/16" = 1'-0"

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Sheet Title
FLOOR PLAN - LEVEL 02 - SECTOR 1

Project No. 22139

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Sheet No.
A2.02.1

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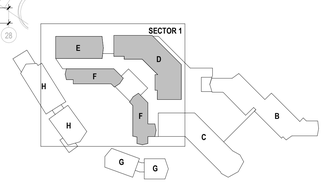
1 **SECTOR 01 - LEVEL 03**

1/16" = 1'-0"



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Sheet Title: FLOOR PLAN - LEVEL 04 - SECTOR 1

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Sheet No. A2.04.1

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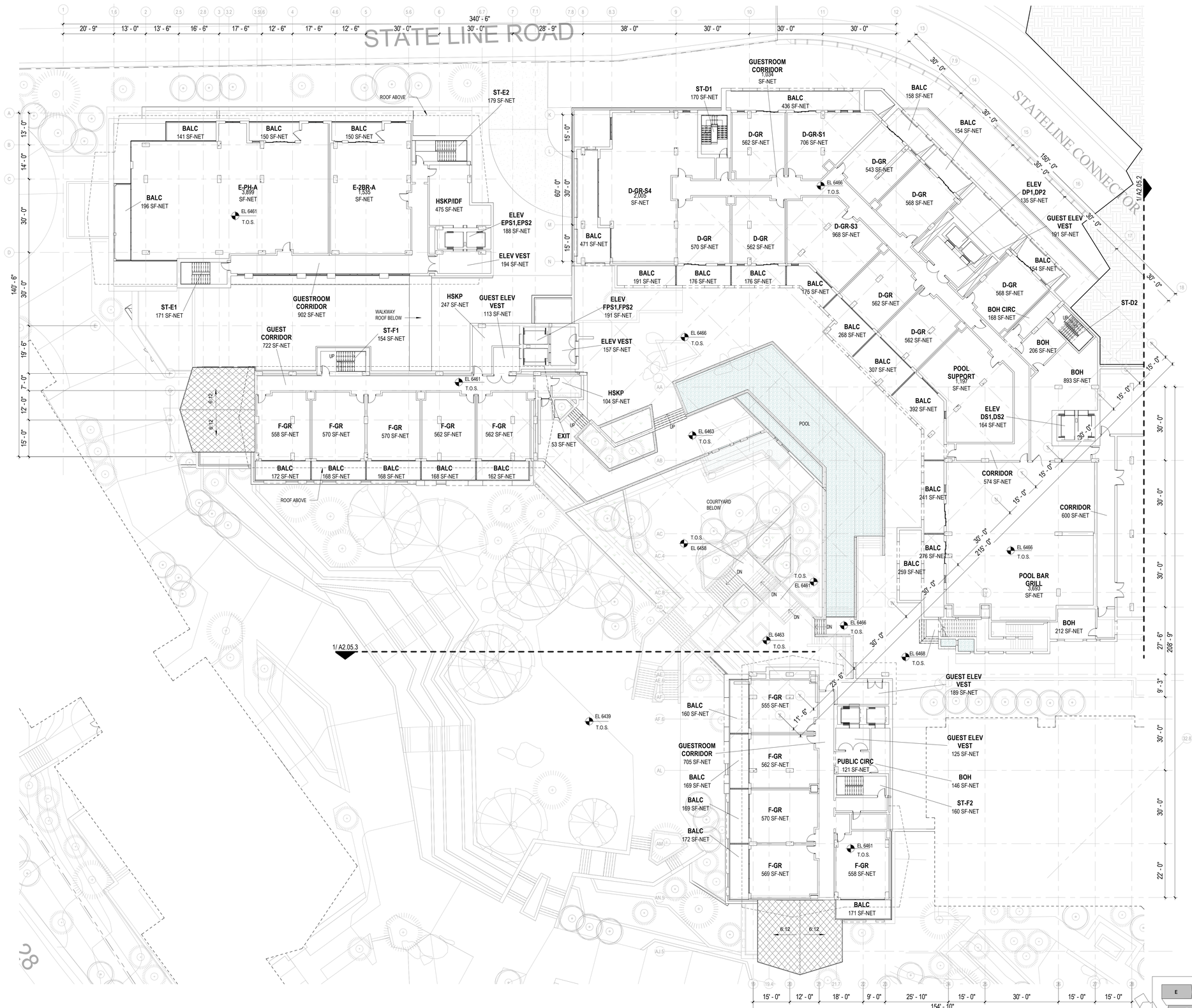

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1 **SECTOR 01 - LEVEL 05**
1/16" = 1'-0"

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A2.05.1

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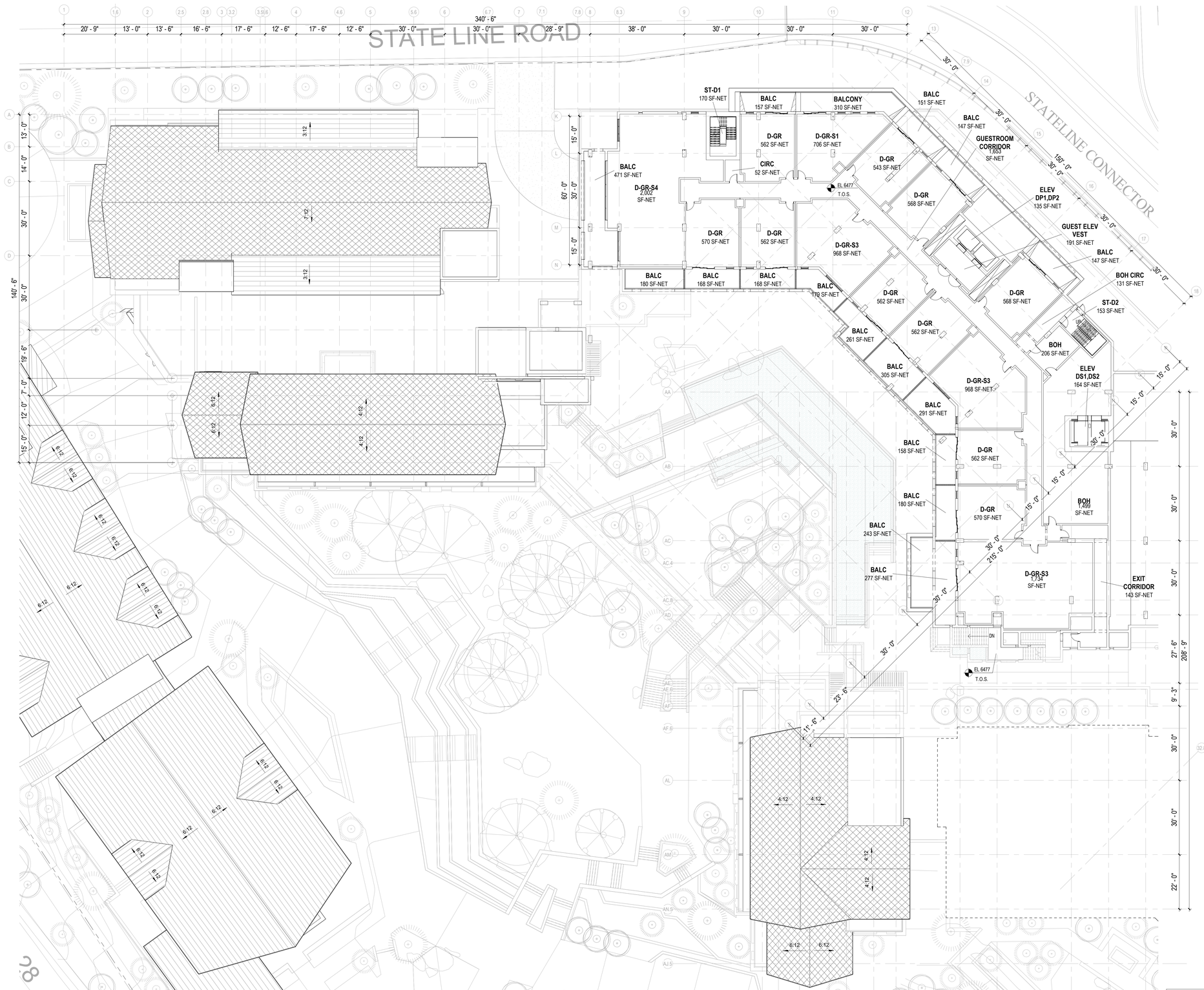

1 **SECTOR 01 - LEVEL 06**
1/16" = 1'-0"

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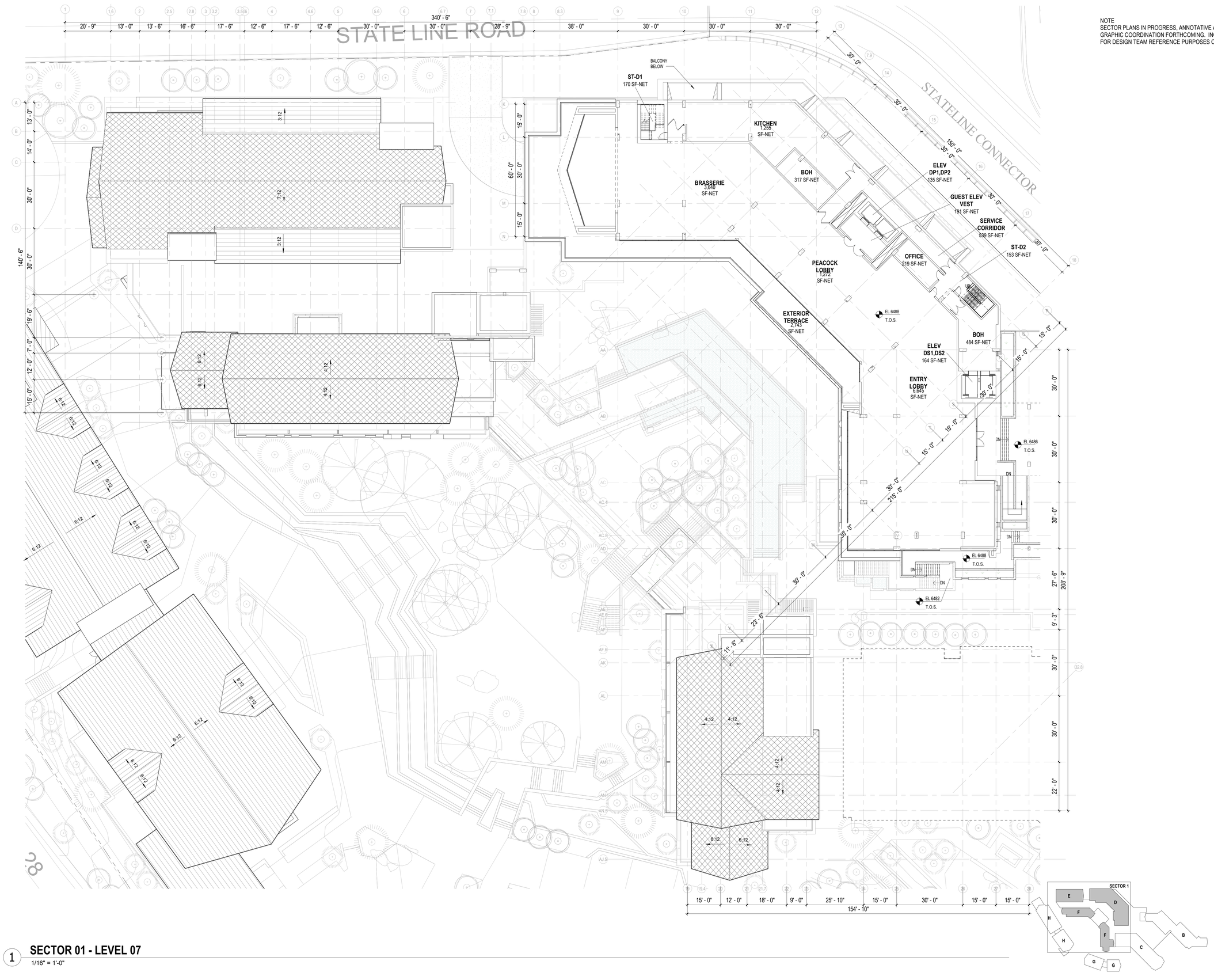

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1 **SECTOR 01 - LEVEL 07**
1/16" = 1'-0"

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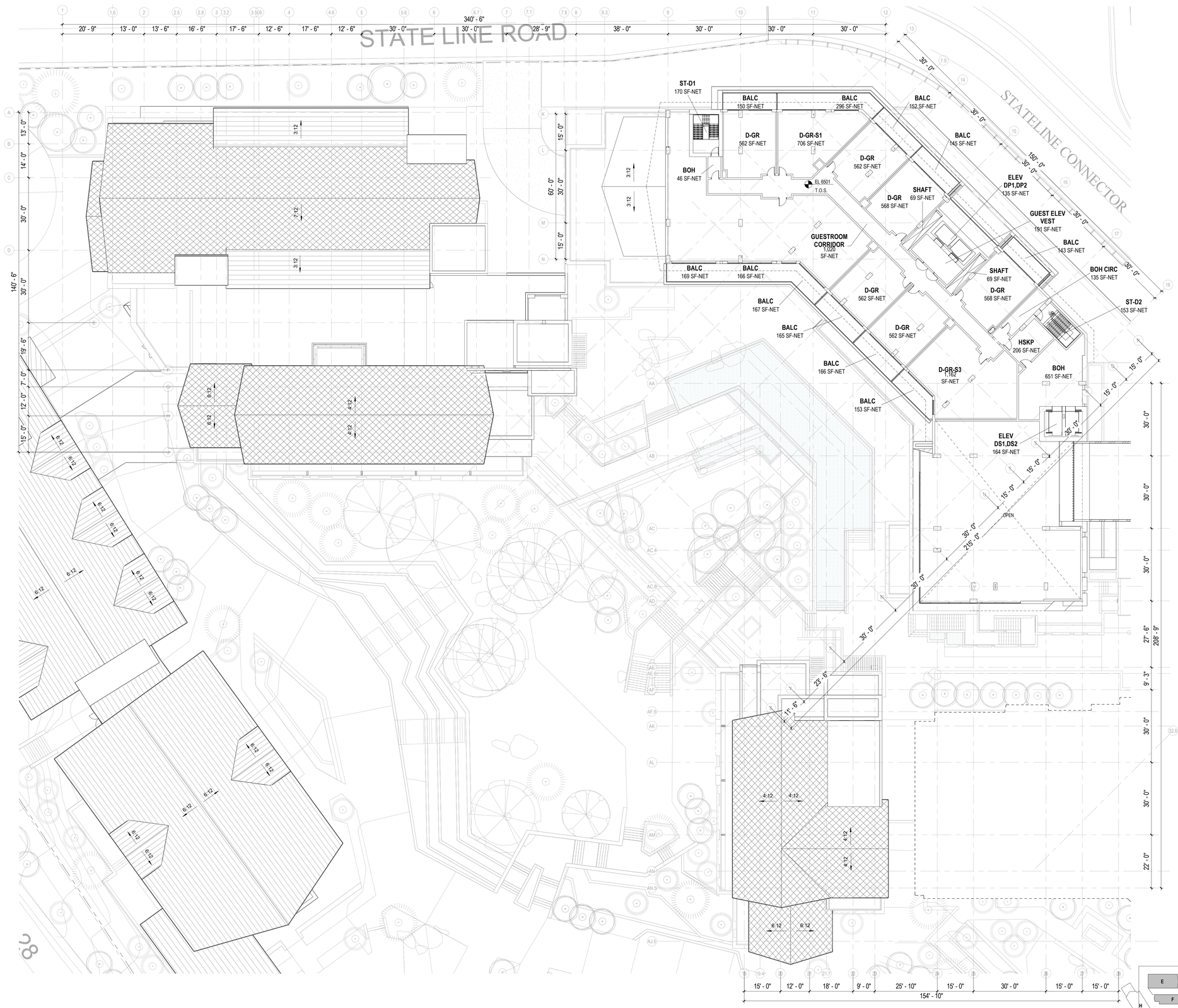

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SECTOR PLANS IN PROGRESS, ANNOTATIVE AND GRAPHIC COORDINATION FORTHCOMING. INCLUDED FOR DESIGN TEAM REFERENCE PURPOSES ONLY.

1 **SECTOR 01 - LEVEL 08**
1/16" = 1'-0"

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FLOOR PLAN - LEVEL 08 - SECTOR 1

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A2.08.1

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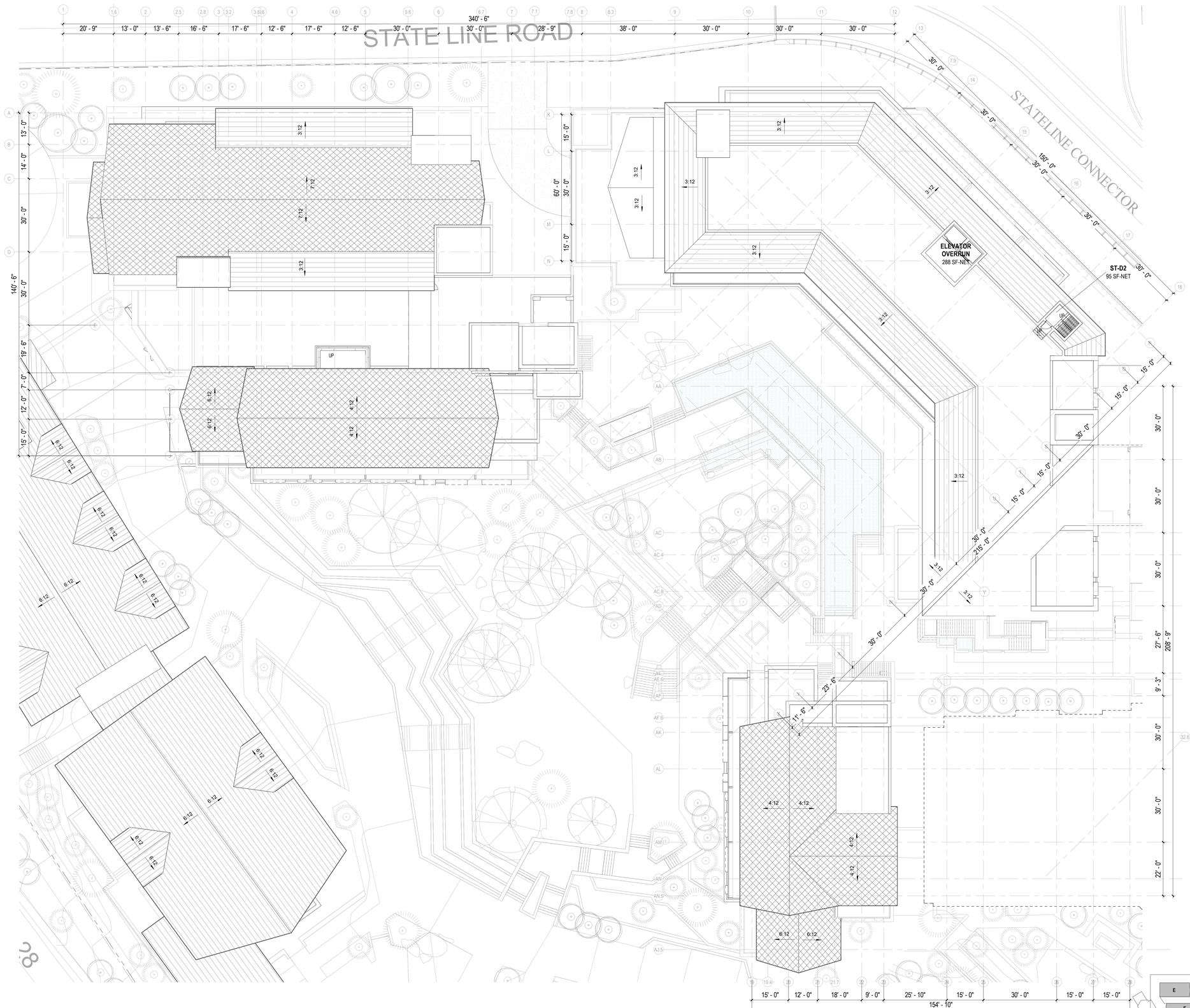

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SECTOR PLANS IN PROGRESS, ANNOTATIVE AND GRAPHIC COORDINATION FORTHCOMING. INCLUDED FOR DESIGN TEAM REFERENCE PURPOSES ONLY.

1 **SECTOR 01 - LEVEL 09**
1/16" = 1'-0"

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A2.09.1

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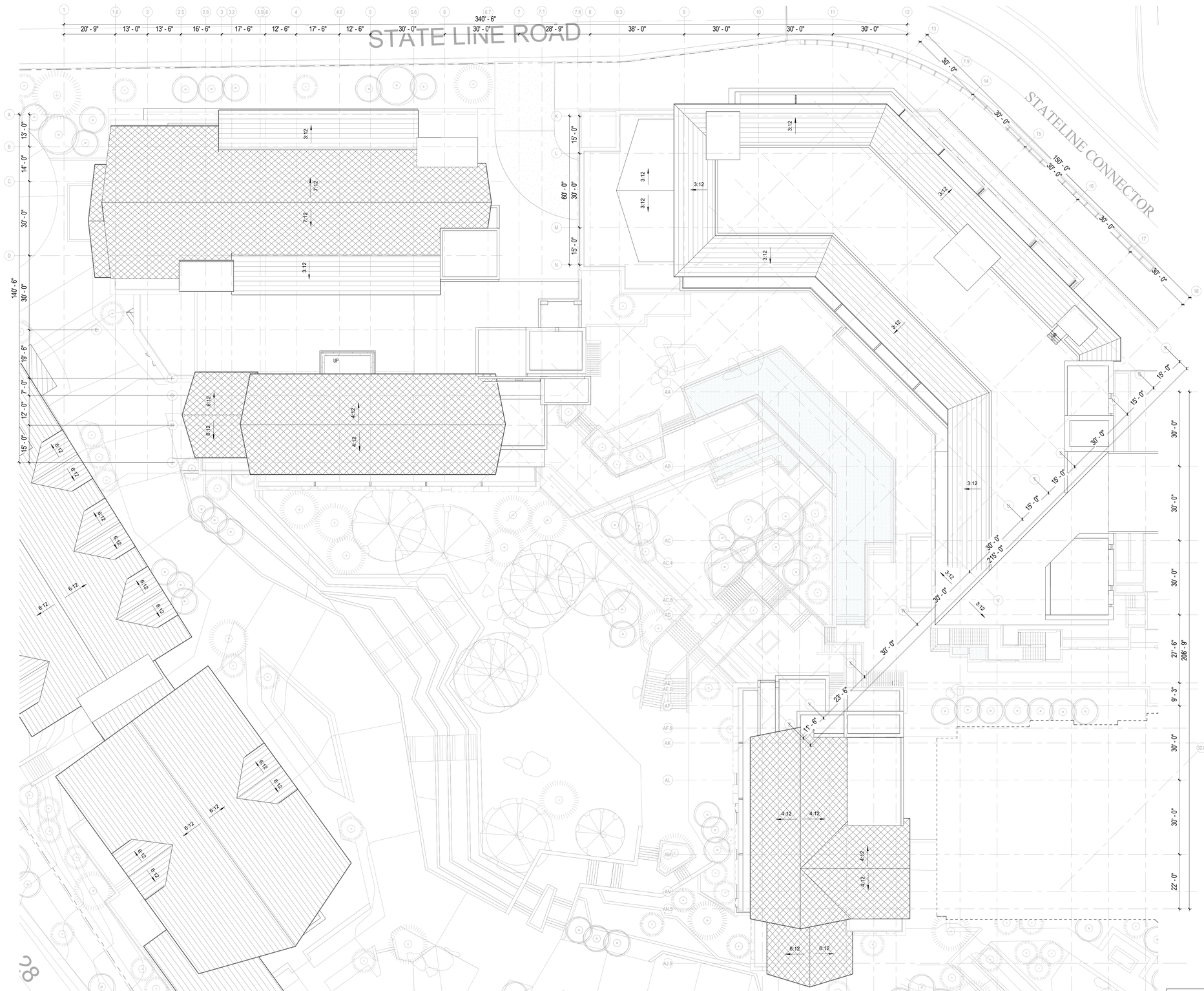
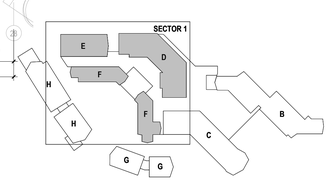


1 **SECTOR 01 - LEVEL 10**
1/16" = 1'-0"



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FLOOR PLAN - LEVEL 10 - SECTOR 1

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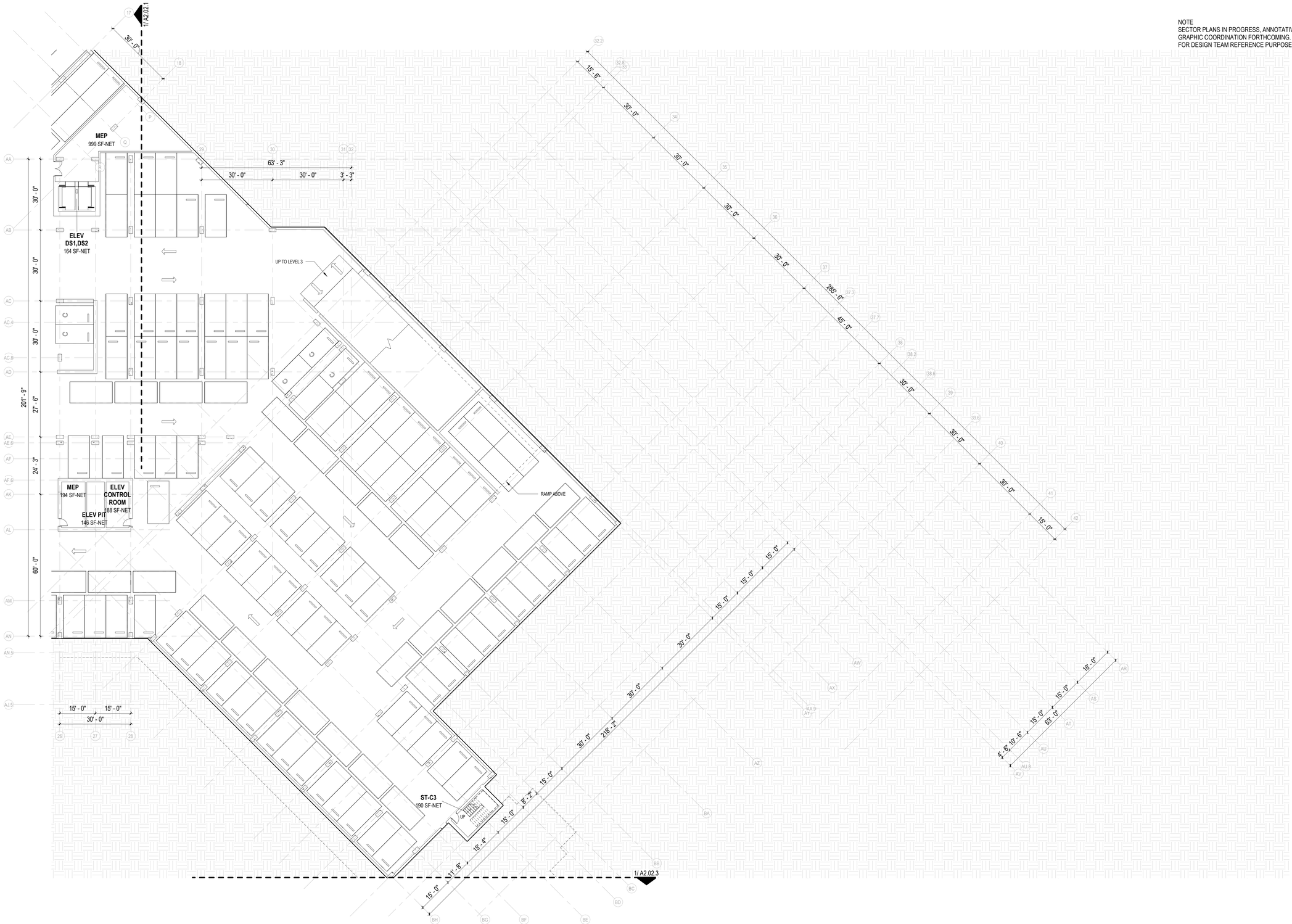
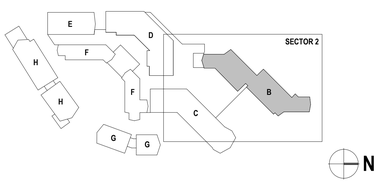


1 SECTOR 02 - LEVEL 02

1/16" = 1'-0"



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Sheet Title

FLOOR PLAN - LEVEL 02 - SECTOR 2

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A2.02.2

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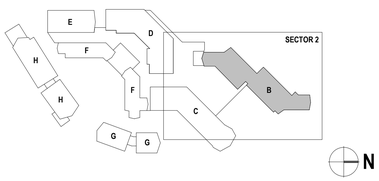

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Sheet Title
FLOOR PLAN - LEVEL 03 - SECTOR 2

Project No. 22139

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Sheet No.
A2.03.2

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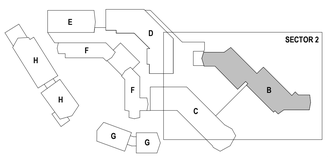

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Project No. 22139

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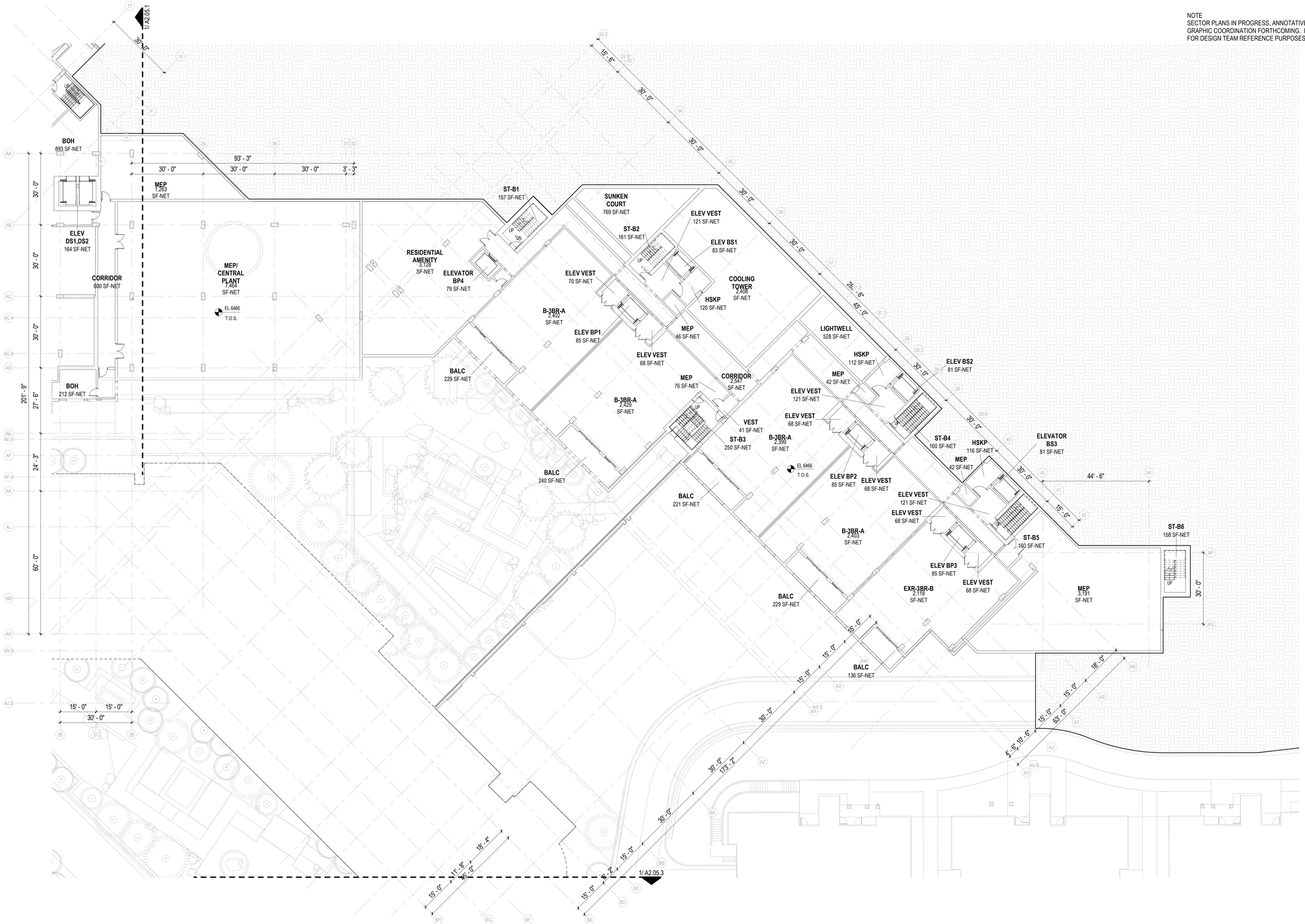
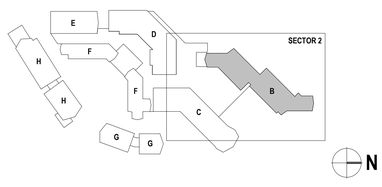


1 **SECTOR 02 - LEVEL 05**
1/16" = 1'-0"



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FLOOR PLAN - LEVEL 05 - SECTOR 2

Project No. 22139

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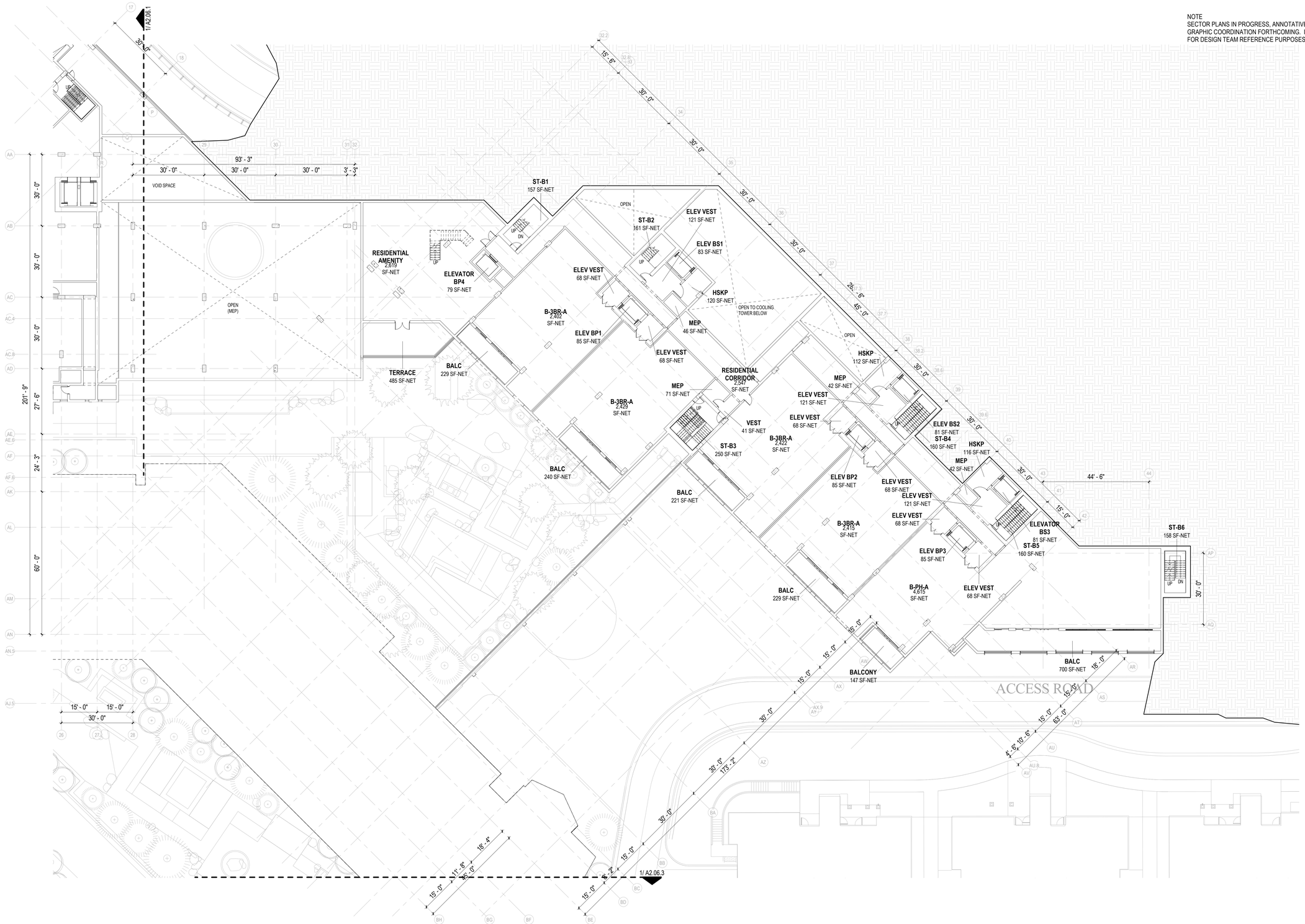
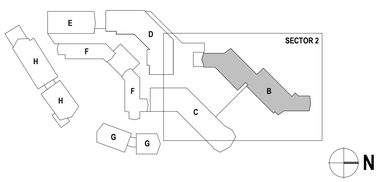


1 SECTOR 02 - LEVEL 06

1/16" = 1'-0"



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Sheet Title

FLOOR PLAN - LEVEL 06 - SECTOR 2

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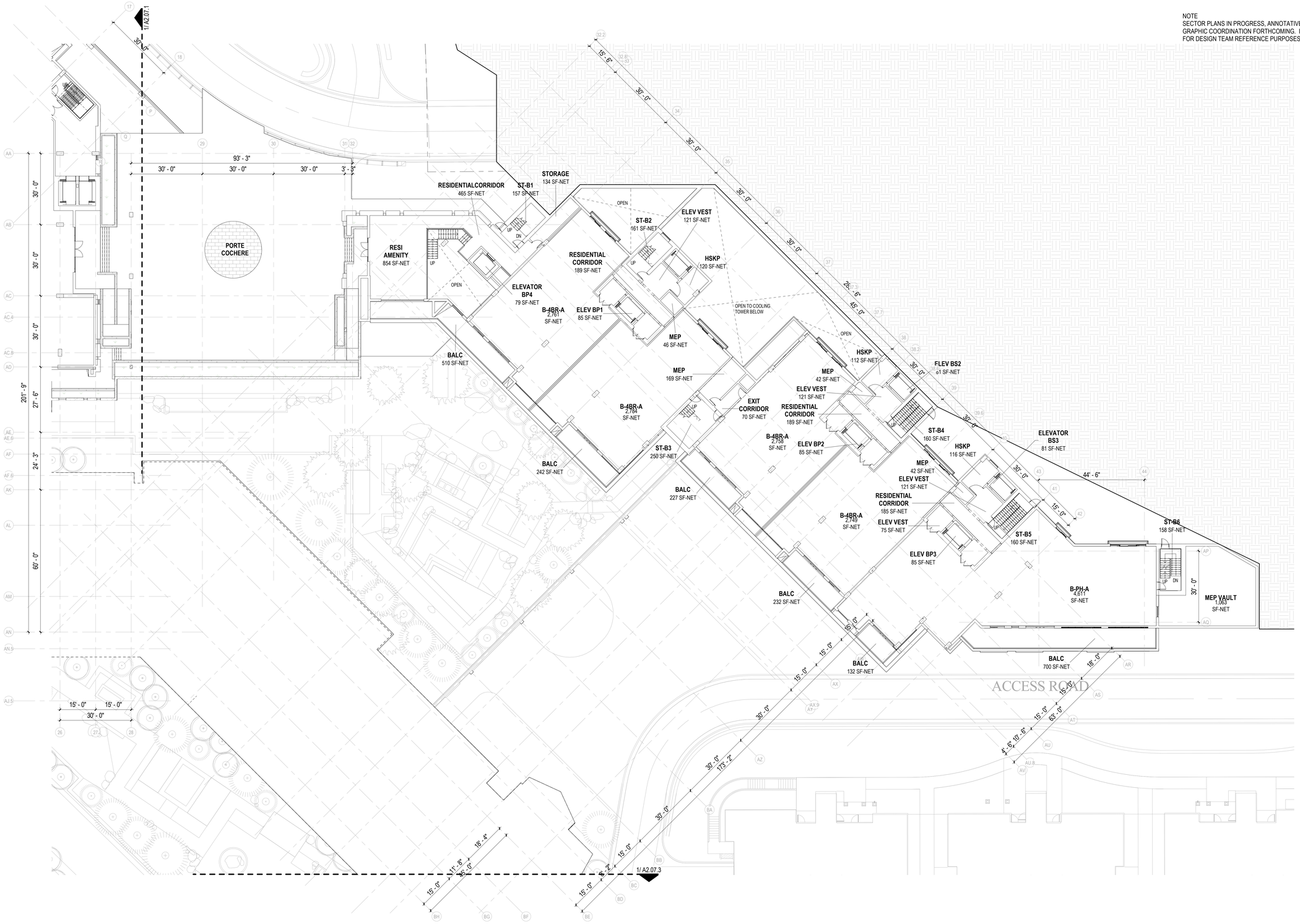
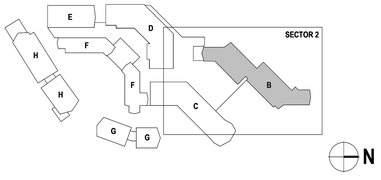


1 **SECTOR 02 - LEVEL 07**
1/16" = 1'-0"



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Sheet Title
FLOOR PLAN - LEVEL 07 - SECTOR 2

Project No. 22139

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Sheet No.
A2.07.2

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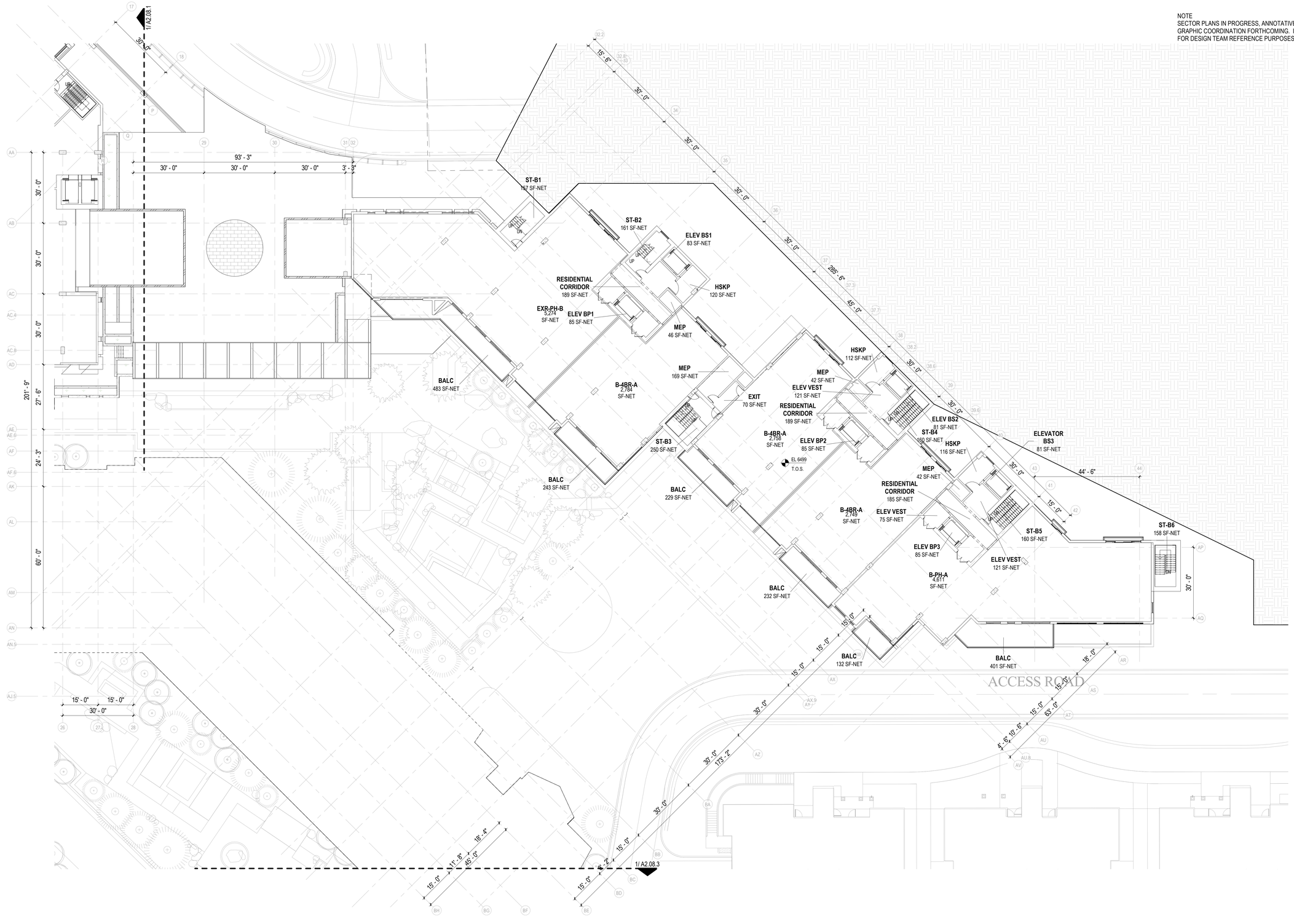
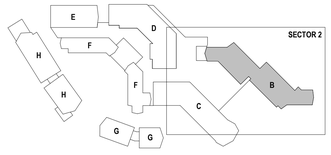


1 SECTOR 02 - LEVEL 08

1/16" = 1'-0"



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FLOOR PLAN - LEVEL 08 - SECTOR 2

Project No. 22139

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Sheet No.

A2.08.2

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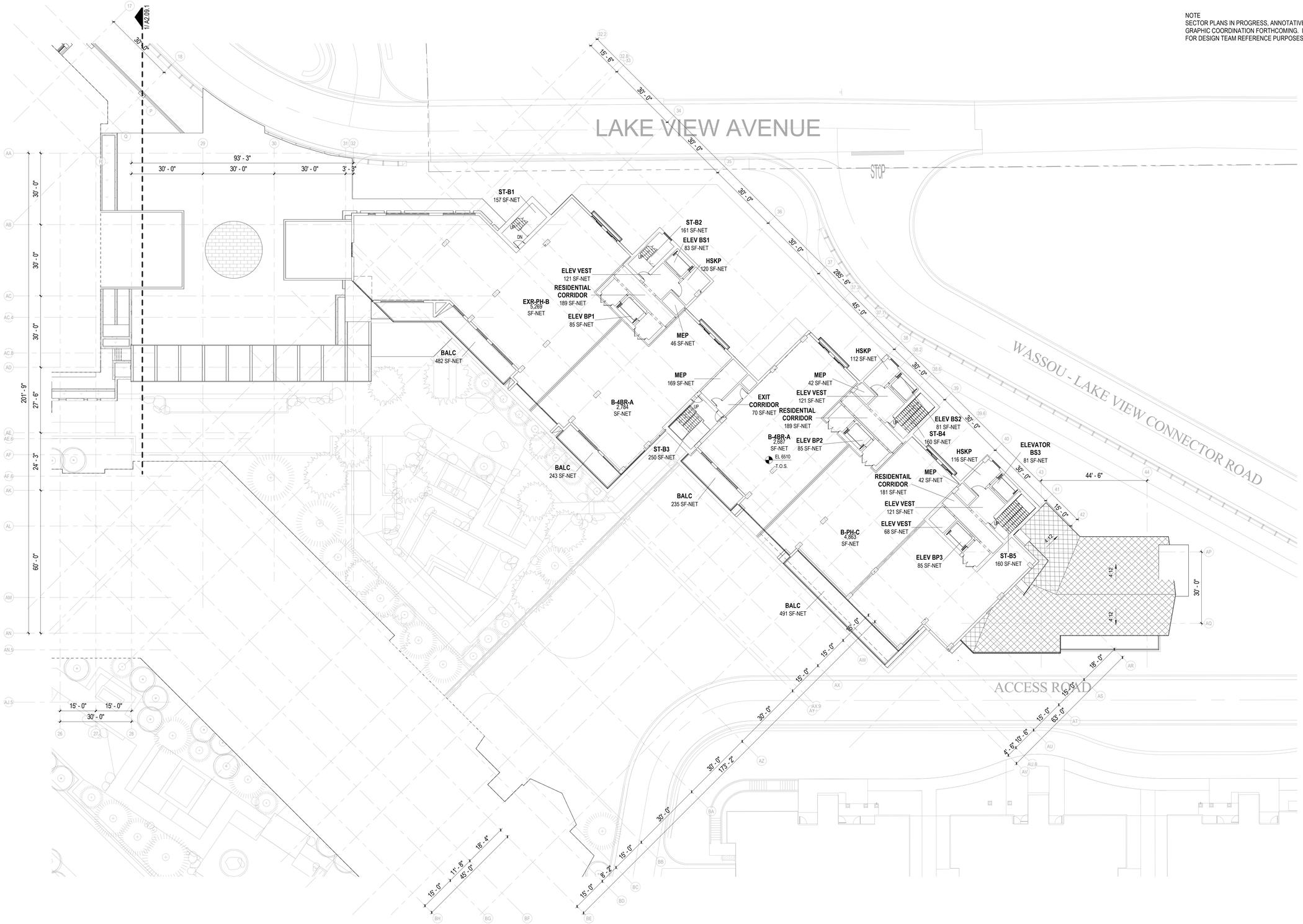

1 **SECTOR 02 - LEVEL 09**
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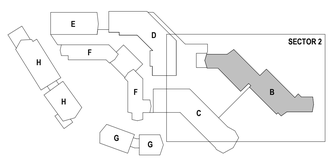

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FLOOR PLAN - LEVEL 09 - SECTOR 2

Project No. 22139

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Sheet No.
A2.09.2

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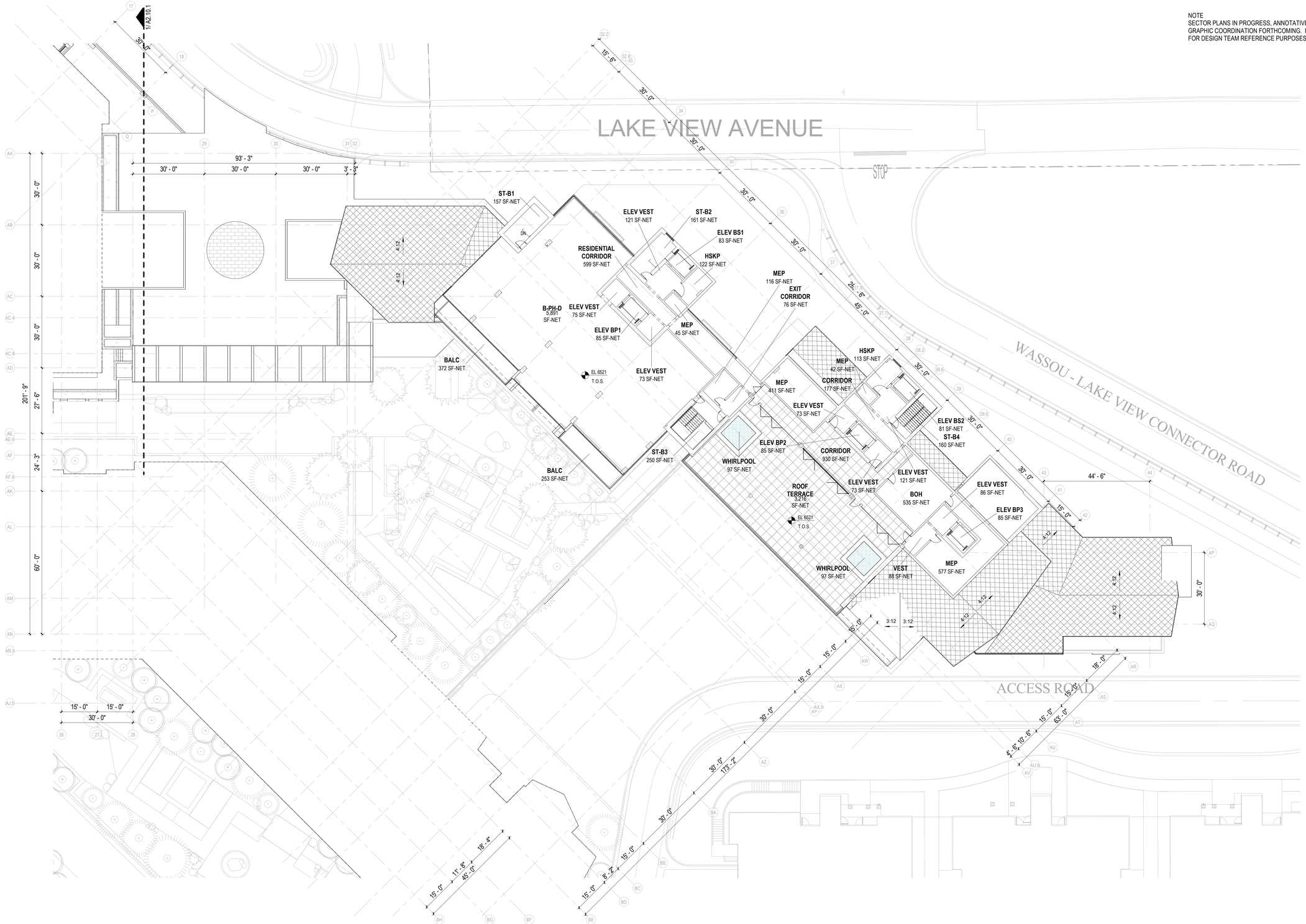
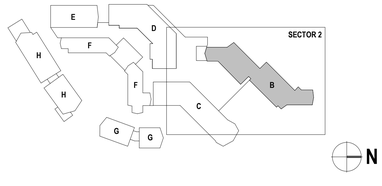


1 SECTOR 02 - LEVEL 10

1/16" = 1'-0"



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Project No. 22139

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A2.10.2

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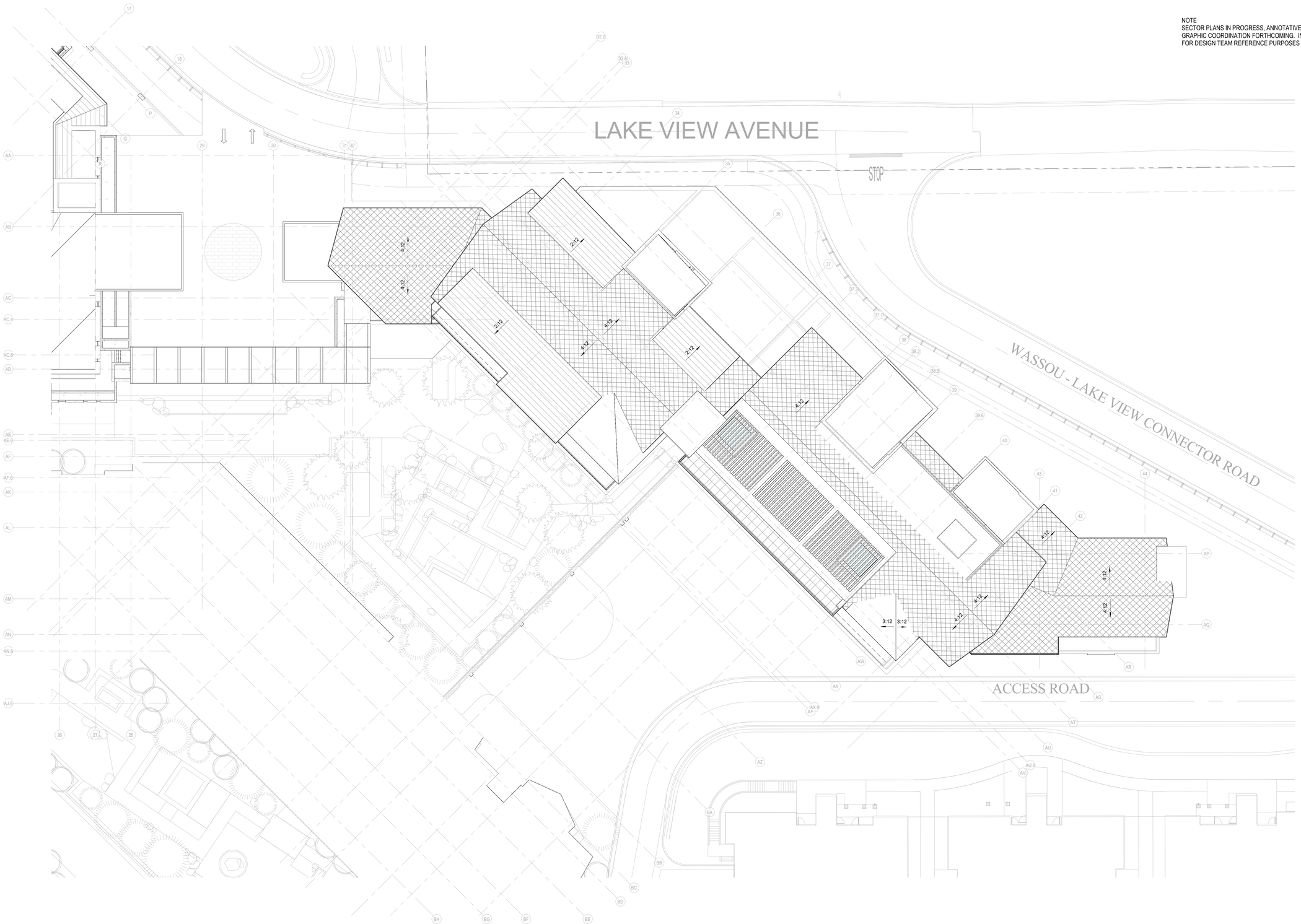

1 **SECTOR 02 - ROOF PLAN**
1/16" = 1'-0"

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A2.11.2

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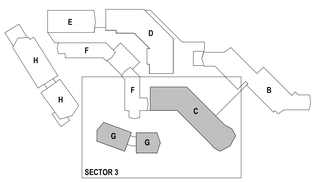
1 **SECTOR 03 - LEVEL 02**
1/16" = 1'-0"



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Sheet No.
A2.02.3

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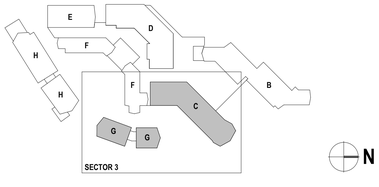
1 **SECTOR 03 - LEVEL 03**
1/16" = 1'-0"



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FLOOR PLAN - LEVEL 03- SECTOR 3

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A2.03.3

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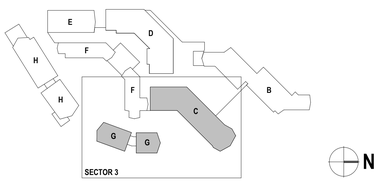
1 SECTOR 03 - LEVEL 04

1/16" = 1'-0"



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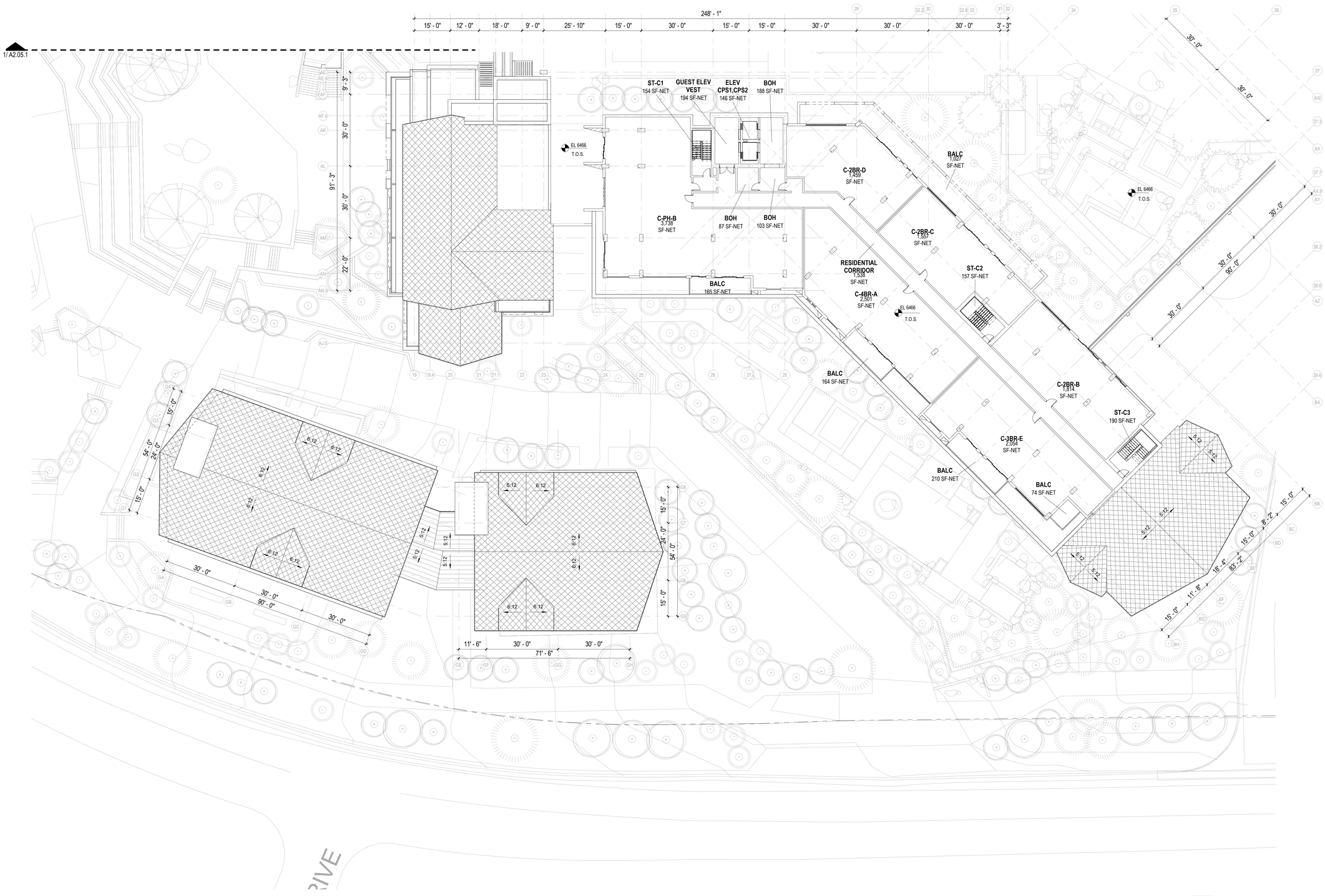

1 **SECTOR 03 - SITE LEVEL 05**
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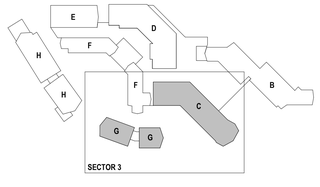

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A2.05.3

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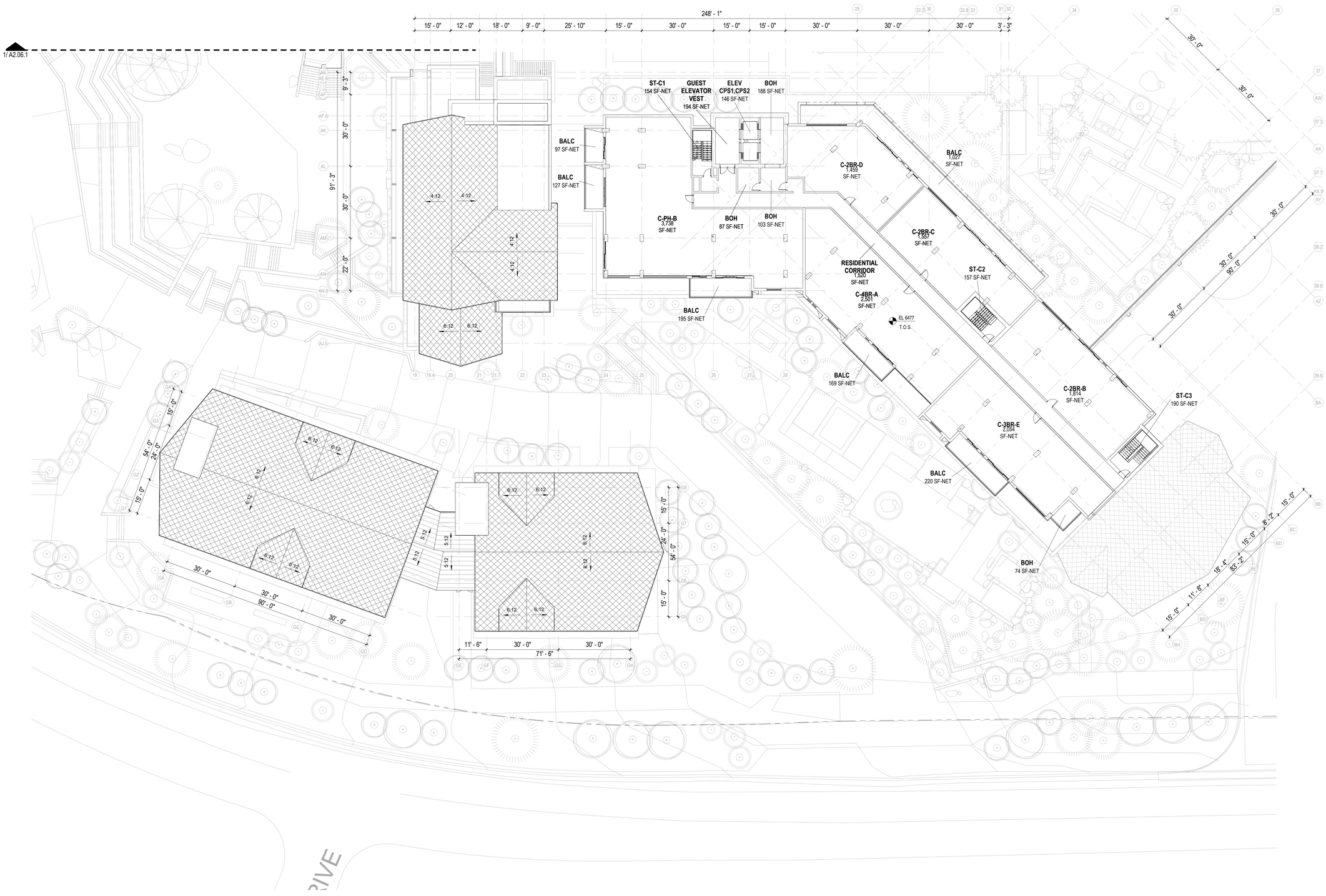
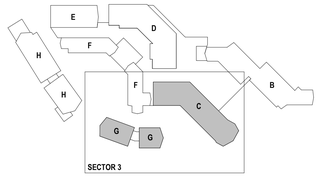


1 **SECTOR 03 - SITE LEVEL 06**
1/16" = 1'-0"



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FLOOR PLAN - LEVEL 06 - SECTOR 3

Project No. 22139

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A2.06.3

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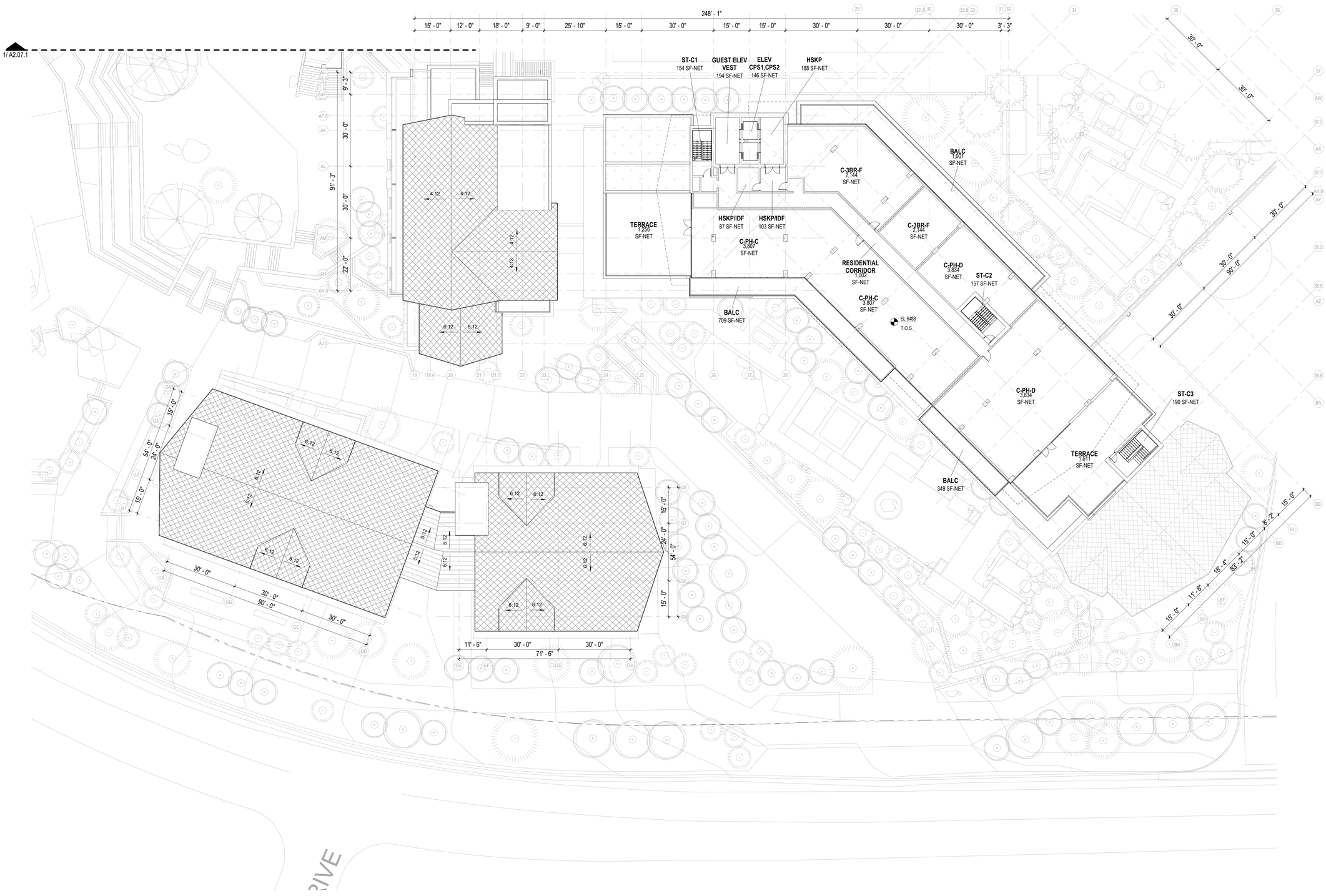
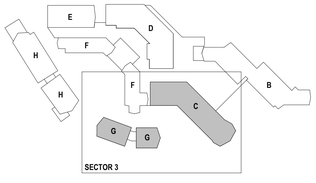


1 **SECTOR 03 - SITE LEVEL 07**
1/16" = 1'-0"



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No.	Description	Date

Sheet Title
FLOOR PLAN - LEVEL 07 - SECTOR 3

Project No. 22139

Phase
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Sheet No.
A2.07.3

AGENDA ITEM NO. VII. A.

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1 **SECTOR 03 - LEVEL 08**

1/16" = 1'-0"

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Sheet Title

FLOOR PLAN - LEVEL 08 - SECTOR 3

Project No. **22139**

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A2.08.3

AGENDA ITEM NO. VII. A.

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1 **SECTOR 04 - LEVEL 01**

1/16" = 1'-0"

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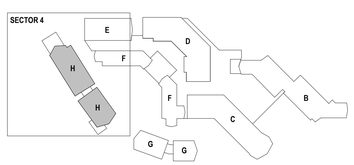

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No.	Description	Date

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FLOOR PLAN - LEVEL 01 - SECTOR 4

Project No. **22139**

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Sheet No.

A2.01.4

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1 **SECTOR 04 - LEVEL 02**

1/16" = 1'-0"

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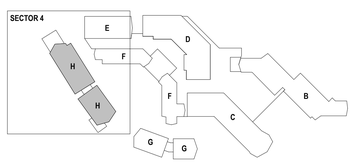

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Project No. **22139**

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Sheet No.

A2.02.4

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1 **SECTOR 04 - SITE LEVEL 03**

1/16" = 1'-0"

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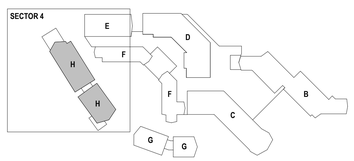

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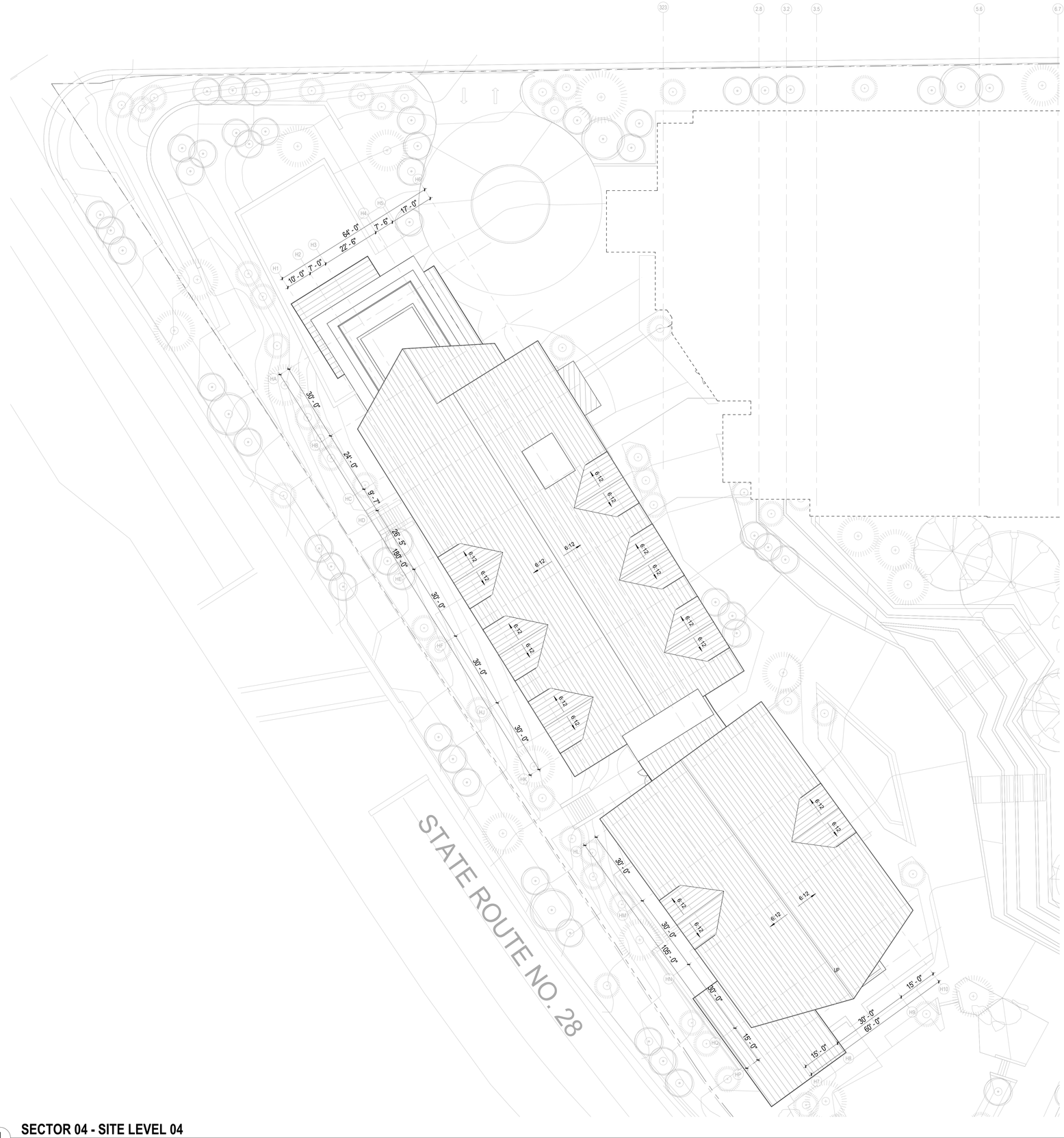

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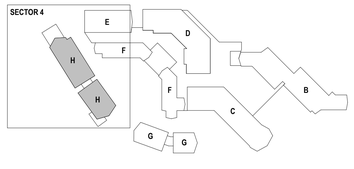
1 **SECTOR 04 - SITE LEVEL 04**
1/16" = 1'-0"



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No.	Description	Date

Sheet Title
FLOOR PLAN - LEVEL 04 - SECTOR 4

Project No. **22139**

Phase
TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.
A2.04.4

AGENDA ITEM NO. VII. A.

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PRIOR SUBMITTAL - ALTERNATE C

ELEVATION - BUILDING B
1/16" = 1'-0"

1 **BUILDING B - SHOUTHWEST ELEVATION**

1/16" = 1'-0"

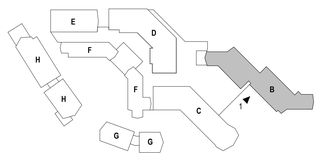
BUILDING D NOTE:

TOTAL BUILDING HEIGHT LESS THAN TOTAL BUILDING HEIGHT OF PRIOR APPROVAL. FEATURE ELEMENTS AND RIDGE LINES EXTEND INTO THE ALLOWABLE 6FT ABOVE IN ORDER TO MAINTAIN PITCHED ROOF FORMS. FLAT ROOF FORMS WOULD BE REQUIRED OTHERWISE TO MAINTAIN GUEST ROOM AND PUBLIC SPACE HEIGHT REQUIREMENTS.

GENERAL NOTES:

THE PROPOSED ELEVATIONS ARE CONSISTENT WITH THE OVERALL HEIGHT AND MASSING OF THE PREVIOUS SUBMITTAL. THE LANDING POINTS FOR THE TRPA LOW POINTS AND THE MAXIMUM BUILDING HEIGHTS HAVE BEEN COORDINATED. THE TRPA LOW POINTS MAY VARY DUE TO EROSION OR SITE ALTERATIONS SINCE THE PREVIOUS SUBMITTAL.

FINAL WINDOW PLACEMENT PENDING INTERIOR DESIGN INPUT. LOCATIONS AND SIZES SHOWN AS INDICATIVE PENDING DESIGN COORDINATION.



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MATERIALS

ST-01: SPLIT FACE STONE

ST-02: ROUGH STONE SLAB PANELS

CP-01: CEMENT PLASTER - LIGHT GREY

GL-01: VISION GLASS - ANTI-REFLECTION

MT-01: ANODIZED ALUMINIUM - CHARCOAL GREY

MT-02: ANODIZED ALUMINIUM - CHAMPAGNE BRONZE

MT-03: ZINC STANDING SEAM - GREY

WD-01: CEDAR - WARM GREY WOOD SIDING

SL-01: SHINGLE ROOF

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No.	Description	Date

Sheet Title
BLDG B- EXTERIOR ELEVATION

Project No. **22139**

Phase
TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.
B-A3.10

AGENDA ITEM NO. VII. A.

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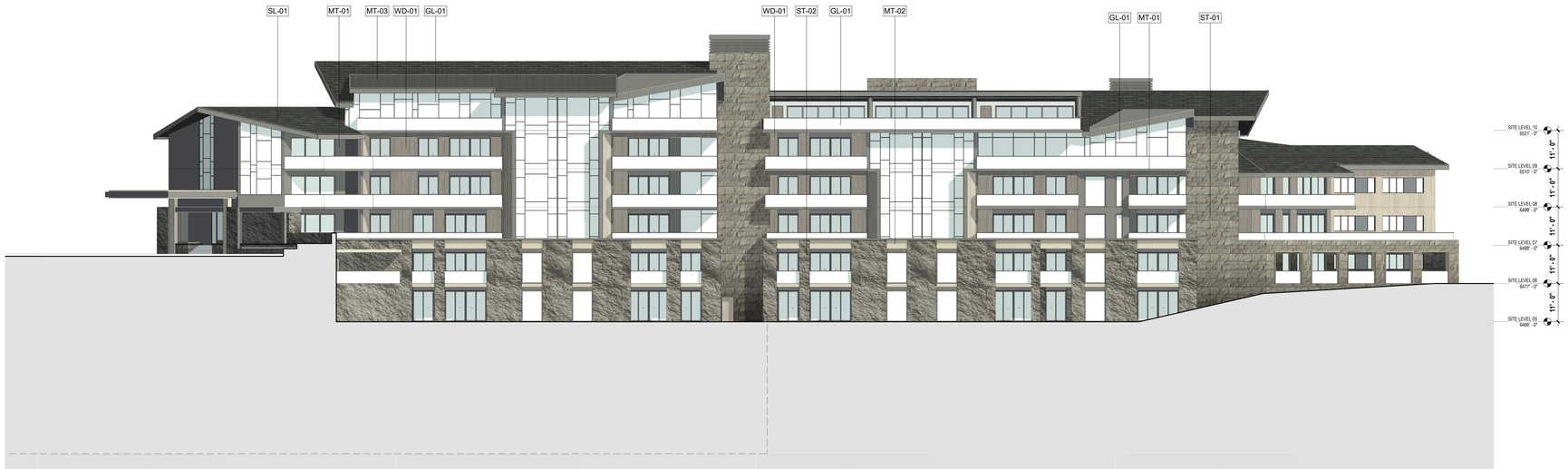
2 **BUILDING B - NORTHWEST ELEVATION**

1/16" = 1'-0"



1 **BUILDING B - SOUTHEAST ELEVATION**

1/16" = 1'-0"

GENERAL NOTES:

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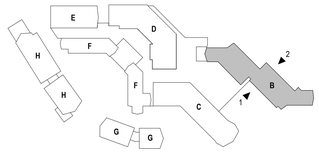

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MATERIALS

ST-01: SPLIT FACE STONE

ST-02: ROUGH STONE SLAB PANELS

CP-01: CEMENT PLASTER - LIGHT GREY

GL-01: VISION GLASS - ANTI-REFLECTION

MT-01: ANODIZED ALUMINIUM - CHARCOAL GREY

MT-02: ANODIZED ALUMINIUM - CHAMPAGNE BRONZE

MT-03: ZINC STANDING SEAM - GREY

WD-01: CEDAR - WARM GREY WOOD SIDING

SL-01: SHINGLE ROOF

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Sheet Title

BLDG B- EXTERIOR ELEVATION

Project No. **22139**

Phase

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Sheet No.

B-A3.11

AGENDA ITEM NO. VII. A.

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9/1/2022 2:19:37 PM

PRIOR SUBMITTAL - ALTERNATE C

ELEVATION - BUILDING C
1/16" = 1'-0"

1 **BUILDING C - SOUTHEAST ELEVATION**

1/16" = 1'-0"

GENERAL NOTES:

THE PROPOSED ELEVATIONS ARE CONSISTENT WITH THE OVERALL HEIGHT AND MASSING OF THE PREVIOUS SUBMITTAL. THE LANDING POINTS FOR THE TRPA LOW POINTS AND THE MAXIMUM BUILDING HEIGHTS HAVE BEEN COORDINATED. THE TRPA LOW POINTS MAY VARY DUE TO EROSION OR SITE ALTERATIONS SINCE THE PREVIOUS SUBMITTAL.

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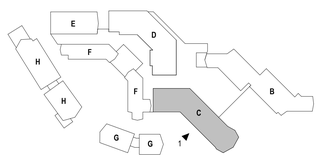

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MATERIALS

ST-01: SPLIT FACE STONE

ST-02: ROUGH STONE SLAB PANELS

CP-01: CEMENT PLASTER - LIGHT GREY

GL-01: VISION GLASS - ANTI-REFLECTION

MT-01: ANODIZED ALUMINIUM - CHARCOAL GREY

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MT-03: ZINC STANDING SEAM - GREY

WD-01: CEDAR - WARM GREY WOOD SIDING

SL-01: SHINGLE ROOF

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No.	Description	Date

Sheet Title

BLDC C- EXTERIOR ELEVATION

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING. FURTHER COORDINATION FORTHCOMING

Sheet No.

C-A3.10

AGENDA ITEM NO. VII. A.

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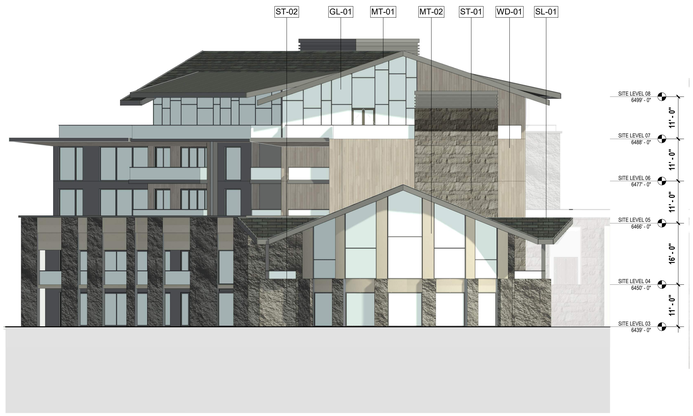

2 BUILDING C - NORTHEAST ELEVATION

1/16" = 1'-0"

1 BUILDING C - SOUTH EAST ELEVATION

1/16" = 1'-0"

GENERAL NOTES:

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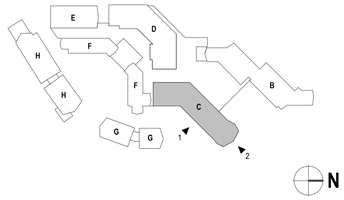

MATERIALS

ST-01: SPLIT FACE STONE

ST-02: ROUGH STONE SLAB PANELS

CP-01: CEMENT PLASTER - LIGHT GREY

GL-01: VISION GLASS - ANTI-REFLECTION

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MT-03: ZINC STANDING SEAM - GREY

WD-01: CEDAR - WARM GREY WOOD SIDING

SL-01: SHINGLE ROOF

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No.	Description	Date

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BLDG C- EXTERIOR ELEVATION

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING. FURTHER COORDINATION FORTHCOMING

Sheet No.

C-A3.11

AGENDA ITEM NO. VII. A.

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9/1/2022 3:43:36 PM

PRIOR SUBMITTAL - ALTERNATE C

ELEVATION - BUILDING D
1/16" = 1'-0"

1 **BUILDING D - SOUTHEAST ELEVATION**

1/16" = 1'-0"

BUILDING D NOTE:

TOTAL BUILDING HEIGHT LESS THAN TOTAL BUILDING HEIGHT OF PRIOR APPROVAL. FEATURE ELEMENTS AND RIDGE LINES EXTEND INTO THE ALLOWABLE 6FT ABOVE IN ORDER TO MAINTAIN PITCHED ROOF FORMS. FLAT ROOF FORMS WOULD BE REQUIRED OTHERWISE TO MAINTAIN GUEST ROOM AND PUBLIC SPACE HEIGHT REQUIREMENTS.

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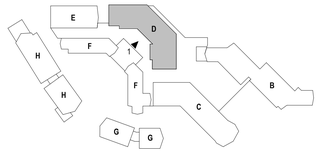

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MATERIALS

ST-01: SPLIT FACE STONE

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SL-01: SHINGLE ROOF

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No.	Description	Date

Sheet Title: **BLDG D- EXTERIOR ELEVATION**

Project No. **22139**

Phase: TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

D-A3.10

AGENDA ITEM NO. VII. A.

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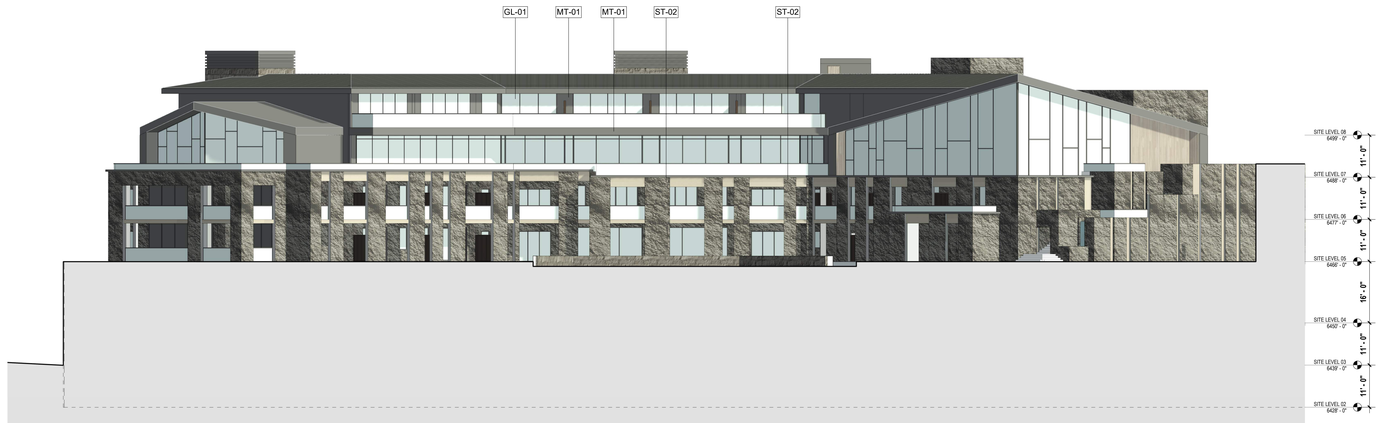
2 **BUILDING D - NORTHWEST ELEVATION**

1/16" = 1'-0"



1 **BUILDING D - SOUTHEAST ELEVATION**

1/16" = 1'-0"

BUILDING D NOTE:

TOTAL BUILDING HEIGHT LESS THAN TOTAL BUILDING HEIGHT OF PRIOR APPROVAL. FEATURE ELEMENTS AND RIDGE LINES EXTEND INTO THE ALLOWABLE 6FT ABOVE IN ORDER TO MAINTAIN PITCHED ROOF FORMS. FLAT ROOF FORMS WOULD BE REQUIRED OTHERWISE TO MAINTAIN GUEST ROOM AND PUBLIC SPACE HEIGHT REQUIREMENTS.

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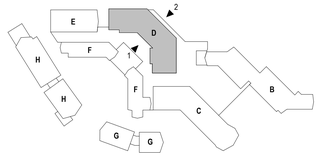

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MATERIALS

ST-01: SPLIT FACE STONE

ST-02: ROUGH STONE SLAB PANELS

CP-01: CEMENT PLASTER - LIGHT GREY

GL-01: VISION GLASS - ANTI-REFLECTION

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MT-03: ZINC STANDING SEAM - GREY

WD-01: CEDAR - WARM GREY WOOD SIDING

SL-01: SHINGLE ROOF

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No.	Description	Date

Sheet Title

BLDG D- EXTERIOR ELEVATION

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING. FURTHER COORDINATION FORTHCOMING

Sheet No.

D-A3.11

AGENDA ITEM NO. VII. A.

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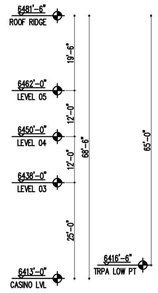

PRIOR SUBMITTAL - ALTERNATE C

ELEVATION - BUILDING E
1/16" = 1'-0"

2 BUILDING E - WEST ELEVATION

1/16" = 1'-0"

1 BUILDING E - SOUTH ELEVATION

1/16" = 1'-0"

GENERAL NOTES:

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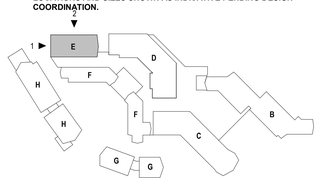

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MATERIALS

ST-01: SPLIT FACE STONE

ST-02: ROUGH STONE SLAB PANELS

CP-01: CEMENT PLASTER - LIGHT GREY

GL-01: VISION GLASS - ANTI-REFLECTION

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MT-02: ANODIZED ALUMINIUM - CHAMPAGNE BRONZE

MT-03: ZINC STANDING SEAM - GREY

WD-01: CEDAR - WARM GREY WOOD SIDING

SL-01: SHINGLE ROOF

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No.	Description	Date

Sheet Title

BLDG E- EXTERIOR ELEVATION

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING. FURTHER COORDINATION FORTHCOMING

Sheet No.

E-A3.10

AGENDA ITEM NO. VII. A.

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2 **BUILDING E - WEST ELEVATION**

1/16" = 1'-0"

1 **BUILDING E - SOUTH ELEVATION**

1/16" = 1'-0"

MATERIALS

ST-01: SPLIT FACE STONE

ST-02: ROUGH STONE SLAB PANELS

CP-01: CEMENT PLASTER - LIGHT GREY

GL-01: VISION GLASS - ANTI-REFLECTION

MT-01: ANODIZED ALUMINIUM - CHARCOAL GREY

MT-02: ANODIZED ALUMINIUM - CHAMPAGNE BRONZE

MT-03: ZINC STANDING SEAM - GREY

WD-01: CEDAR - WARM GREY WOOD SIDING

SL-01: SHINGLE ROOF

GENERAL NOTES:

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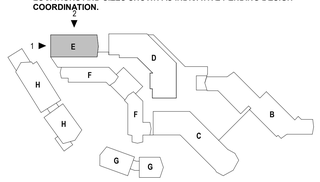

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No.	Description	Date

Sheet Title

BLDG E- EXTERIOR ELEVATION

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING. FURTHER COORDINATION FORTHCOMING

Sheet No.

E-A3.11

AGENDA ITEM NO. VII. A.

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PRIOR SUBMITTAL - ALTERNATE C

ELEVATION - BUILDING F
1/16" = 1'-0"

1 BUILDING F - SOUTHEAST ELEVATION

1/16" = 1'-0"

GENERAL NOTES:

THE PROPOSED ELEVATIONS ARE CONSISTENT WITH THE OVERALL HEIGHT AND MASSING OF THE PREVIOUS SUBMITTAL. THE LANDING POINTS FOR THE TRPA LOW POINTS AND THE MAXIMUM BUILDING HEIGHTS HAVE BEEN COORDINATED. THE TRPA LOW POINTS MAY VARY DUE TO EROSION OR SITE ALTERATIONS SINCE THE PREVIOUS SUBMITTAL.

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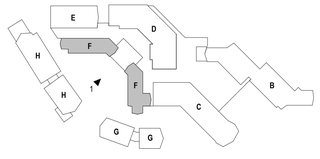

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MATERIALS

ST-01: SPLIT FACE STONE

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CP-01: CEMENT PLASTER - LIGHT GREY

GL-01: VISION GLASS - ANTI-REFLECTION

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MT-02: ANODIZED ALUMINIUM - CHAMPAGNE BRONZE

MT-03: ZINC STANDING SEAM - GREY

WD-01: CEDAR - WARM GREY WOOD SIDING

SL-01: SHINGLE ROOF

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No.	Description	Date

Sheet Title
BLDG F- EXTERIOR ELEVATION

Project No. **22139**

Phase
TECHNICAL COORDINATION IS ONGOING. FURTHER COORDINATION FORTHCOMING

Sheet No.
F-A3.10

AGENDA ITEM NO. VII. A.

Autodesk Docs://22139 Lake Tahoe Hotel & Residence/22139 - Lake Tahoe HR_R22.rvt
9/13/2022 10:47:09 AM

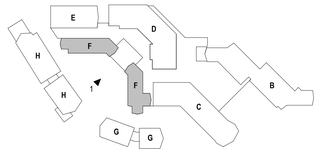
1 **BUILDING F - SOUTHEAST ELEVATION**

1/16" = 1'-0"

GENERAL NOTES:

THE PROPOSED ELEVATIONS ARE CONSISTENT WITH THE OVERALL HEIGHT AND MASSING OF THE PREVIOUS SUBMITTAL. THE LANDING POINTS FOR THE TRPA LOW POINTS AND THE MAXIMUM BUILDING HEIGHTS HAVE BEEN COORDINATED. THE TRPA LOW POINTS MAY VARY DUE TO EROSION OR SITE ALTERATIONS SINCE THE PREVIOUS SUBMITTAL.

FINAL WINDOW PLACEMENT PENDING INTERIOR DESIGN INPUT. LOCATIONS AND SIZES SHOWN AS INDICATIVE PENDING DESIGN COORDINATION.



N

MATERIALS

ST-01: SPLIT FACE STONE

ST-02: ROUGH STONE SLAB PANELS

CP-01: CEMENT PLASTER - LIGHT GREY

GL-01: VISION GLASS - ANTI-REFLECTION

MT-01: ANODIZED ALUMINIUM - CHARCOAL GREY

MT-02: ANODIZED ALUMINIUM - CHAMPAGNE BRONZE

MT-03: ZINC STANDING SEAM - GREY

WD-01: CEDAR - WARM GREY WOOD SIDING

SL-01: SHINGLE ROOF

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EKN Development

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50% Schematic Design - TRPA Review Submission	**Oct 12, 2022**

No.	Description	Date

Sheet Title

BLDG F- EXTERIOR ELEVATION

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING. FURTHER COORDINATION FORTHCOMING

Sheet No.

F-A3.11

AGENDA ITEM NO. VII. A.

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9/1/2022 12:30:32 PM

PRIOR SUBMITTAL - ALTERNATE C

ELEVATION - BUILDING G
1/16" = 1'-0"

1 **BUILDING G - EAST ELEVATION**

1/16" = 1'-0"

GENERAL NOTES:

THE PROPOSED ELEVATIONS ARE CONSISTENT WITH THE OVERALL HEIGHT AND MASSING OF THE PREVIOUS SUBMITTAL. THE LANDING POINTS FOR THE TRPA LOW POINTS AND THE MAXIMUM BUILDING HEIGHTS HAVE BEEN COORDINATED. THE TRPA LOW POINTS MAY VARY DUE TO EROSION OR SITE ALTERATIONS SINCE THE PREVIOUS SUBMITTAL.

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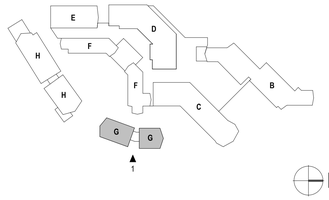

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MATERIALS

ST-01: SPLIT FACE STONE

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GL-01: VISION GLASS - ANTI-REFLECTION

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MT-03: ZINC STANDING SEAM - GREY

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No.	Description	Date

Sheet Title
BLDG G- EXTERIOR ELEVATION

Project No. **22139**

Phase
TECHNICAL COORDINATION IS ONGOING. FURTHER COORDINATION FORTHCOMING

Sheet No.
G-A3.10

AGENDA ITEM NO. VII. A.

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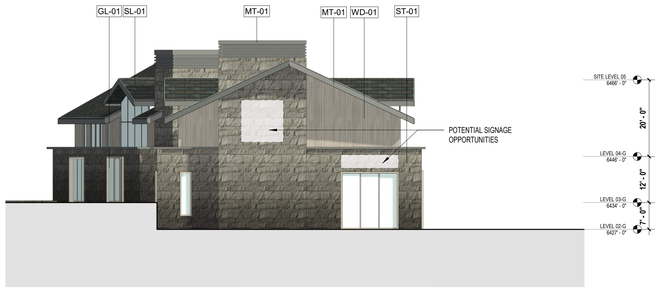

2 **BUILDING G - SOUTH ELEVATION**

1/16" = 1'-0"

1 **BUILDING G - EAST ELEVATION**

1/16" = 1'-0"

GENERAL NOTES:

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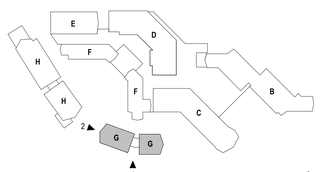

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MATERIALS

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ST-02: ROUGH STONE SLAB PANELS

CP-01: CEMENT PLASTER - LIGHT GREY

GL-01: VISION GLASS - ANTI-REFLECTION

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No.	Description	Date

Sheet Title

BLDG G- EXTERIOR ELEVATION

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING. FURTHER COORDINATION FORTHCOMING

Sheet No.

G-A3.11

AGENDA ITEM NO. VII. A.

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9/1/2022 12:31:31 PM

PRIOR SUBMITTAL - ALTERNATE C

ELEVATION - BUILDING H
1/16" = 1'-0"

1 **BUILDING H - SOUTHEAST ELEVATION**

1/16" = 1'-0"

GENERAL NOTES:

THE PROPOSED ELEVATIONS ARE CONSISTENT WITH THE OVERALL HEIGHT AND MASSING OF THE PREVIOUS SUBMITTAL. THE LANDING POINTS FOR THE TRPA LOW POINTS AND THE MAXIMUM BUILDING HEIGHTS HAVE BEEN COORDINATED. THE TRPA LOW POINTS MAY VARY DUE TO EROSION OR SITE ALTERATIONS SINCE THE PREVIOUS SUBMITTAL.

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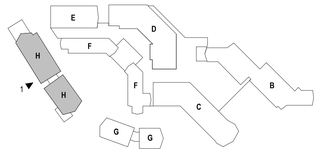

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50% Schematic Design - TRPA Review Submission **Oct 12, 2022**

No.	Description	Date

Sheet Title
BLDG H- EXTERIOR ELEVATION

Project No. **22139**

Phase
TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.
H-A3.10

AGENDA ITEM NO. VII. A.

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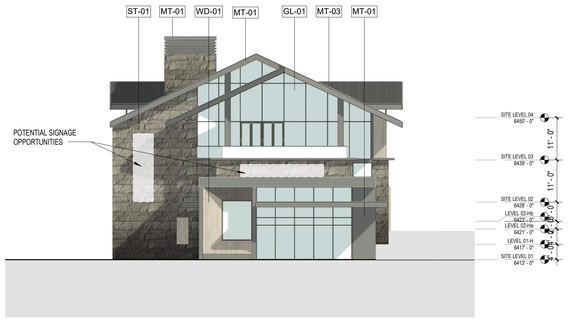
10/12/2022 11:46:33 AM



2 **BUILDING H - SOUTHWEST ELEVATION**

1/16" = 1'-0"

1 **BUILDING H - SOUTHEAST ELEVATION**

1/16" = 1'-0"

GENERAL NOTES:

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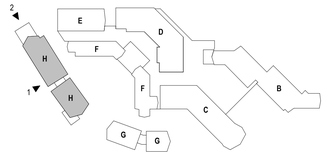

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No.	Description	Date

Sheet Title

BLDG H- EXTERIOR ELEVATION

Project No. **22139**

Phase

TECHNICAL COORDINATION IS ONGOING, FURTHER COORDINATION FORTHCOMING

Sheet No.

H-A3.11

AGENDA ITEM NO. VII. A.

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No.	Description	Date

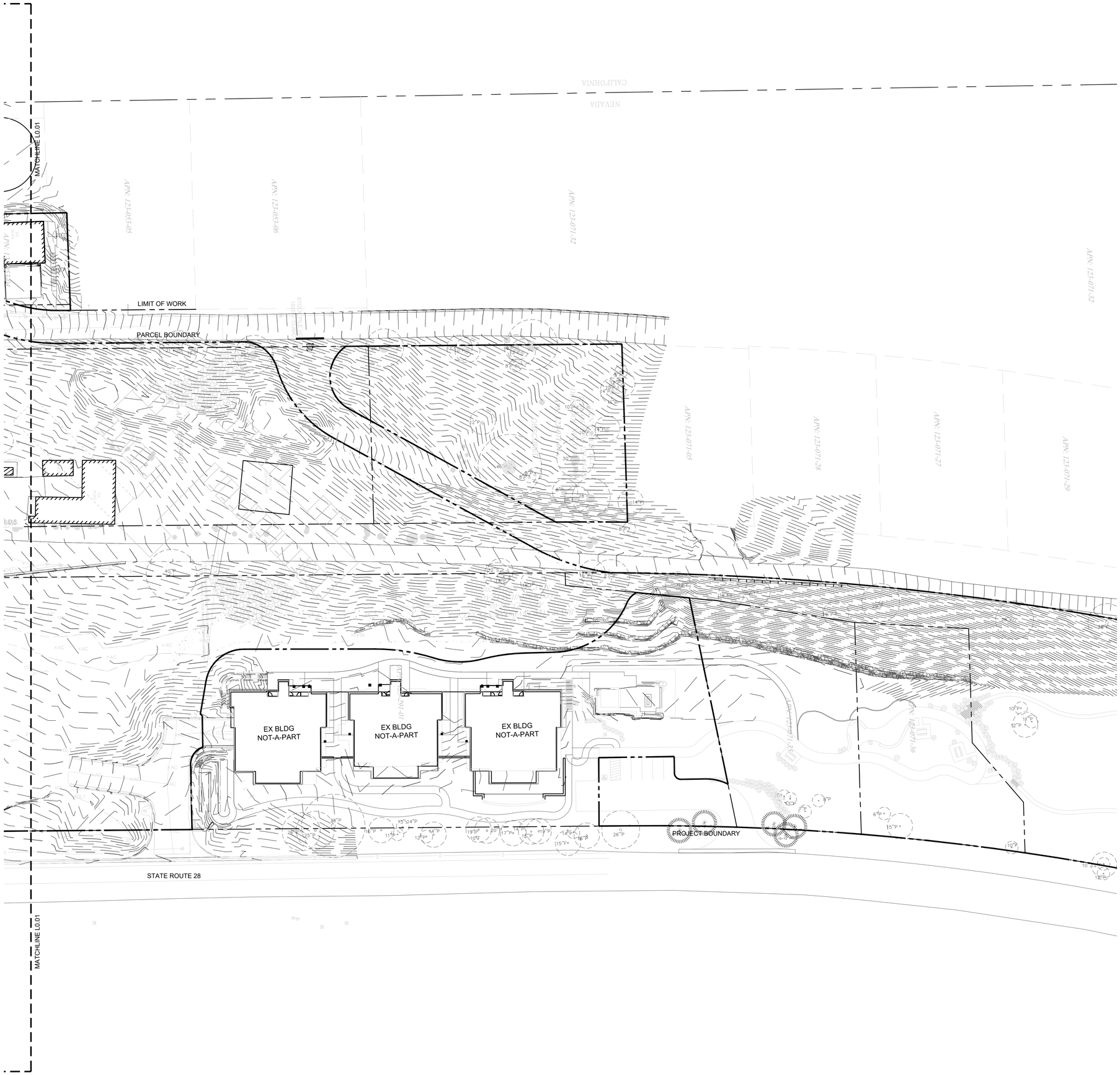
Sheet Title

EXISTING SITE PLAN

Project No. 22139

Sheet No.

L0.01



NORTH

0 10 20 40
ORIGINAL SCALE: 1"=20'-00"

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No.	Description	Date

Sheet Title
EXISTING SITE PLAN

Project No. 22139

Sheet No.
L0.02

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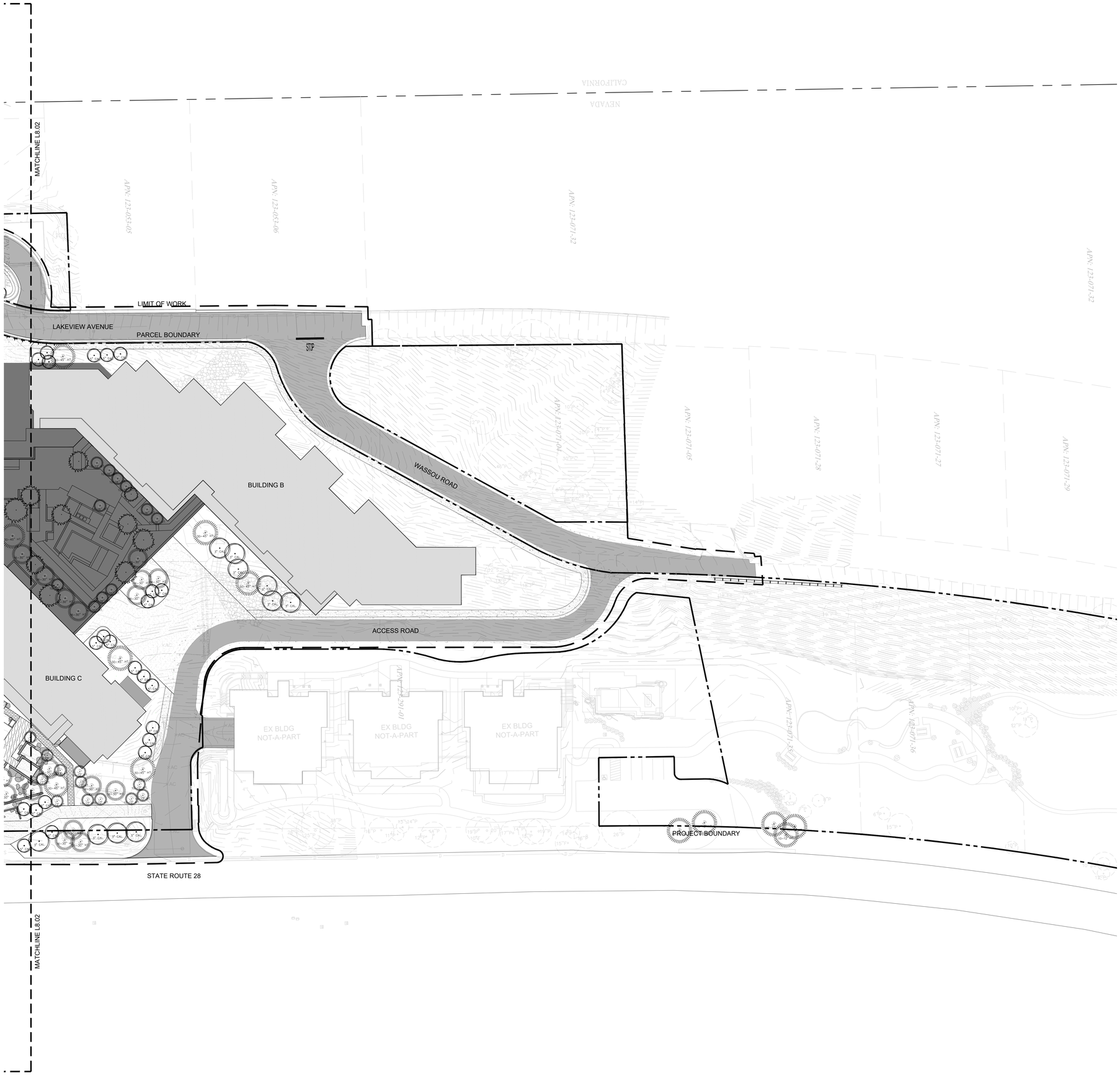
No.	Description	Date

Sheet Title
PROPOSED SITE PLAN

Project No. 22139

Sheet No.
L0.03



NORTH

0 10 20 40
ORIGINAL SCALE: 1"=20'-00"

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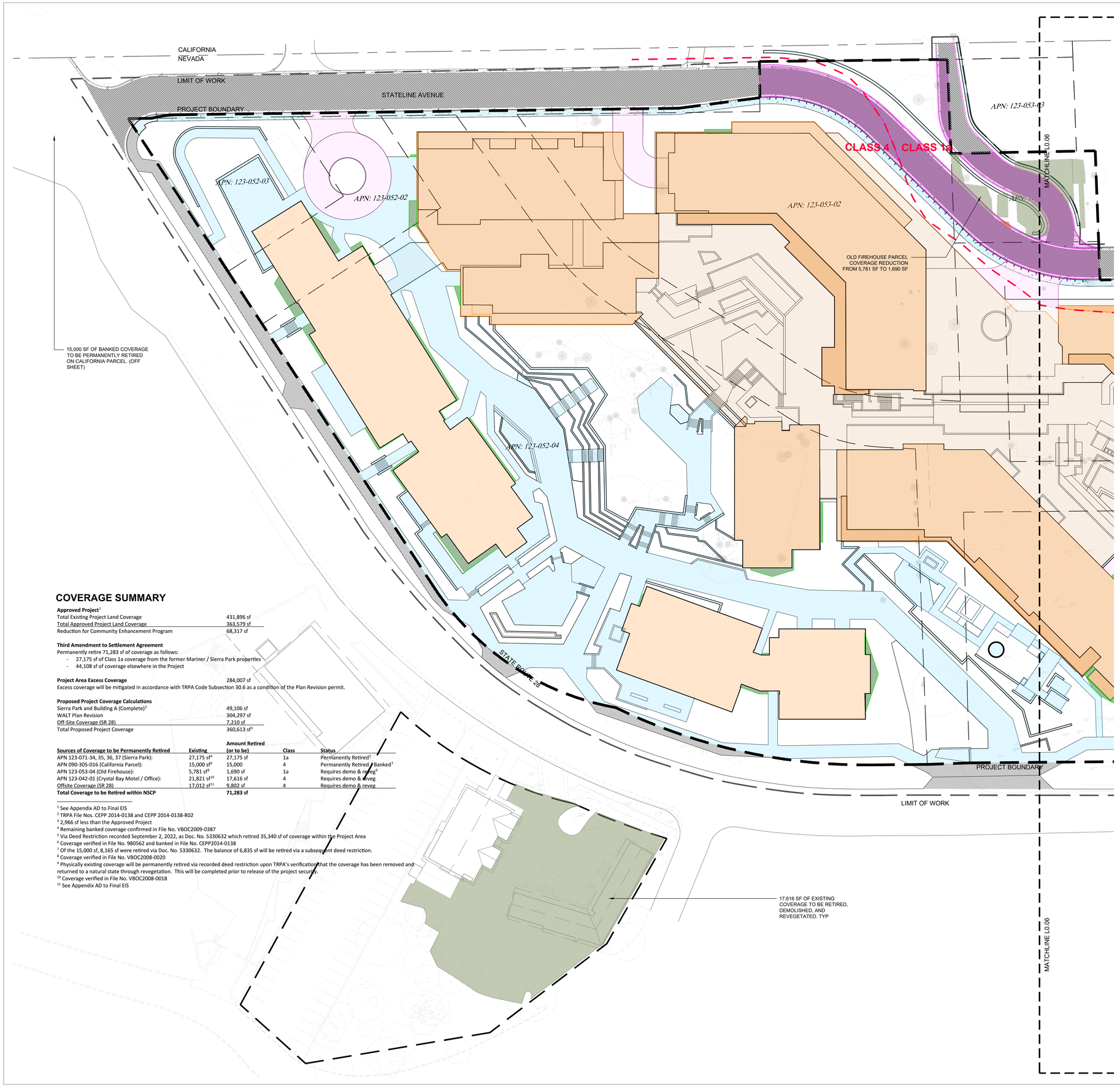
No.	Description	Date

Sheet Title
PROPOSED SITE PLAN

Project No. 22139

Sheet No.
L0.04

REFERENCE ITEM NO. VII. A.



COVERAGE LEGEND

- BUILDING / PARKING COVERAGE
- HORIZONTAL HARDSCAPE
- ROW COVERAGE
- SITE DRIVEWAY
- LINEAR PUBLIC FACILITY (LPF)
- ROOF OVERHANG
- PHASE 1 / EXISTING COVERAGE
- OFF SITE COVERAGE
- ROW COVERAGE OUTSIDE PROJECT AREA

COVERAGE SUMMARY

Approved Project[1]

Total Existing Project Land Coverage	431,896 sf
Total Approved Project Land Coverage	363,579 sf
Reduction for Community Enhancement Program	68,317 sf

Third Amendment to Settlement Agreement

Permanently retire 71,283 sf of coverage as follows:

- 27,175 sf of Class 1a coverage from the former Mariner / Sierra Park properties
- 44,108 sf of coverage elsewhere in the Project

Project Area Excess Coverage 284,007 sf

Excess coverage will be mitigated in accordance with TRPA Code Subsection 30.6 as a condition of the Plan Revision permit.

Proposed Project Coverage Calculations

Sierra Park and Building A (Complete)[2]	49,106 sf
WALT Plan Revision	304,297 sf
Off-Site Coverage (SR 28)	7,210 sf
Total Proposed Project Coverage	360,613 sf[3]

Sources of Coverage to be Permanently Retired	Existing	Amount Retired (or to be)	Class	Status
APN 123-071-34, 35, 36, 37 (Sierra Park):	27,175 sf[4]	27,175 sf	1a	Permanently Retired[5]
APN 090-305-016 (California Parcel):	15,000 sf[6]	15,000	4	Permanently Retired / Banked[7]
APN 123-053-04 (Old Firehouse):	5,781 sf[8]	1,690 sf	1a	Requires demo & reveg[9]
APN 123-042-01 (Crystal Bay Motel / Office):	21,821 sf[10]	17,616 sf	4	Requires demo & reveg
Offsite Coverage (SR 28)	17,012 sf[11]	9,802 sf	4	Requires demo & reveg
Total Coverage to be Retired within NSCP		**71,283 sf**		

[1] See Appendix AD to Final EIS
[2] TRPA File Nos. CEPP 2014-0138 and CEPP 2014-0138-R02
[3] 2,966 sf less than the Approved Project
[4] Remaining banked coverage confirmed in File No. VBOC2009-0387
[5] Via Deed Restriction recorded September 2, 2022, as Doc. No. 5330632 which retired 35,340 sf of coverage within the Project Area
[6] Coverage verified in File No. 980562 and banked in File No. CEPP2014-0138
[7] Of the 15,000 sf, 8,165 sf were retired via Doc. No. 5330632. The balance of 6,835 sf will be retired via a subsequent deed restriction.
[8] Coverage verified in File No. VBOC2008-0020
[9] Physically existing coverage will be permanently retired via recorded deed restriction upon TRPA's verification that the coverage has been removed and returned to a natural state through revegetation. This will be completed prior to release of the project security.
[10] Coverage verified in File No. VBOC2008-0018
[11] See Appendix AD to Final EIS

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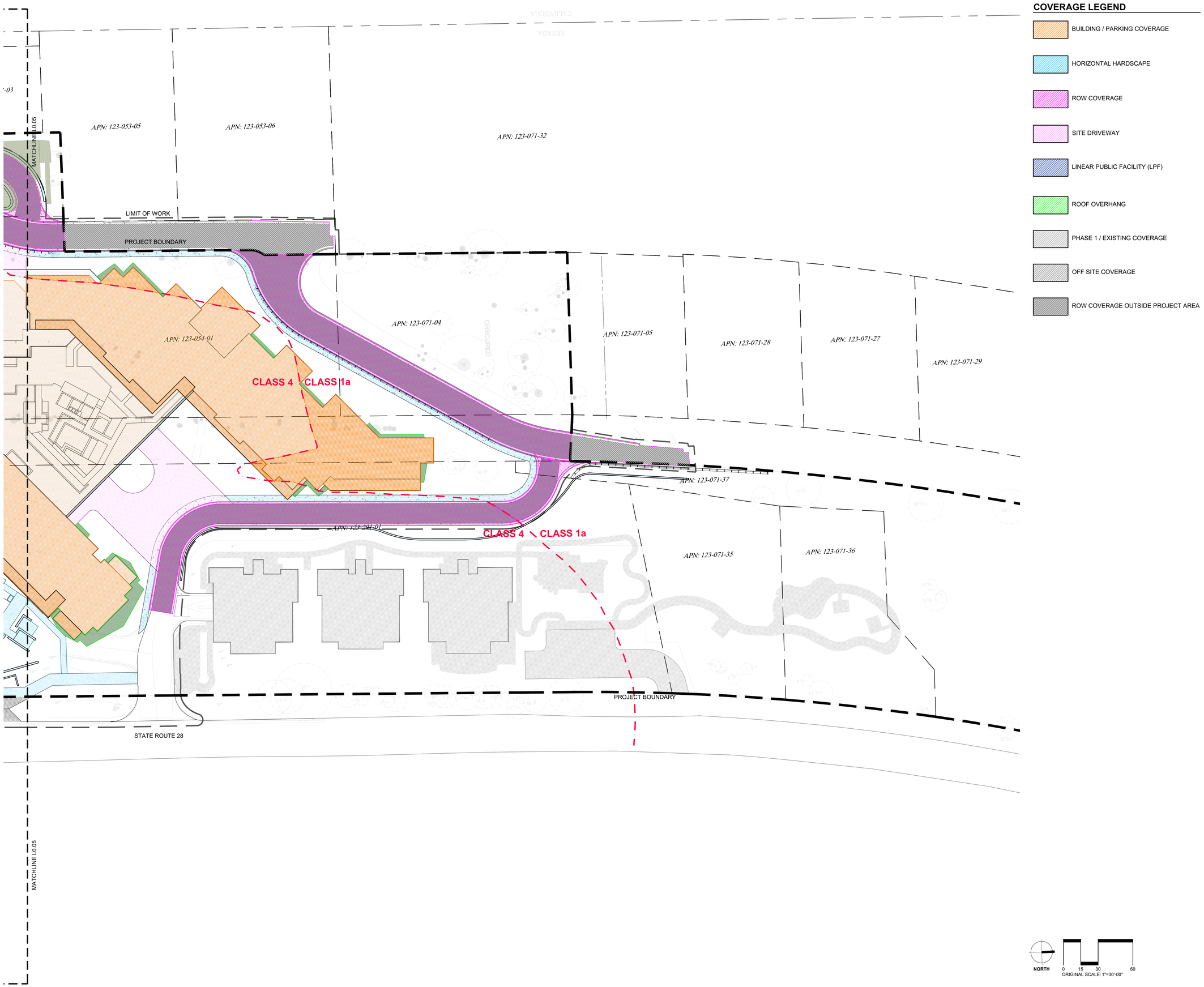
COVERAGE PLAN

Sheet No.

L0.05

RC-DA-PLM NO. VII. A.



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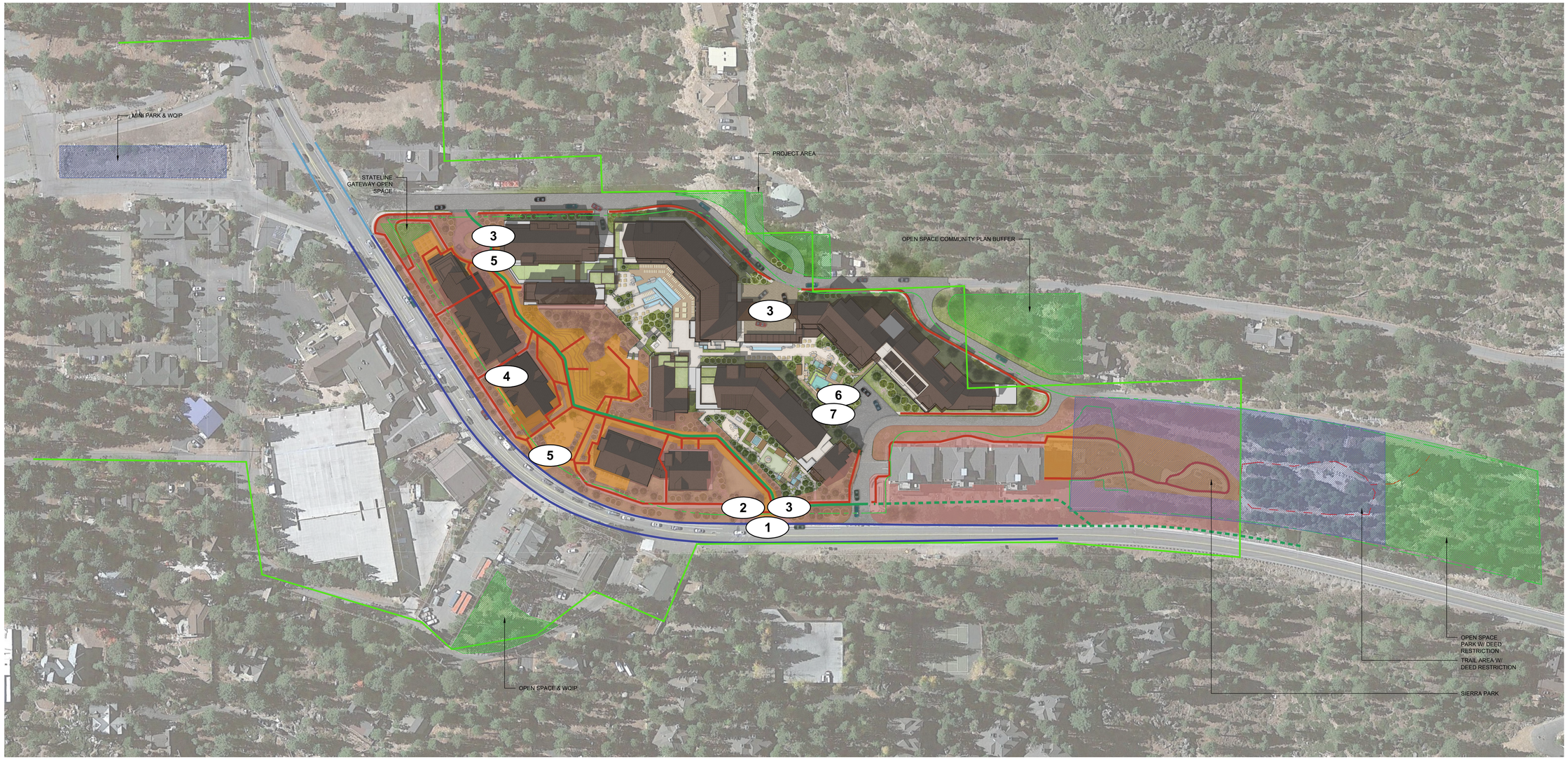
No.	Description	Date

Sheet Title
COVERAGE PLAN

Project No. 22139

Sheet No.
L0.06



OPEN SPACE AND TRAILS CONFORMANCE WITH EIS

LEGEND

- PROPOSED PEDESTRIAN PATH (6,335 LF)
- PROPOSED HIKING PATH (902 LF)
- BOULDER BAY AASHTO BIKE LANE (2,905 LF)
- EXISTING PLACER COUNTY AASHTO BIKE LANE
- FUTURE NEVADA STATELINE TO STATELINE BIKEWAY ACCESS EASEMENT
- FUTURE AASHTO MULTI-USE PATH - NEVADA STATELINE TO STATELINE TRAIL EASEMENT
- GATHERING SPACE
- COMMUNITY PLAN BOUNDARY
- OUTDOOR PUBLIC SPACE - DOES NOT INCLUDE INDOOR PUBLIC SPACE
- OPEN SPACE
- PARK SPACE

PUBLIC / ALTERNATIVE TRANSPORTATION

1.TART BUS BAY x2

2. TRANSIT CENTER
   - INFO KIOSK
   - WAITING AREA

3. SHUTTLE STOPS /SKI / NLTE
   - INFO KIOSK
   - WAITING AREA

4. CYCLIST SHOP
   - COMPRESSOR
   - BASIC TOOLS
   - HYDRATION

5. BICYCLE STORAGE

6. ALTERNATE FUEL CAR SHARE CENTER

7. ELECTRIC BICYCLE RENTAL CENTER

NORTH

0 37.5 75 150
ORIGINAL SCALE: 1"=75'-00"

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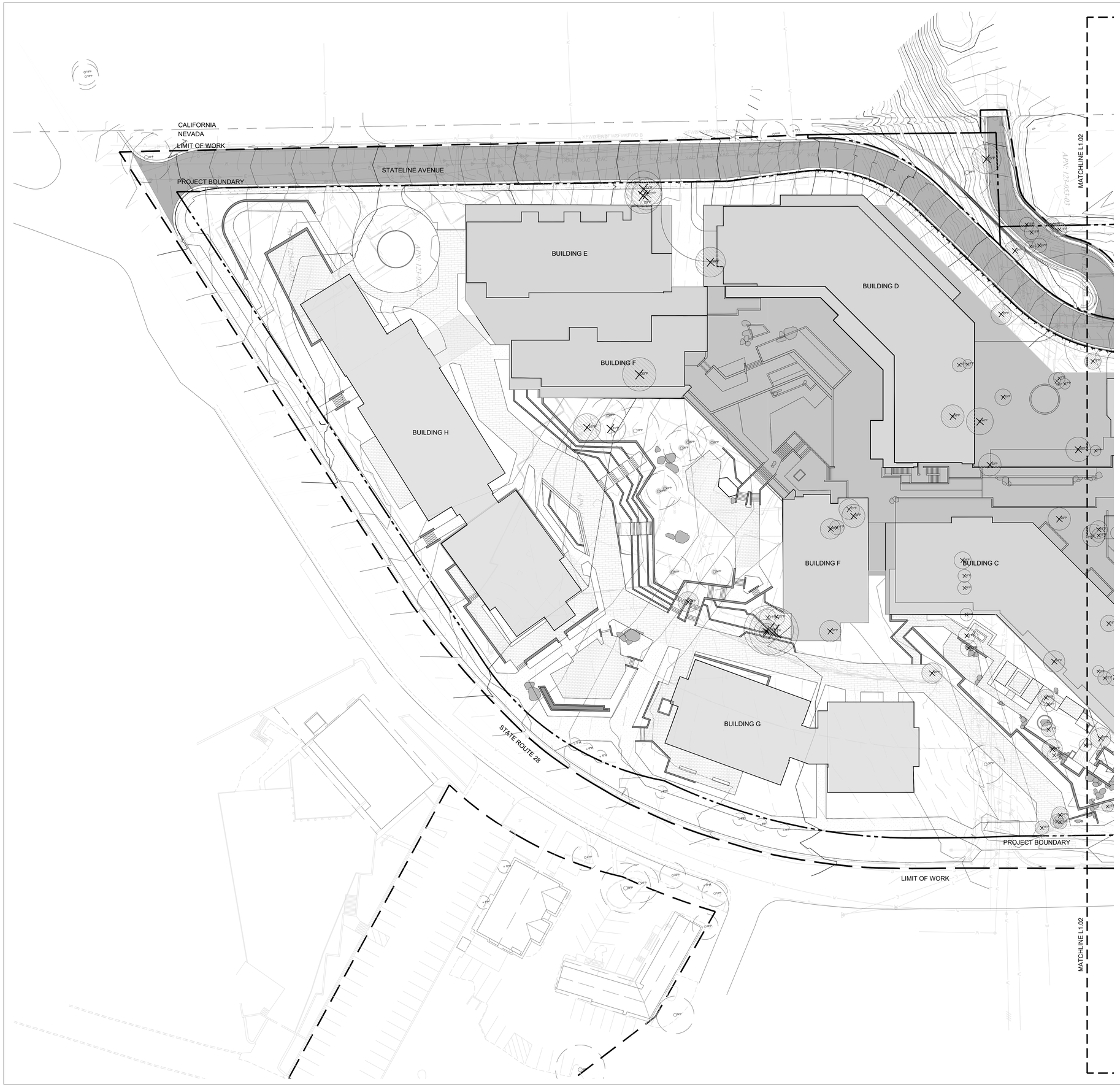
No.	Description	Date

Sheet Title Project No. 22139

OPEN SPACE AND TRAILS

Sheet No.

L0.07



TREE REMOVAL LEGEND

EXISTING TREE TO REMAIN
(LABEL CORRESPONDS TO ARBORIST'S REPORT)

EXISTING TREE TO BE REMOVED BASED ON ARBORIST'S REPORT,
(LABEL CORRESPONDS TO ARBORIST'S REPORT)
NOTE: TREES SHALL HAVE THEIR STUMPS AND ROOTS REMOVED.

EXISTING TREE TO BE REMOVED BASED ON CONSTRUCTION DEVELOPMENT ACTIVITIES,
(LABEL CORRESPONDS TO ARBORIST'S REPORT)
NOTE: TREES SHALL HAVE THEIR STUMPS AND ROOTS REMOVED.

TREE INVENTORY BY SIZE CLASS

SIZE CLASS (dbh)	PROPOSED FOR REMOVAL BASED ON ARBORIST'S REPORT	PROPOSED FOR REMOVAL BASED ON CONSTRUCTION ACTIVITIES	TOTAL TREES PROPOSED FOR REMOVAL
6"	0	3	3
7"	0	3	3
8"	0	7	7
9"	0	0	0
10"	1	9	10
11"	0	1	1
12"	1	17	18
13"	1	3	4
14"	1	9	10
15"	0	13	13
16"	0	9	9
17"	2	4	6
18"	1	10	11
19"	0	1	1
20"	1	12	13
21"	1	2	3
22"	0	7	7
23"	2	4	6
24"	0	3	3
25"	0	3	3
26"	1	1	2
27"	0	2	2
28"	0	2	2
30"	0	3	3
31"	1	0	1
32"	0	1	1
33"	0	2	2
34"	0	1	1
36"	0	2	2
38"	0	0	0
39"	0	1	1
40"	0	2	2
42"	0	1	1
48"	0	0	0
TOTAL	**13**	**138**	**158**

*112 TREES UNDER 14" dbh
*12 TREES OVER 30" dbh

TREE REMOVAL NOTES

1. CONTRACTOR SHALL CONFORM WITH CHAPTER 71 OF THE TRPA CODE OF ORDINANCE WHEN REMOVING ANY TREE ON SITE
2. 87 TREES HAVE BEEN IDENTIFIED FOR REMOVAL TO IMPROVE SLOPE STABILITY
3. REFER TO FINDINGS FOR REFORESTATION PLAN

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EKN Development Group
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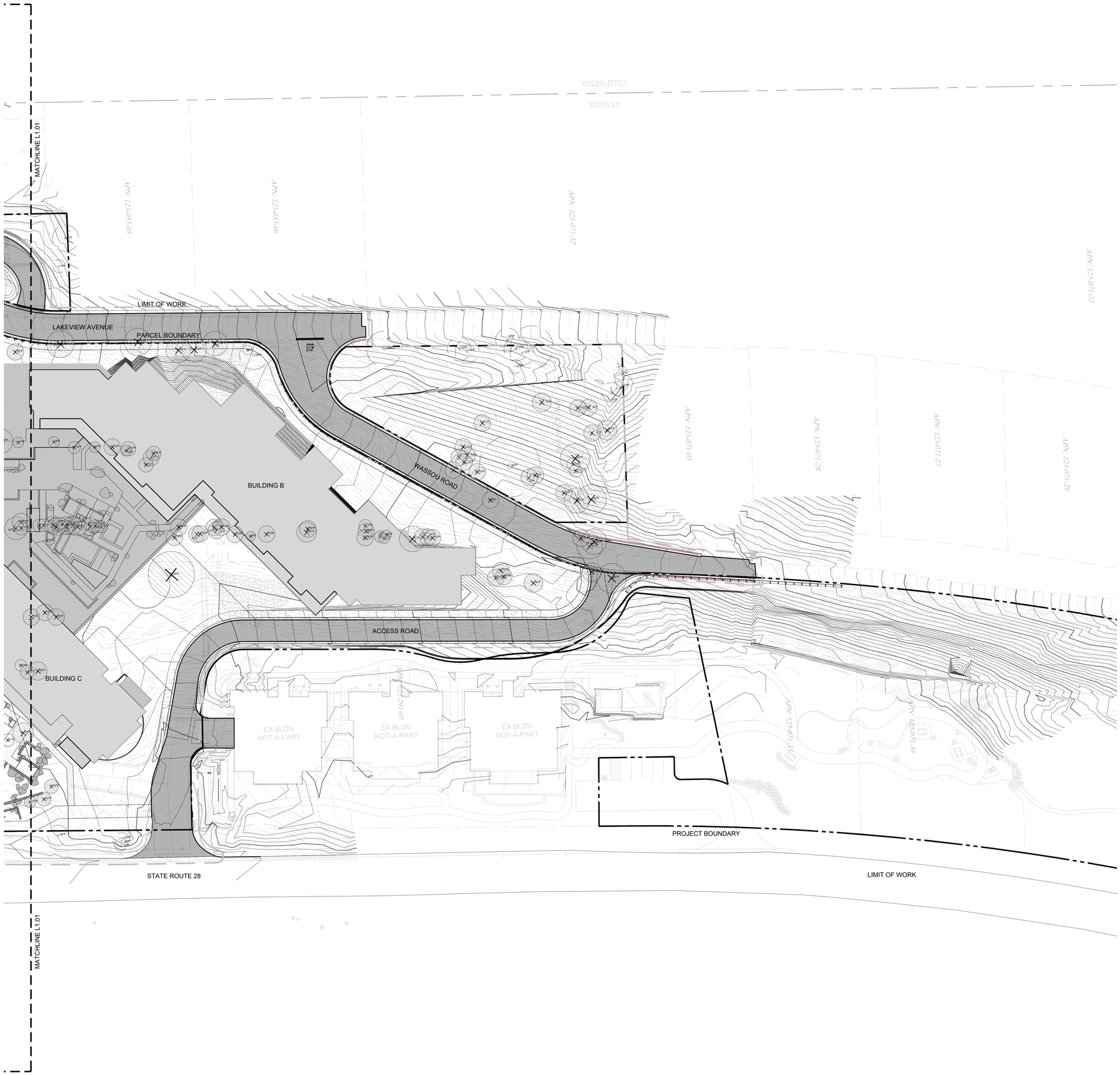
Suite 11-262
Newport Beach, CA 92660

No.	Description	Date

Sheet Title
TREE REMOVAL PLAN

Project No. 22139

Sheet No.
L1.01



TREE REMOVAL LEGEND

EXISTING TREE TO REMAIN
(LABEL CORRESPONDS TO ARBORIST'S REPORT)

EXISTING TREE TO BE REMOVED BASED ON ARBORIST'S REPORT,
(LABEL CORRESPONDS TO ARBORIST'S REPORT)
NOTE: TREES SHALL HAVE THEIR STUMPS AND ROOTS REMOVED.

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20"	1	12	13
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NORTH
0 10 20 40
ORIGINAL SCALE: 1"=20'-00"

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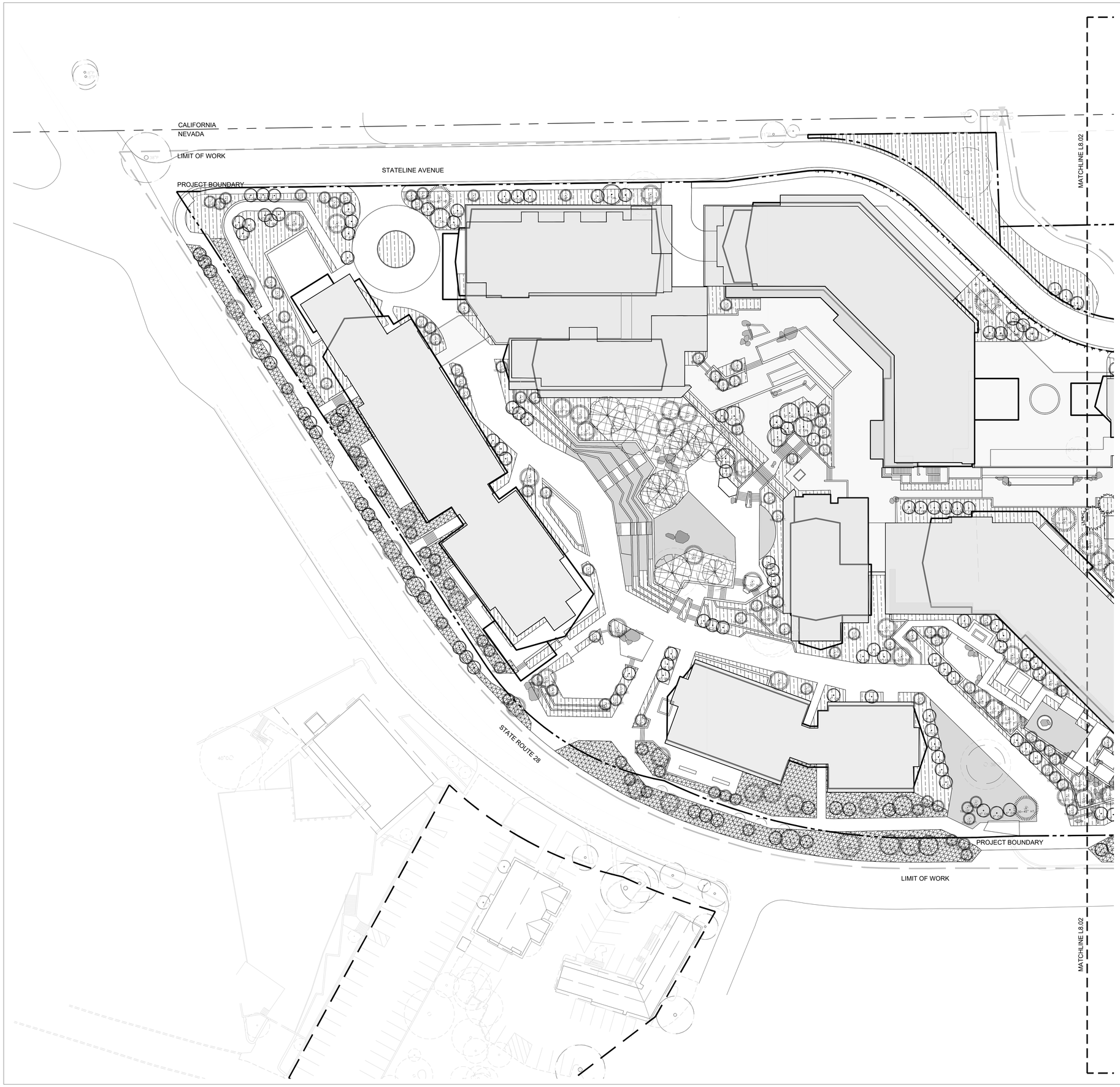

MASTER PLANT LEGEND

PLANT LIST

Existing Trees to Remain

Manzanita Trees

Evergreen Trees

Aspen Trees

INTENSIVE LANDSCAPE TREATMENT TYPE 1

- Located on streetscape for SR 28 and internal street
- semi-formal street deciduous tree clusters with groundcover/perennial plantings and limited turf
- Frequent irrigation

INTENSIVE LANDSCAPE TREATMENT TYPE 2

- Located at main entrances to buildings
- Tall pines to provide scale with informal grouping and perennials under
- Moderate Irrigation (less than type 1)

EXISTING TREE LANDSCAPE TREATMENT

- Surrounds largest area
- Located in the center of the site above the internal street. Other areas are located throughout the site where existing trees have been retained
- Shrubs and groundcovers under existing trees
- Low irrigation - match natural water conditions

NATURAL LANDSCAPE TREATMENT

- Located on graded slopes adjacent to buildings
- Native/adapted trees, shrubs, and groundcovers
- Temporary irrigation to establish

REVEGETATION AND RESTORATION LANDSCAPE TREATMENT

- Located on graded slopes towards the north of the site on road frontages
- Native trees, shrubs and groundcovers
- Temporary irrigation to establish

EVERGREEN TREES

Calocedrus decurrens	Incense Cedar
Pinus jeffrey	Jeffrey Pine
Pinus ponderosa	Ponderosa Pine

DECIDUOUS TREES

Acer circinatum	Vine Maple
Acer palmatum ' Sango Kaku'	Coral Bark Maple
Populus tremuloides	Quaking Aspen
Sorbus aucuparia	European Mountain Ash
Quercus rubra	Red Oak

SHRUBS

Acer glabrum	Maple, Rocky Mountain
Alnus tunuifolia	Mountain Alder
Amelanchier alnifolia	Western Serviceberry
Berberis thunbergi 'Rose Glow'	Rose Glow Japanese Barberry
Cotoneaster microphyllus	Rockspray Cotoneaster
Cornus stolonifera 'Baileyi'	Bailey Red-osier Dogwood
Euonymus alatus 'Compacta'	Dwarf Burning Bush
Euonymus fortunei 'Canadale Gold'	Canadale Gold Euonymus
Kalmia latifolia 'Nipmuck'	Nipmuck Mountain Laurel
Mahonia aquifolium	Oregon Grape Holly
Potentilla fruticosa 'Goldfinger'	Goldfinger Shrubby Cinquefoil
Physocarpus monogynus	Mountain Ninebark
Rhododendron 'Purple Gem'	Purple Gem Rhododendron
Ribes alpinum	Alpine Currant
Rosa woodsi var. ultramontana	Woods Rose
Sambucus racemosa	Elderberry
Sorbus californica	Mountain Ash, California
Spirea japonica 'Bumalda'	Bumalda Spirea
Spirea prunifolia	Bridalwreath Spirea
Viburnum opulus 'Compactum'	Compact European Cranberry Bush

GROUNDCOVERS/ PERENNIALS

Astilbe x arendsii 'Peach Blossom'	Peach Blossom Astilbe
Aquilegia spp.	Columbine
Arctostaphylos uva-ursi	Bearberry
Ceanothus prostratus	Squaw Carpet
Fragaria virginiana	Mountain Strawberry
Galium odorata	Sweet Woodruff
Hemerocallis hybrid 'Stella de Oro'	Stella de Oro Daylili
Iris siberica	Siberian Iris
Lupine spp.	Lupine
Pachysandra terminalis	Japanese Spurge
Parthenosis quinquefolia	Virginia Creeper
Penstemon newberryi	Newberry Penstemon
Rudbeckia hirta	Black-eyed Susan
Rudbeckia parvifolia	Thimbleberry
Sedum spp.	Stonecrop
Symphoricarpus x chenaulti 'Hancock'	Hancock Creeping Snowberry

PERENNIAL MIXES

Perennial/Bulb Mix

1. Eschscholzia california	California Poppy
2. Penstemon strictus	Rocky Mountain Penstemon
3. Sedum 'Autumn Joy'	Autumn Joy Stonecrop Sedum
4. Aster x frikarii 'Monch'	Monch Aster
5. Rudbeckia hirta	Black-eyed Susan
6. Coreopsis lanceolata	Coreopsis
7. Phlox subulata	Creeping Phlox
8. Nepeta x faassenii	Catmint
9. Tupipa spp.	Tulip

GRASSES/ TURF

Turf

1. Poa pratensis/Lolium perenne	Kentucky Bluegrass/Perennial Rye mix

Native Grass/Perennial Mix 1

1. Elymus elymoides ssp. californicus	Squirreltail
2. Festuca glauca	Blue Fescue
3. Penstemon strictus	Rocky Mountain Penstemon
4. Gaillardia aristata	Blanket Flower
5. Linum lewisii	Blue Flax
6. Achillea millefolium	Yarrow

Native Grass/Perennial Mix 2

1. Elymus elymoides ssp. californicus	Squirreltail
2. Festuca glauca	Blue Fescue
3. Aquilegia Spp.	Columbine
4. Arnica chamissonis ssp. foliosa	Arnica
5. Lupinus brewerii	Brewer's Lupine

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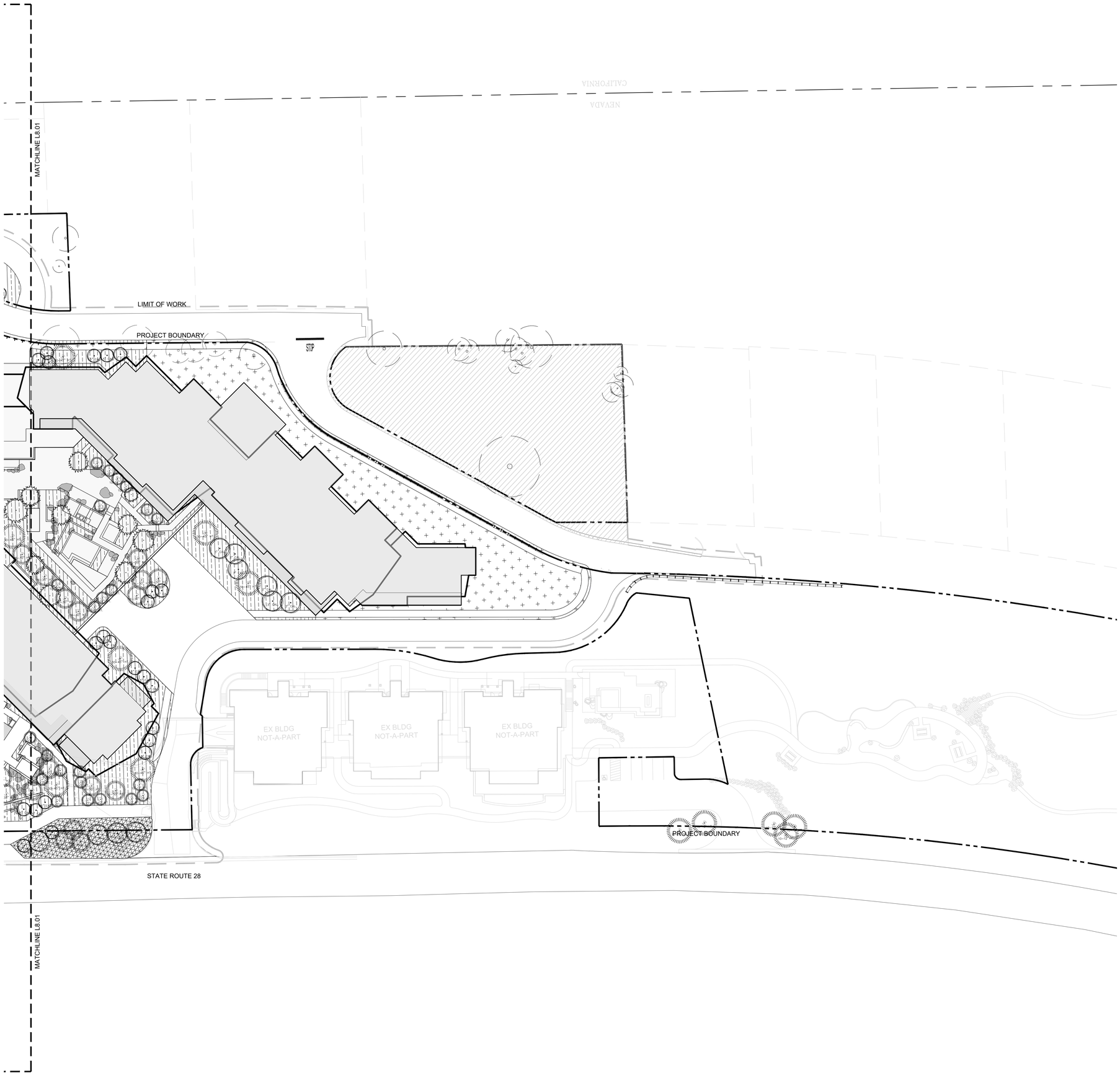
LANDSCAPE PLAN

Project No. 22139

Sheet No.

L8.01



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NORTH

0 10 20 40

ORIGINAL SCALE: 1"=20'-00"

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Sheet Title

LANDSCAPE PLAN

Project No. **22139**

Sheet No.

L8.02

BMP PLAN

LOCATED AT 5 NV-28, CRYSTAL BAY, NV 89402

PROJECT TEAM

OWNER

EKN DEVELOPMENT GROUP
220 NEWPORT CENTER DRIVE, SUITE 11-262
NEWPORT BEACH CA, 92660
CONTACT: MIKE JOLLY
PHONE: 310.776.0621

ARCHITECT

SB ARCHITECTS
415 JACKSON ST. SUITE 100
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GEOTECHNICAL

BLACK EAGLE CONSULTING, INC
1345 CAPITAL BOULEVARD, SUITE A
RENO, NV 89502
CONTACT:
PHONE: 775.359.6600

CIVIL ENGINEER

N CONSULTING ENGINEERS, INC.
4 PARK PLAZA, SUITE 1750
IRVINE, CA 92614
CONTACT: DEREK H. KARIMOTO, P.E.
PHONE: 714.514.8858

SURVEYOR

CFA, INC.
1150 CORPORATE BLVD
RENO, NV 89502
CONTACT: KEVIN GERMAN, P.L.S.
PHONE: 775-856-1150

PROJECT INFORMATION

ADDRESS

47 RESERVOIR RD, 101 LAKE VIEW AVE, 0 WASSOU ROAD, 5 SR 28, 0 SR 28 & 1 BIG WATER DRIVE
CRYSTAL BAY, NV 89402

APN(S)

123-052-02, 123-052-03, 123-052-04,123-053-02, 123-053-04, 123-054-01, 123-071-04, 123-071-35, 123-071-36, 123-291-01

SITE AREA

11.12 ACRES

ZONING

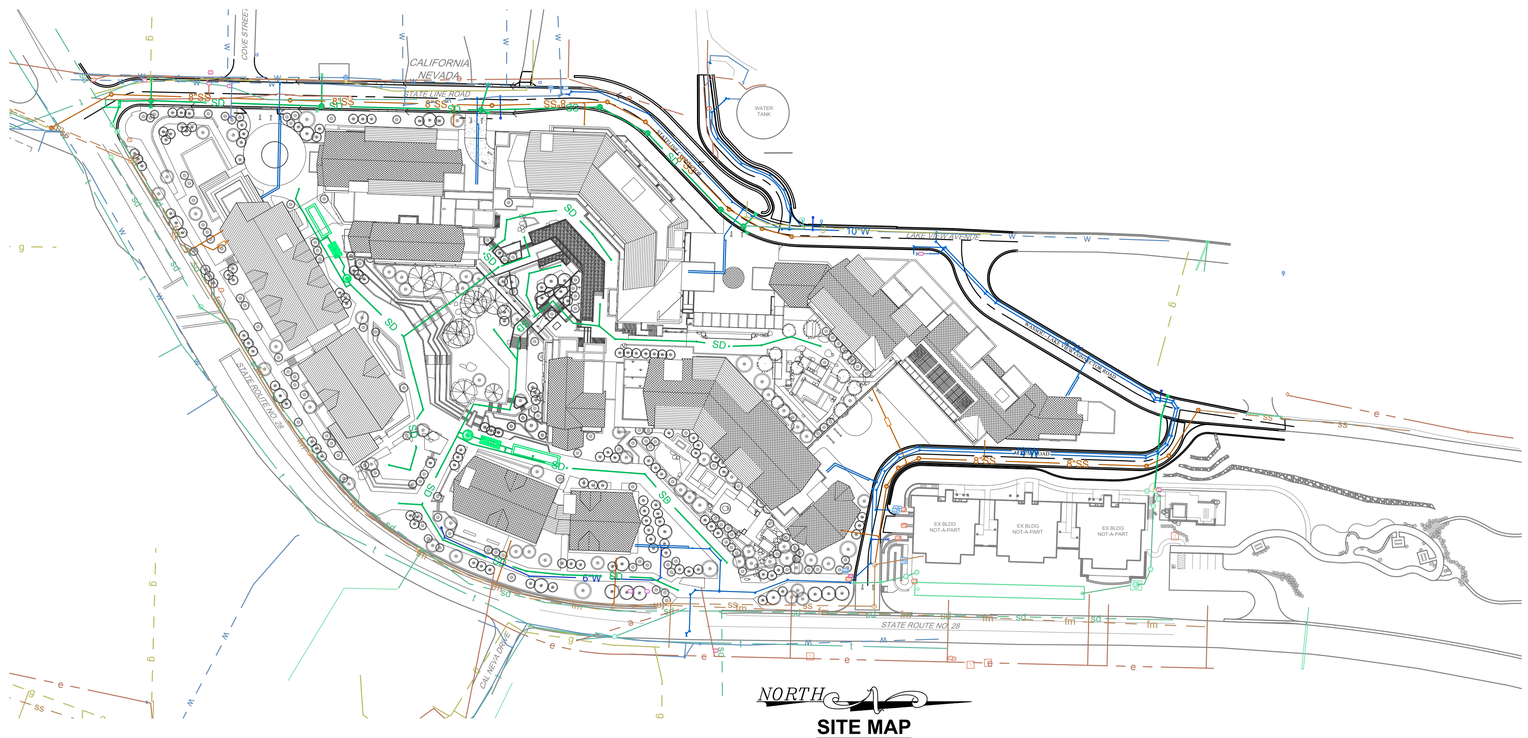
TA_CBT: TAHOE - CRYSTAL BAY TOURIST

LAND USE(S)

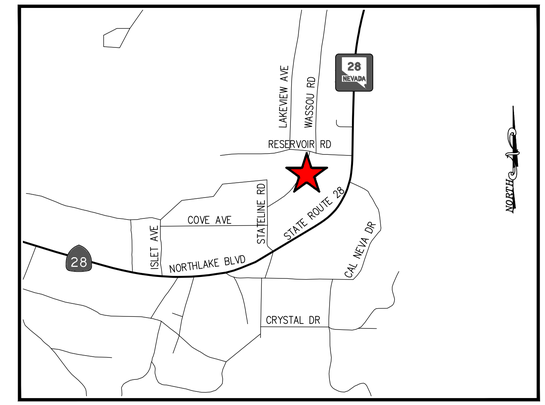
120: VACANT - SINGLE FAMILY RESIDENTIAL
400: GENERAL COMMERCIAL
420: CASINO OR HOTEL CASINO

FLOOD ZONE

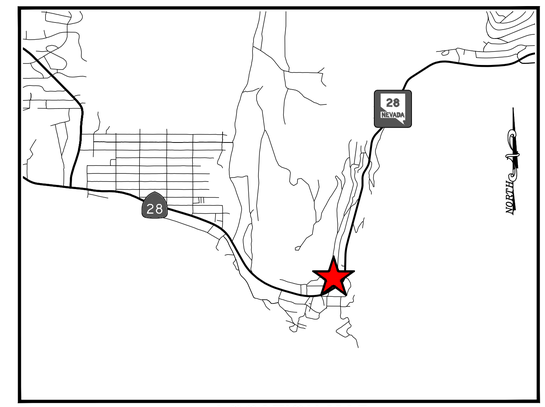
ZONE "X" - MAP 32031C3400G



SITE MAP
SCALE 1" = 80'



VICINITY MAP
SCALE: 1" = 500'



LOCATION MAP
SCALE: 1" = 2,500'

ABBREVIATIONS

AB	AGGREGATE BASE	FW	FIRE WATER	RCP	REINFORCED CONCRETE PIPE
ABAN	ABANDONED	FWY	FREEWAY	RD	ROOF DRAIN
AC	ASPHALT CONCRETE	G	GAS, GENERAL	RW/ROW	RIGHT OF WAY
AD	AREA DRAIN	GB	GRADE BREAK	S	SEWER, SLOPE, SOUTH
BCR	BEGINNING CURB RETURN	GI	GRATE INLET	SCH	SCHEDULE
BOP	BOTTOM OF PIPE	GM	GAS METER	SCO	SEWER CLEANOUT
BTWN	BETWEEN	GMH	GREASE MANHOLE	SD	STORM DRAIN
CCS	CALIFORNIA COORDINATE SYSTEM	GS	GAS SERVICE	SHT	SHEET
CF	CURB FACE	GT	GATE	SL	STREET LIGHT
CL	CENTERLINE, CLASS	GV	GATE VALVE, GAS VALVE	SPPWC	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
CMB	COMMUNICATIONS PULLBOX	H	HEIGHT	SQ	SQUARE
CMH	COMMUNICATIONS MANHOLE	HDPE	HIGH DENSITY POLYETHYLENE	SS	SANITARY SEWER, STAINLESS STEEL
CO	CLEANOUT	HORIZ	HORIZONTAL	ST	STREET
CONC	CONCRETE	HP	HIGH POINT ELEVATION	STA	STATION
CTV	CABLE TV	ICV	IRRIGATION CONTROL VALVE	STL	STEEL
CY	CUBIC YARD	ICB	IRRIGATION CONTROL BOX / CABINET	STD	STANDARD
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY	INV	INVERT	SVLT	SEWER VAULT
DI	DUCTILE IRON	L	LENGTH	SW	SIDEWALK
DIA	DIAMETER	LAT	LATERAL	TB	THRUST BLOCK
DIP	DUCTILE IRON PIPE	LF	LINEAR FEET	TC	TRAFFIC CONTROL, TOP OF CURB
DR	DRIVE	MAX	MAXIMUM	TCB	TELEPHONE CABINET
DTL	DETAIL	MH	MANHOLE	TE	TRASH ENCLOSURE
DWG	DRAWING	MIN	MINIMUM	TEL	TELEPHONE
EB	ELECTRICAL BOX	MJ	MECHANICAL JOINT	TF	TOP OF FOOTING
ECB	ELECTRICAL CABINET	N	NORTH	TG	TOP OR GRATE
EC	END CURVE	NAD	NORTH AMERICAN DATUM	THK	THICKNESS
ECG	EDGE OF CONCRETE GUTTER	NGVD	NATIONAL GEODETIC VERTICAL DATUM	TMH	TELEPHONE MANHOLE
ECR	END CURB RETURN	NO(S)	NUMBER(S)	TOP	TOP OF PIPE
E/ELEC	ELECTRIC, EAST	NPW	NON-POTABLE WATER	TR	TELEPHONE RISER
EL, ELEV	ELEVATION	NTS	NOT TO SCALE	TS	TRAFFIC SIGNAL
EMBED	EMBEDMENT	O	OIL	TSPB	TRAFFIC SIGNAL PULLBOX
ENC	ENCASED	OC	ON CENTER	TW	TOP OF WALL
ET	ELECTRICAL TRANSFORMER	OD	OUTSIDE DIAMETER	TYP	TYPICAL
EVT	ELECTRICAL VAULT	PA	PLANTER AREA	UNK	UNKNOWN
EX, EXIST	EXISTING	PB	PULLBOX	VC	VERTICAL CURVE
EXT	EXTENSION	PCC	PORTLAND CEMENT CONCRETE	VERT	VERTICAL
FD	FLOOR DRAIN	PL	PROPERTY LINE, PLACE	W	WATER, WEST, WITH
FF, FFE	FINISHED FLOOR ELEVATION	PM	PARCEL MILE	WM	WATER METER
FL	FLOWLINE OF GUTTER	POC	POINT ON CURVE	WS	WATER SERVICE
FLG	FLANGE	PT	POINT	WV	WATER VALVE
FS	FINISHED SURFACE	PVC	POLYVINYL CHLORIDE	VWT	WATER VAULT
FT	FEET	PVMT	PAVEMENT		

LINE LEGEND

- STATE LINE
- PROPERTY LINE
- ROAD CENTERLINE
- 6520 — MAJOR CONTOUR (10')
- MINOR CONTOUR (2')
- c — EXISTING COMMUNICATIONS
- e — EXISTING OVERHEAD POWER
- e — EXISTING UNDERGROUND POWER
- g — EXISTING GAS
- G — PROPOSED GAS
- sd — EXISTING STORM DRAIN
- SD — PROPOSED STORM DRAIN
- ss — EXISTING SANITARY SEWER
- SS — PROPOSED SANITARY SEWER
- t — EXISTING TELEPHONE
- w — EXISTING WATER
- W — PROPOSED WATER

SYMBOL LEGEND

- E — EXISTING ELECTRICAL VAULT
- ET — EXISTING ELECTRICAL TRANSFORMER
- EXISTING POWER POLE AND GUYWIRE
- TS — EXISTING TRAFFIC SIGNAL VAULT
- G — EXISTING GAS METER
- G — EXISTING GAS METER
- U — EXISTING UTILITY VAULT
- U — EXISTING UTILITY MANHOLE
- I — EXISTING IRRIGATION VAULT
- EXISTING CATCH BASIN
- EXISTING CATCH BASIN
- EXISTING CATCH BASIN
- D — EXISTING STORM DRAIN MANHOLE
- SCO — EXISTING SEWER CLEANOUT
- S — EXISTING SEWER MANHOLE
- T — EXISTING TELEPHONE VAULT

SYMBOL LEGEND (CONT.)

- HYD — EXISTING FIRE HYDRANT
- EXISTING FIRE DEPARTMENT CONNECTION
- W — EXISTING WATER VAULT
- W — EXISTING WATER METER
- W — EXISTING WATER VALVE
- PROPOSED 12" FLOOR DRAIN
- PROPOSED CDS UNIT
- PROPOSED STORMFILTER
- PROPOSED DETENTION SYSTEM
- SCO — PROPOSED SEWER CLEANOUT
- S — PROPOSED SEWER MANHOLE
- PROPOSED WATER VALVE
- PROPOSED THRUST BLOCK

SHEET INDEX

SHEET DESCRIPTION	
C1.0	TITLE SHEET
C1.1	NOTES
C2.0	DETAILS
C2.1	DETAILS
C2.2	DETAILS
C3.0	OVERALL BMP PLAN

NO.	DATE	REVISION DESCRIPTION	BY	DATE

811. Know what's below. Call before you dig.

NOTICE TO CONTRACTOR:

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SURVEYOR'S BENCHMARK
THE BENCHMARK

BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS NEVADA STATE PLANE, WEST ZONE NAD83(94) BASED ON REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS UTILIZING CORRECTIONS FROM THE NORTHERN NEVADA COOPERATIVE REAL TIME NETWORK COORDINATES AND DISTANCES HEREON ARE AT GROUND LEVEL BASED ON A COMBINED GRID TO GROUND FACTOR OF 1.000263.

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PROFESSIONAL ENGINEER - STATE OF NEVADA
DEREK H KARIMOTO
EXP: 06/30/23
CIVIL
No. 29544
DEREK H. KARIMOTO DATE

ISSUE: TRPA 5TH SUBMITTAL

PROJECT ADDRESS:
5 NV-28
CRYSTAL BAY, NV 89402

CLIENT:
EKN DEVELOPMENT GROUP
220 NEWPORT CENTER DRIVE, SUITE 11-262
NEWPORT BEACH, CA 92660

SITE: THE RESORT AT TAHOE AND RESIDENCES

TITLE: TITLE SHEET

DRAWN:	SCALE AT D:	DATE:	PROJECT NO:
S.S.	SHOWN	9/17/2022	20-014
CHECKED:	REV:	COUNT:	SHEET:
D.H.K.	----	1 OF 6 SHEETS	C1.0

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GENERAL NOTES

1. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE LATEST WASHOE COUNTY STANDARDS, THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC), AND THE LATEST STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION (SDPWC), LATEST EDITION, AS ADOPTED BY WASHOE COUNTY, AND SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER. ALL SPECIFICATIONS REFERENCED HEREIN REFER TO THE SSPWC UNLESS INDICATED OTHERWISE.
2. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY TRAFFIC CONTROL, THROUGHOUT CONSTRUCTION, IN ACCORDANCE WITH APPLICABLE PARTS OF SPECIFICATION SECTION 332, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD, LATEST EDITION).
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE GENERAL SAFETY DURING CONSTRUCTION, AND ALL WORK SHALL CONFORM TO PERTINENT SAFETY REGULATIONS AND CODES. THE CONTRACTOR SHALL FENCE AND OR BARRICADE THE CONSTRUCTION AREA AS REQUIRED TO PROTECT ADJACENT SITES, VEHICULAR TRAFFIC, AND PEDESTRIAN TRAFFIC. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE PROVISIONS OF OSHA AND NRS CHAPTER 618, IN THE CONSTRUCTION PRACTICES FOR ALL EMPLOYEES DIRECTLY ENGAGED IN THE CONSTRUCTION OF THIS PROJECT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND/OR PROTECTION OF ALL EXISTING AND PROPOSED PIPING, UTILITIES, TRAFFIC SIGNAL EQUIPMENT (BOTH ABOVE GROUND AND BELOW GROUND), STRUCTURES ADJACENT TO STREETS, AND ALL OTHER EXISTING IMPROVEMENTS THROUGHOUT CONSTRUCTION.
5. THE CONTRACTOR SHALL PURSUE WORK IN A CONTINUOUS AND DILIGENT MANNER TO ENSURE A TIMELY COMPLETION OF THE PROJECT.
6. ALL CONSTRUCTION SHALL BE CLOSELY COORDINATED WITH THE OWNER SO THAT THE QUALITY OF WORK CAN BE CHECKED FOR APPROVAL.
7. THE CONTRACTOR SHALL INCORPORATE ADEQUATE ROUGH GRADING PROCEDURES DURING THE CONSTRUCTION PROCESS TO ELIMINATE EXCESSIVE ON-SITE RUNOFF AND/OR EROSION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SITE IN A NEAT AND ORDERLY MANNER THROUGHOUT THE CONSTRUCTION PROCESS. ALL MATERIALS SHALL BE STORED WITHIN APPROVED CONSTRUCTION AREAS.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUOUS DUST CONTROL THROUGHOUT THE CONSTRUCTION OF ALL ITEMS SHOWN ON THESE DRAWINGS IN CONFORMITY WITH SECTION 40.030 OF WASHOE COUNTY AIR POLLUTION REGULATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REGULAR CLEANING OF ALL MUD, DIRT, DEBRIS, ETC., FROM ANY AND ALL ADJACENT STREETS AND SIDEWALKS.
10. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING, ALL PERMITS AS REQUIRED BY WASHOE COUNTY. THE DUST CONTROL PERMIT SHALL BE AT THE CONTRACTOR'S EXPENSE.
11. SHOULD ANY CAIRN OR GRAVE OF A NATIVE AMERICAN BE DISCOVERED DURING SITE DEVELOPMENT, WORK SHALL TEMPORARILY BE HALTED AT THE SPECIFIC SITE AND THE SHERIFF'S OFFICE AS WELL AS THE STATE HISTORIC PRESERVATION OFFICE OF THE DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES SHALL BE IMMEDIATELY NOTIFIED PER NRS 383.170.
12. NO HABITABLE STRUCTURES SHALL BE LOCATED ON A FAULT THAT HAS BEEN ACTIVE DURING THE HOLOCENE EPOCH OF GEOLOGIC TIME.
13. A PRECONSTRUCTION CONFERENCE WILL BE HELD BY WASHOE COUNTY PRIOR TO ANY CONSTRUCTION.
14. NO MATERIALS OF ANY KIND SHALL BE STOCKPILED OR CONSTRUCTION EQUIPMENT PARKED ON CONCRETE OR ASPHALT SURFACES.
15. CONSTRUCTION OF STREET IMPROVEMENTS MUST ALLOW FOR THE PERPETUATION OF ALL EXISTING LEGAL ACCESSES AND EXISTING DRIVEWAYS.
16. THE CONTRACTOR SHALL FURNISH PRODUCT SUBMITTALS FOR PUBLIC IMPROVEMENTS INCLUDING MANUFACTURER'S SPECIFICATIONS, SHOP DRAWINGS, CONCRETE MIX DESIGNS, ASPHALT MIX DESIGNS, GRADATION CERTIFICATIONS, ETC. FOR REVIEW BY THE ENGINEER OF RECORD. SUBMITTALS SHALL BE FURNISHED PROMPTLY AFTER EXECUTION OF THE CONTRACT, BUT IN ALL CASES PRIOR TO DELIVERY OF SUCH MATERIALS.
17. THE CONTRACTOR UPON COMPLETION OF THE PROJECT, SHALL PREPARE AND SUBMIT RECORD DRAWINGS TO THE OWNER. SUBMITTAL SHALL BE IN TIFF FILE FORMAT.
18. THE CONTRACTOR IS REQUIRED TO FILE A NOTICE OF INTENT (N01) WITH THE NEVADA DEPARTMENT OF ENVIRONMENTAL PROTECTION. THE CONTRACTOR IS REQUIRED TO SUBMIT THE NOI, PAY THE ASSOCIATED FEES, AND PROVIDE A COPY OF THE NOI RECEIPT WITH THE EE PERMIT APPLICATION. BEST MANAGEMENT PRACTICES SHALL BE IN PLACE PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR SHALL COMPLY AND MAINTAIN THE CONSTRUCTION SITE INSPECTION CHECKLIST, LOCATED IN APPENDIX D OF THE TRUCKEE MEADOWS BMP HANDBOOK. THE CHECKLIST SHALL BE ONSITE FOR REVIEW BY STATE AND LOCAL GOVERNMENT INSPECTORS. THE CONTRACTOR SHALL INSPECT THE SITE DAILY; PRIOR TO FORECASTED RAIN EVENTS AND WITHIN 24 HOURS OF ANY RAIN EVENT. IF AN INSPECTOR DETERMINES THAT INSTALLED STORM WATER CONTROLS PLACE THE CITY AT RISK OF VIOLATING ITS NPDES PERMIT, THE INSPECTOR MAY ORDER A CHANGE TO THE STORM WATER CONTROLS. IF THE CHANGE IS NOT ACCEPTABLE OR IS NOT IMMEDIATELY IMPLEMENTED, A VIOLATION POSSIBLY RESULTING IN A FINE MAY BE ISSUED. THE CONTRACTOR SHALL NOT DISPOSE OR PLACE DEBRIS IN ANY WASHOE COUNTY MANHOLE, CATCH BASIN OR FACILITY.
19. THE HOURS FOR GRADING AND CONSTRUCTION ACTIVITY SHALL BE LIMITED TO THE FOLLOWING HOURS: BETWEEN 7 A.M. AND 7 P.M. MONDAY THROUGH SATURDAY; AND IF A PLAN IS SUBMITTED TO WASHOE COUNTY BY THE PLANNING AND BUILDING DIRECTOR FOR APPROVAL, GRADING ACTIVITY MAY BE PERMITTED ON SUNDAY.
20. ALL PROPERTIES, REGARDLESS IF THEY ARE LOCATED WITHIN OR OUTSIDE OF A FEMA DESIGNATED FLOOD ZONE, MAY BE SUBJECT TO FLOODING. THE PROPERTY OWNER IS REQUIRED TO MAINTAIN ALL EASEMENTS AND NATURAL DRAINAGES AND NOT PERFORM OR ALLOW UNPERMITTED AND UNAPPROVED MODIFICATIONS TO THE PROPERTY THAT MAY HAVE DETRIMENTAL IMPACTS TO SURROUNDING PROPERTIES.
21. THE RADIO EQUIPMENT UTILIZED BY WASHOE COUNTY REGIONAL COMMUNICATIONS SERVICES (WCRCS) SHALL NOT BE REMOVED, ALTERED, OR HAVE SERVICE IMPACTED AS PART OF THE ACTIVITIES ASSOCIATED WITH THIS SPECIAL USE PERMIT.
22. CONSTRUCTION HOURS SHALL BE LIMITED TO 7:00 AM TO 7:00 PM, MONDAY THROUGH SATURDAY. NO CONSTRUCTION ACTIVITY SHALL TAKE PLACE ON SUNDAYS.
23. THE APPLICANT MUST PROVIDE WASHOE COUNTY PLANNING WITH APPROXIMATE LOCATIONS OF SITES THAT WILL ACCOMMODATE AND RECEIVE ALL EXPORT MATERIAL.
24. APPLICANT SHALL INDICATE ON THE PLANS WHERE EXPORTED MATERIALS WILL BE TAKEN AND A GRADING PERMIT SHALL BE OBTAINED FOR THE IMPORT SITE.
25. EXPORTED MATERIALS SHALL NOT BE SOLD WITHOUT THE PROPER BUSINESS LICENSE.
26. ALL DISTURBED AREAS LEFT UNDEVELOPED FOR MORE THAN 30 DAYS SHALL BE TREATED WITH A DUST PALLIATIVE. DISTURBED AREAS LEFT UNDEVELOPED FOR MORE THAN 45 DAYS SHALL BE REVEGETATED. METHODS AND SEED MIX MUST BE APPROVED BY THE COUNTY ENGINEER
27. TO ACCOMPLISH THE SUCCESSFUL DESIGN AND CONSTRUCTION OF EARTH RETAINING SYSTEMS FOR THIS PROJECT, A FEASIBILITY STUDY PREPARED AND SUBMITTED BY A NEVADA REGISTERED ENGINEER WITH EXPERIENCE IN THIS FIELD, IS REQUIRED TO EVALUATE THE SUITABILITY OF BOTH TEMPORARY AND PERMANENT SOIL NAIL/RETAINING WALL SYSTEMS CONSIDERING THE HEIGHTS, BATTER AND LOCATIONS AS IDENTIFIED IN THE SUBMITTAL. THE STUDY SHALL INCLUDE RECOMMENDED WALL SYSTEMS BASED ON THE EXISTING SITE CONDITIONS AND INCLUDE.
28. ALL PROPERTIES, REGARDLESS IF THEY ARE LOCATED WITHIN OR OUTSIDE OF A FEMA DESIGNATED FLOOD ZONE, MAY BE SUBJECT TO FLOODING. THE PROPERTY OWNER IS REQUIRED TO MAINTAIN ALL DRAINAGE EASEMENTS AND NATURAL DRAINAGES AND NOT PERFORM OR ALLOW UNPERMITTED AND UNAPPROVED MODIFICATIONS TO THE PROPERTY THAT MAY HAVE DETRIMENTAL IMPACTS TO SURROUNDING PROPERTIES.
29. DURING GRADING CONSTRUCTION, IF AASHTO CLEAR ZONES CANNOT BE MAINTAINED FOR ALL STREETS (EXISTING AND CONNECTOR STREETS) ADJACENT TO RETAINING WALLS OR SLOPES STEEPER THAN 3:1 AND A RECOVERABLE OR TRAVERSABLE CLEAR ZONE CANNOT BE PROVIDED, AN ANALYSIS TO DETERMINE APPROPRIATE SAFETY ELEMENTS AND INFRASTRUCTURE SHALL BE SUBMITTED FOR REVIEW AND POSSIBLE APPROVAL.
30. AN ENCROACHMENT AND EXCAVATION PERMIT SHALL BE OBTAINED FROM WASHOE COUNTY ENGINEERING AND CAPITAL PROJECTS DIVISION FOR ANY UTILITIES OR OTHER ENCROACHMENTS/EXCAVATIONS CONSTRUCTED WITHIN EXISTING COUNTY ROADWAYS/RIGHTS-OF-WAYS. THE PERMIT SHALL INCLUDE A CONSTRUCTION SCHEDULE AND A SUBMITTED TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL.
31. AN APPROVED OCCUPANCY PERMIT SHALL BE OBTAINED FROM THE NEVADA DEPARTMENT OF TRANSPORTATION (NDOT), FOR ACCESS TO, FROM, OR UNDER ROADS AND HIGHWAYS MAINTAINED BY NDOT AND A COPY OF SAID PERMIT SENT TO THE ENGINEERING DIVISION.
32. CONSTRUCTION ACTIVITIES THAT IMPACT PUBLIC ACCESS WILL REQUIRE THE APPLICANT TO PROVIDE ADEQUATE, ADVANCED WARNINGS AND ACCEPTABLE ALTERNATIVE ROUTING TO THE AFFECTED RESIDENTS.
33. NO CONSTRUCTION PARKING WILL BE ALLOWED ON WASHOE COUNTY ROADWAYS ADJACENT TO THE PROJECT.
34. WASSOU ROAD AND LAKEVIEW AVENUE SHALL REMAIN OPEN DURING CONSTRUCTION WITH RESERVOIR ROAD, PER THE SUBMITTED PHASING PLAN, UNTIL THE NEW CONNECTOR ROADS ARE DESIGNED, CONSTRUCTED, INSPECTED, AND OFFERED FOR DEDICATION TO WASHOE COUNTY.
35. SNOW STORAGE AREAS ALONG THE ROADWAYS SHALL BE MAINTAINED DURING CONSTRUCTION ACTIVITIES.
36. NO STORAGE OF CONSTRUCTION MATERIALS OR STOCKPILES WILL BE ALLOWED ON COUNTY ROADWAYS.
37. PRIOR TO GROUND-DISTURBING ACTIVITY, A PROPOSED CONSTRUCTION TRAFFIC HAUL ROUTE PLAN, INCLUDING LOCATIONS TO RECEIVE THE EXPORT MATERIALS, SHALL BE SUBMITTED TO THE ENGINEERING DIVISION FOR REVIEW AND APPROVAL. ANY EXISTING OR PROPOSED ROADS THAT WILL BE USED AS CONSTRUCTION HAUL ROUTES AND ARE NOT DESIGNATED TRUCK ROUTES MUST BE EVALUATED BY A GEOTECHNICAL STUDY TO DETERMINE THE EXISTING STRUCTURAL SECTION AND ITS LOAD CAPACITY. IF THE PAVEMENT SECTION IS INADEQUATE TO SUPPORT THE PROPOSED CONSTRUCTION LOADINGS, THE ROADWAY MUST BE REDESIGNED OR RECONSTRUCTED AS NEEDED TO PROVIDE A 20-YEAR DESIGN LIFE IN ACCORDANCE WITH THE AASHTO INTERIM GUIDE FOR FLEXIBLE PAVEMENT.
38. A SAFE WALKWAY ROUTE, INCLUDING ANY REQUIRED CROSSINGS, SHALL BE PROVIDED FOR ALL PEDESTRIANS AND BICYCLISTS FOR THE EXISTING ROUTES AFFECTED BY CONSTRUCTION. A PEDESTRIAN WALKWAY PLAN SHALL BE APPROVED BY THE COUNTY ENGINEER PRIOR TO THE FINALIZATION OF CONSTRUCTION IMPROVEMENT DRAWINGS.

UTILITY NOTES

1. UTILITIES MAY EXIST THAT ARE NOT SHOWN ON THE PLANS. HORIZONTAL AND VERTICAL LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE ONLY. CONTRACTOR SHALL VERIFY ACTUAL LOCATIONS OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CALL UNDERGROUND SERVICES ALERT, USA, AT (1-800-227-2600) AND/OR A PRIVATE UTILITY LOCATING SERVICE PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES WHICH MAY CONFLICT WITH THE NEW WORK PRIOR TO BEGINNING CONSTRUCTION. WATER LINES WHICH CONFLICT WITH THE NEW WORK SHALL BE REROUTED AS REQUIRED. TEMPORARY REROUTES SHALL BE MADE PERMANENT AFTER ALL NEW WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPLICABLE STANDARDS. REROUTING OF WATER LINES SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE WASHOE COUNTY STANDARDS. REROUTING SHALL BE INCIDENTAL TO OTHER BID ITEMS.
3. THE CONTRACTOR SHALL NOTIFY NV ENERGY AND TMWA AT LEAST 48 HOURS PRIOR TO THE START OF UTILITY CONSTRUCTION.
4. THE CONTRACTOR SHALL MAKE EVERY ATTEMPT TO AVOID SHUT OFF OR DISCONNECTION OF ACTIVE UTILITIES. IF SHUT OFFS ARE UNAVOIDABLE, THE CONTRACTOR SHALL COORDINATE THAT SHUT OFF WITH THE AFFECTED CUSTOMERS AND UTILITY COMPANIES AT LEAST 48 HOURS IN ADVANCE OF THE DISRUPTION OF THE SERVICE.
5. CONTRACTOR TO PROVIDE ALL MISCELLANEOUS PIPE, FITTINGS AND APPURTENANCES AS REQUIRED TO COMPLETE THE UTILITY WORK AS SHOWN.
6. TRENCH EXCAVATION AND BACKFILL SHALL BE PERFORMED IN ACCORDANCE WITH SPECIFICATION SECTION 305.00 AND AS SPECIFIED IN THE GEOTECHNICAL REPORT "GEOTECHNICAL ENGINEERING REPORT FOR BOULDER BAY" PREPARED BY HOLDREGE SC KULL, DATED MAY 10, 2016. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EXCAVATION AND SHORING PROCEDURES. CONDUIT PLACEMENT SHALL BE BY OPEN TRENCH UNLESS OTHERWISE SPECIFIED OR SHOWN ON THE PLAN. SHORING, BRACING AND SHEETING SHALL BE AS SET FORTH IN THE RULES, ORDERS, AND REGULATIONS OF THE OCCUPATIONAL HEALTH AND SAFETY ADMINISTRATION, OSHA.
7. UTILITY CONDUIT, 8 INCHES AND SMALLER, SHALL BE BEDDED IN CLASS A PIPE BEDDING AS SPECIFIED IN SECTION 200.03. UTILITY CONDUIT, GREATER THAN 8 INCHES, SHALL BE BEDDED IN CLASS A, B OR C AS SPECIFIED IN SECTION 200.03. CLASS C BEDDING MATERIAL SHALL BE COMPACTED WITH VIBRATORY COMPACTOR UNTIL MINIMUM DENSITY REQUIREMENTS ARE MET OR UNTIL NO FURTHER SETTLEMENT OCCURS, AS APPROVED BY THE ENGINEER. THE MAXIMUM LOOSE LIFT THICKNESS SHALL BE 6 INCHES.
8. TRENCH BACKFILL SHALL BE NATIVE EXCAVATED GRANULAR MATERIAL OR APPROVED IMPORT GRANULAR MATERIAL FREE FROM UNSUITABLE MATERIAL DEFINED HEREIN.
9. AGGREGATE BASE COURSE, ABC, SHALL MEET THE REQUIREMENTS OF SPECIFICATION SECTION 200.00, TYPE 2, CLASS B. AGGREGATE BASE COURSE SHALL BE PLACED IN ACCORDANCE WITH SPECIFICATION SECTION 308.00.
10. SANITARY SEWER PIPE AND FITTINGS SHALL BE POLYVINYL CHLORIDE (PVC) PER SPECIFICATION SECTION 203.00, SDR 35, WITH INTEGRAL BELL GASKET JOINTS. 4 TO 15 INCH SHALL CONFORM TO ASTM D3034; SANITARY SEWER LINE SHALL BE INSTALLED PER SPECIFICATION SECTION 306.00 AND ASTM D2321, STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PIPE. ALL PIPE SHALL BE TESTED FOR LEAKAGE AND DEFLECTION PER SPECIFICATION SECTION 336.00 AND AS REQUIRED BY WASHOE COUNTY. THE FINAL POSITION OF THE PIPE SHALL BE TO THE PLAN LINE AND GRADE.
11. ALL SANITARY SEWER MAINS DEDICATED TO WASHOE COUNTY SHALL HAVE A MINIMUM COVER OF 3 FEET TO THE BOTTOM OF ASPHALT. SANITARY SEWER LATERAL MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER. WHEN TYING NEW SANITARY SEWER LINES TO EXISTING MANHOLES, NEW SANITARY SEWER LINES SHALL BE ISOLATED FROM THE EXISTING MANHOLE UNTIL APPROVAL AND ACCEPTANCE OF THE NEW SEWER LINE BY THE UTILITY SERVICES DIVISION'S SANITARY INSPECTOR. ALL SANITARY SEWER LINES SHALL BE BALLED & FLUSHED AND MANDREL TESTED TO THE SATISFACTION OF WASHOE COUNTY.
12. STORM DRAIN PIPE SHALL BE REINFORCED CONCRETE PIPE, RCP, ASTM C14, ASTM C150, TYPE II CEMENT, SIZE AND CLASS AS INDICATED, MINIMUM CLASS III. PER SPECIFICATION SECTION 203.10 OR DUAL WALL HDPE, SIZE AS INDICATED, PER SPECIFICATION SECTION 203.16, 306.00, AND ASTM F2306. STORM DRAIN 36" DIA. AND LESS SHALL BE PVC OR HDPE. STORM DRAIN LARGER THAN 36" DIA. SHALL BE HDPE OR RCP. WHERE STORM DRAIN INDICATED TO BE RCP ON THE PLANS STORM DRAIN MUST BE RCP. ALL STORM DRAIN PROPOSED FOR USE SHALL HAVE A MANNING COEFFICIENT OF FRICTION NOT TO EXCEED 0.014. STORM DRAINPIPE SHALL BE CONSTRUCTED PER SPECIFICATION SECTION 306.00. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN MINIMUM COVER OVER STORM DRAINS DURING CONSTRUCTION TO PROTECT THE INTEGRITY OF THE STORM DRAIN. HDPE PIPE SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2321 AND THE INSTALLATION SECTION OF THE DRAINAGE HANDBOOK.
13. MANHOLES AND CATCH BASINS SHALL BE PORTLAND CEMENT CONCRETE PER SPECIFICATION SECTION 204.00. MANHOLES AND CATCH BASINS SHALL BE PLACED PER APPLICABLE PARTS OF SPECIFICATION SECTIONS 305.00, 306.00, AND 311.00. MANHOLE MATERIALS AND CONSTRUCTION SHALL BE PER DETAILS SHOWN IN THESE DRAWINGS.
14. ALL WATER MAIN AND ASSOCIATED FITTINGS SHALL BE CONSTRUCTED PER TMWA STANDARDS.
15. ALL WATER LINES SHALL BE TESTED FOR PRESSURE AND LEAKAGE PER TMWA REQUIREMENTS.
16. BACTERIOLOGICAL TESTING SHALL BE PERFORMED BY THE CONTRACTOR PER TMWA STANDARDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING TEST SAMPLE EQUIPMENT AND FOR THE COLLECTION OF THE REQUIRED SAMPLES.
17. COORDINATE LOCATIONS OF ALL UTILITIES WITH RESPECTIVE TRADES.
18. ALL BURIED IRON PIPE, FITTINGS, AND VALVES SHALL BE WRAPPED WITH POLYETHYLENE PIPE WRAP IN ACCORDANCE WITH AWWA C105.
19. ALL STORM DRAIN MANHOLES SHALL HAVE A 24" RING AND COVER.
20. ALL SANITARY SEWER LINES SHALL HAVE A CCTV INSPECTION AND BE PRESSURE TESTED IN ACCORDANCE WITH SECTION 336 OF THE LATEST STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC).
21. ALL CONCRETE SEWER MANHOLES SHALL BE VACUUM TESTED IN ACCORDANCE WITH ASTM C1244-93

TRUCKEE MEADOWS REGIONAL STORMWATER QUALITY MANAGEMENT PROGRAM

STANDARD NOTE NO. 1: THE OWNER, SITE DEVELOPER, CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL EACH DAY REMOVE ALL SEDIMENT, MUD, CONSTRUCTION DEBRIS, OR OTHER POTENTIAL POLLUTANTS THAT MAY HAVE BEEN DISCHARGED TO, OR ACCUMULATE IN, THE PUBLIC RIGHTS OF WAYS OF WASHOE COUNTY AS A RESULT OF CONSTRUCTION ACTIVITIES ASSOCIATED WITH THIS SITE DEVELOPMENT OR CONSTRUCTION PROJECT. SUCH MATERIALS SHALL BE PREVENTED FROM ENTERING THE STORM SEWER SYSTEM.

STANDARD NOTE NO. 2: ADDITIONAL CONSTRUCTION SITE DISCHARGE BEST MANAGEMENT PRACTICES MAY BE REQUIRED OF THE OWNER AND HIS OR HER AGENTS DUE TO UNFORESEEN EROSION PROBLEMS OR IF THE SUBMITTED PLAN DOES NOT MEET THE PERFORMANCE STANDARDS SPECIFIED IN WASHOE COUNTY DEVELOPMENT CODE ARTICLE 421 AND THE TRUCKEE MEADOWS CONSTRUCTION SITE BEST MANAGEMENT PRACTICES HANDBOOK.

STANDARD NOTE NO. 3: TEMPORARY OR PERMANENT STABILIZATION PRACTICES WILL BE INSTALLED ON DISTURBED AREAS AS SOON AS PRACTICABLE AND NO LATER THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. SOME EXCEPTIONS MAY APPLY; REFER TO STORMWATER GENERAL PERMIT NVR100000, SECTION 3.6 SITE STABILIZATION REQUIREMENTS, SCHEDULES, AND DEADLINES.

STANDARD NOTE NO 4: AT A MINIMUM, THE CONTRACTOR OR HIS AGENT SHALL INSPECT ALL DISTURBED AREAS, AREAS USED FOR STORAGE OF MATERIALS AND EQUIPMENT THAT ARE EXPOSED TO PRECIPITATION, VEHICLE ENTRANCE AND EXIT LOCATIONS AND ALL BMPS WEEKLY, PRIOR TO A FORECASTED RAIN EVENT AND WITHIN 24 HOURS AFTER ANY ACTUAL RAIN EVENT THE CONTRACTOR OR HIS AGENT SHALL UPDATE OR MODIFY THE STORMWATER POLLUTION PREVENTION PLAN AS NECESSARY SOME EXCEPTIONS TO WEEKLY INSPECTIONS MAY APPLY. SUCH AS FROZEN GROUND CONDITIONS OR SUSPENSION OF LAND DISTURBANCE ACTIVITIES. REFER TO STORMWATER GENERAL PERMIT NVR100000, SECTION 5.0 INSPECTIONS.

STANDARD NOTE NO. 5: ACCUMULATED SEDIMENT IN BMPS SHALL BE REMOVED WITHIN SEVEN DAYS AFTER A STORMWATER RUNOFF EVENT OR PRIOR TO THE NEXT ANTICIPATED STORM EVENT WHICHEVER IS EARLIER. SEDIMENT MUST BE REMOVED WHEN BMP DESIGN CAPACITY HAS BEEN REDUCED BY 50 PERCENT OR MORE.

HOT WORK

A SEPARATE PERMIT IS REQUIRED WHEN HOT WORK IS CONDUCTED WITHIN A WILDFIRE RISK AREA IN ACCORDANCE WITH 2018 IFC, SECTION 105.6.23. HOT WORK OPERATIONS INCLUDE CUTTING, WELDING, THERMIT WELDING, BRAZING, SOLDERING, GRINDING, THERMAL SPRAYING, THAWING PIPE, INSTALLATION OF TORCH-APPLIED ROOF SYSTEMS OR ANY OTHER SIMILAR ACTIVITIES. PERMITS FOR HOT WORK OPERATIONS SHALL BE OBTAINED THROUGH THE NORTH LAKE TAHOE FIRE PROTECTION DISTRICT (NLTFPD), 775 831-0351.

NO.	DATE	REVISION DESCRIPTION	BY	DATE

811 Know what's below. Call before you dig.

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THE BENCHMARK

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PROFESSIONAL ENGINEER - STATE OF NEVADA
DEREK H. KARIMOTO
EXP: 06/30/23
CIVIL
No. 29844

DEREK H. KARIMOTO DATE

ISSUE: TRPA 5TH SUBMITTAL

PROJECT ADDRESS: 5 NV-28 CRYSTAL BAY, NV 89402

CLIENT: EKN DEVELOPMENT GROUP
220 NEWPORT CENTER DRIVE, SUITE 11-262
NEWPORT BEACH, CA 92660

SITE: THE RESORT AT TAHOE AND RESIDENCES

TITLE: NOTES

DRAWN:	SCALE AT D:	DATE:	PROJECT NO:
S.S.	N/A	9/17/2022	20-014
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D.H.K.	----	2 OF 6 SHEETS	C1.1

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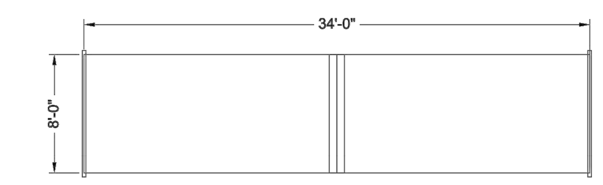
PROJECT SUMMARY

CALCULATION DETAILS
- LOADING = HS20/HS25
- APPROX. LINEAR FOOTAGE = 34 LF

STORAGE SUMMARY
- STORAGE VOLUME REQUIRED = 2,150 CF
- PIPE STORAGE VOLUME = 1,709 CF
- BACKFILL STORAGE VOLUME = 468 CF
- TOTAL STORAGE PROVIDED = 2,177 CF

PIPE DETAILS
- DIAMETER = 96"
- CORRUGATION = 5x1
- GAGE = 16
- COATING = ALT2
- WALL TYPE = PERFORATED
- BARREL SPACING = 36"

BACKFILL DETAILS
- WIDTH AT ENDS = 12"
- ABOVE PIPE = 0"
- WIDTH AT SIDES = 12"
- BELOW PIPE = 0"



ASSEMBLY
SCALE: 1" = 10'

NOTES

- ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE. ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND INLETS, SHALL BE VERIFIED BY THE ENGINEER OF RECORD PRIOR TO RELEASING FOR FABRICATION.
- ALL FITTINGS AND REINFORCEMENT COMPLY WITH ASTM A998.
- ALL RISERS AND STUBS ARE $2\frac{2}{3}$" x $\frac{1}{2}$" CORRUGATION AND 16 GAGE UNLESS OTHERWISE NOTED.
- RISERS TO BE FIELD TRIMMED TO GRADE.
- QUANTITY OF PIPE SHOWN DOES NOT PROVIDE EXTRA PIPE FOR CONNECTING THE SYSTEM TO EXISTING PIPE OR DRAINAGE STRUCTURES. OUR SYSTEM AS DETAILED PROVIDES NOMINAL INLET AND/OR OUTLET PIPE STUB FOR CONNECTION TO EXISTING DRAINAGE FACILITIES. IF ADDITIONAL PIPE IS NEEDED IT IS THE RESPONSIBILITY OF THE CONTRACTOR.
- BAND TYPE TO BE DETERMINED UPON FINAL DESIGN.
- THE PROJECT SUMMARY IS REFLECTIVE OF THE DYODS DESIGN, QUANTITIES ARE APPROX. AND SHOULD BE VERIFIED UPON FINAL DESIGN AND APPROVAL. FOR EXAMPLE, TOTAL EXCAVATION DOES NOT CONSIDER ALL VARIABLES SUCH AS SHORING AND ONLY ACCOUNTS FOR MATERIAL WITHIN THE ESTIMATED EXCAVATION FOOTPRINT.
- THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.

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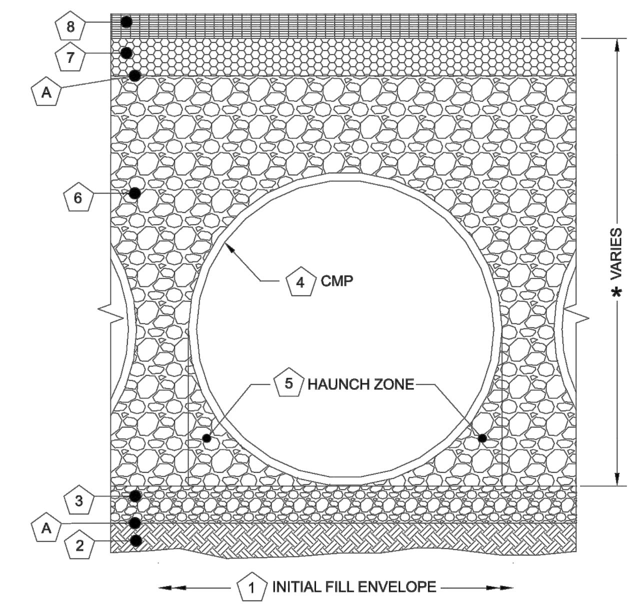
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX
CONTECH CMP DETENTION SYSTEMS
CONTECH DYODS DRAWING

DYO21598 EKN Lake Tahoe
100YR Detention 1A
Crystal Bay, NV
DETENTION SYSTEM

PROJECT No.: 14125	SEQ. No.: 21598	DATE: 9/19/2022
DESIGNED: DYO	DRAWN: DYO	
CHECKED: DYO	APPROVED: DYO	
SHEET NO.: 1		



Infiltration Systems - CMP Infiltration & CMP Perforated Drainage Pipe				
	Material Location	Description	Material Designation	Designation
8	Rigid or Flexible Pavement (if applicable)			
7	Road Base (if applicable			
A	Geotextile Layer	Non-Woven Geotextile	CONTECH C-40 or C-45	Engineer Decision for consideration to prevent soil migration into varying soil types. Wrap the trench only.
6	Backfill	Infiltration pipe systems have a pipe perforation sized of 3/8" diameter. An open graded, free draining stone, with a particle size of ½" – 2 ½" diameter is recommended.	AASHTO M 145- A-1 or AASHTO M 43 - 3, 4	Material shall be worked into the pipe haunches by means of shovel-slicing, rodding, air-tamper, vibratory rod, or other effective methods. Compaction of all placed fill material is necessary and shall be considered adequate when no further yielding of the material is observed under the compactor, or under foot, and the Project Engineer or his representative is satisfied with the level of compaction"
3	Bedding Stone	Well graded granular bedding material w/maximum particle size of 3"	AASHTO M43 - 3,357,4,467, 5, 56, 57	For soil aggregates larger than 3/8" a dedicated bedding layer is not required for CMP. Pipe may be placed on the trench bottom comprised of native suitable well graded & granular material. For Arch pipes it is recommended to be shaped to a relatively flat bottom or fine-grade the foundation to a slight v-shape. Soil aggregates less than 3/8" and unsuitable material should be over-excavated and re-placed with a 4"-6" layer of well graded & granular stone per the material designation.
A	Geotextile Layer	None	None	Contech does not recommend geotextiles be placed under the invert of Infiltration systems due to the propensity for geotextiles to clog over time.
*	Note: The listed AASHTO designations are for gradation only. The stone must also be angular and clean.			

(1) MINIMUM WIDTH DEPENDS ON SITE CONDITIONS AND ENGINEERING JUDGEMENT.

FOUNDATION/BEDDING PREPARATION

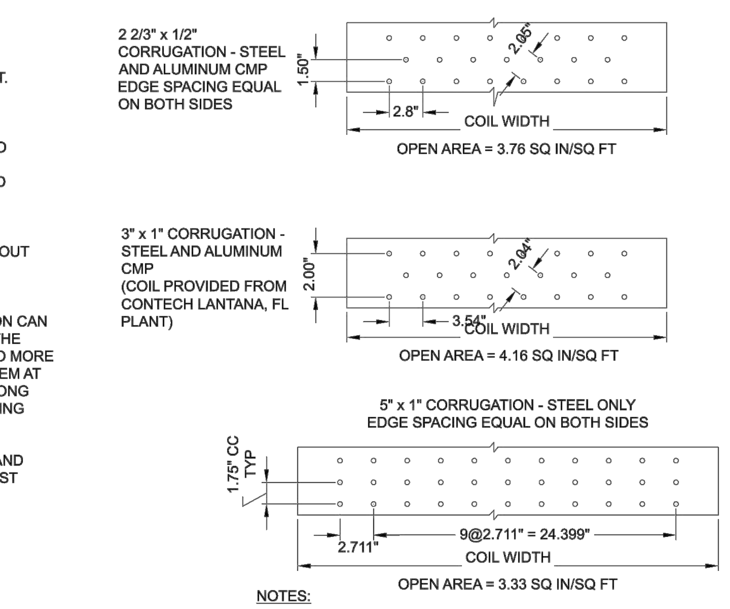
(2) PRIOR TO PLACING THE BEDDING, THE FOUNDATION MUST BE CONSTRUCTED TO A UNIFORM AND STABLE GRADE. IN THE EVENT THAT UNSUITABLE FOUNDATION MATERIALS ARE ENCOUNTERED DURING EXCAVATION, THEY SHALL BE REMOVED AND BROUGHT BACK TO THE GRADE WITH A FILL MATERIAL AS APPROVED BY THE ENGINEER.

(5) HAUNCH ZONE MATERIAL SHALL BE PLACED AND UNIFORMLY COMPACTED WITHOUT SOFT SPOTS.

BACKFILL
MATERIAL SHALL BE PLACED IN 8"-10" MAXIMUM LIFTS. INADEQUATE COMPACTION CAN LEAD TO EXCESSIVE DEFLECTIONS WITHIN THE SYSTEM AND SETTLEMENT OF THE SOILS OVER THE SYSTEM. BACKFILL SHALL BE PLACED SUCH THAT THERE IS NO MORE THAN A TWO-LIFT DIFFERENTIAL BETWEEN THE SIDES OF ANY PIPE IN THE SYSTEM AT ALL TIMES DURING THE BACKFILL PROCESS. BACKFILL SHALL BE ADVANCED ALONG THE LENGTH OF THE SYSTEM AT THE SAME RATE TO AVOID DIFFERENTIAL LOADING ON ANY PIPES IN THE SYSTEM.

EQUIPMENT USED TO PLACE AND COMPACT THE BACKFILL SHALL BE OF A SIZE AND TYPE SO AS NOT TO DISTORT, DAMAGE, OR DISPLACE THE PIPE. ATTENTION MUST BE GIVEN TO PROVIDING ADEQUATE MINIMUM COVER FOR SUCH EQUIPMENT. MAINTAIN BALANCED LOADING ON ALL PIPES IN THE SYSTEM DURING ALL SUCH OPERATIONS.

OTHER ALTERNATE BACKFILL MATERIAL MAY BE ALLOWED DEPENDING ON SITE SPECIFIC CONDITIONS. REFER TO TYPICAL BACKFILL DETAIL FOR MATERIAL REQUIRED.

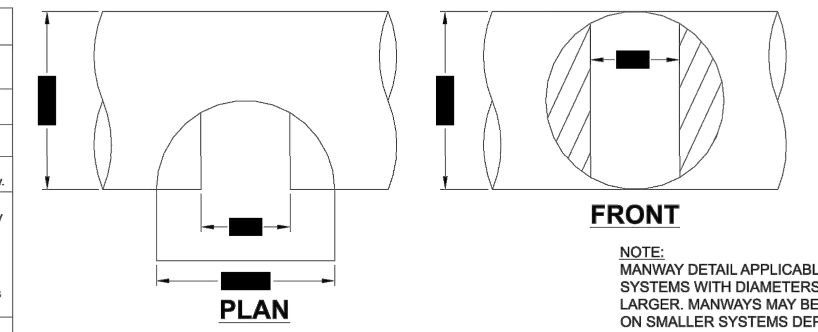


NOTES:

1. PERFORATIONS MEET AASHTO AND ASTM SPECIFICATIONS.
2. PERFORATION OPEN AREA PER SQUARE FOOT OF PIPE IS BASED ON THE NOMINAL DIAMETER AND LENGTH OF PIPE.
3. ALL DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
4. ALL HOLES ⌀3/8".

TYPICAL PERFORATION DETAIL

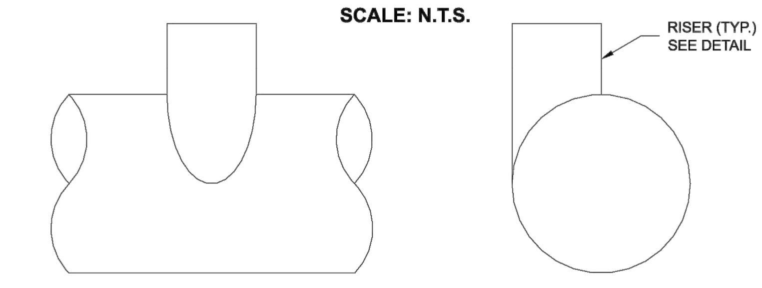
SCALE: N.T.S.



TYPICAL MANWAY DETAIL

SCALE: N.T.S.

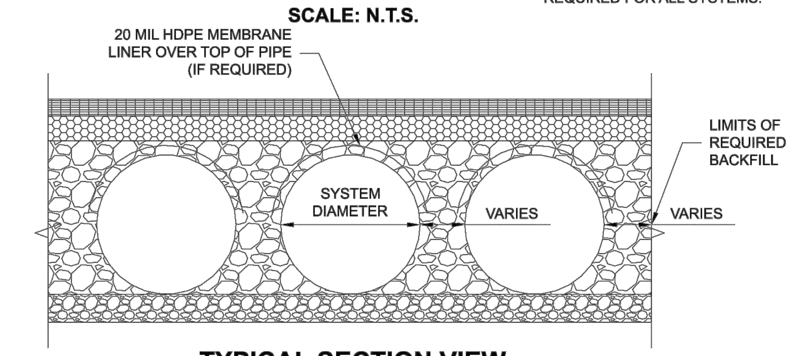
NOTE:
MANWAY DETAIL APPLICABLE FOR CMP SYSTEMS WITH DIAMETERS 48" AND LARGER. MANWAYS MAY BE REQUIRED ON SMALLER SYSTEMS DEPENDING ON ACTUAL SITE SPECIFIC CONDITIONS.



TYPICAL RISER DETAIL

SCALE: N.T.S.

NOTE:
LADDERS ARE OPTIONAL AND ARE NOT REQUIRED FOR ALL SYSTEMS.



TYPICAL SECTION VIEW

LINER OVER ROWS
SCALE: N.T.S.

NOTE: IF SALTING AGENTS FOR SNOW AND ICE REMOVAL ARE USED ON OR NEAR THE PROJECT, AN HDPE MEMBRANE LINER IS RECOMMENDED WITH THE SYSTEM. THE IMPERMEABLE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM A CHANGE IN THE SURROUNDING ENVIRONMENT OVER A PERIOD OF TIME. PLEASE REFER TO THE CORRUGATED METAL PIPE DETENTION DESIGN GUIDE FOR ADDITIONAL INFORMATION.

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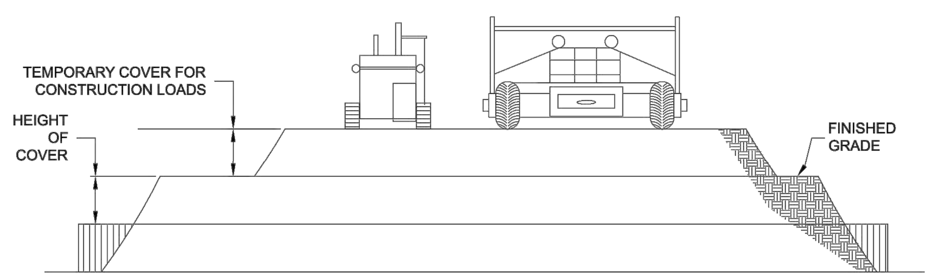
DYO21598 EKN Lake Tahoe 100YR Detention 1A Crystal Bay, NV DETENTION SYSTEM
PROJECT No.: 14125 SEQ. No.: 21598 DATE: 9/19/2022 DESIGNED: DYO DRAWN: DYO CHECKED: DYO APPROVED: DYO SHEET NO.: 1



CONSTRUCTION LOADS

FOR TEMPORARY CONSTRUCTION VEHICLE LOADS, AN EXTRA AMOUNT OF COMPACTED COVER MAY BE REQUIRED OVER THE TOP OF THE PIPE. THE HEIGHT-OF-COVER SHALL MEET THE MINIMUM REQUIREMENTS SHOWN IN THE TABLE BELOW. THE USE OF HEAVY CONSTRUCTION EQUIPMENT NECESSITATES GREATER PROTECTION FOR THE PIPE THAN FINISHED GRADE COVER MINIMUMS FOR NORMAL HIGHWAY TRAFFIC.

PIPE SPAN, INCHES	AXLE LOADS (kips)			
	18-50	50-75	75-110	110-150
	MINIMUM COVER (FT)			
12-42	2.0	2.5	3.0	3.0
48-72	3.0	3.0	3.5	4.0
78-120	3.0	3.5	4.0	4.0
126-144	3.5	4.0	4.5	4.5

*MINIMUM COVER MAY VARY, DEPENDING ON LOCAL CONDITIONS. THE CONTRACTOR MUST PROVIDE THE ADDITIONAL COVER REQUIRED TO AVOID DAMAGE TO THE PIPE. MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE.

CONSTRUCTION LOADING DIAGRAM

SCALE: N.T.S.

SPECIFICATION FOR DESIGNED DETENTION SYSTEM:

SCOPE
THIS SPECIFICATION COVERS THE MANUFACTURE AND INSTALLATION OF THE DESIGNED DETENTION SYSTEM DETAILED IN THE PROJECT PLANS.

MATERIAL
THE MATERIAL SHALL CONFORM TO THE APPLICABLE REQUIREMENTS LISTED BELOW:

ALUMINIZED TYPE 2 STEEL COILS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-274 OR ASTM A-92.

THE GALVANIZED STEEL COILS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-218 OR ASTM A-929.

THE POLYMER COATED STEEL COILS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-246 OR ASTM A-742.

THE ALUMINUM COILS SHALL CONFORM TO THE APPLICABLE OF AASHTO M-197 OR ASTM B-744.

CONSTRUCTION LOADS
CONSTRUCTION LOADS MAY BE HIGHER THAN FINAL LOADS. FOLLOW THE MANUFACTURER'S OR NCSPA GUIDELINES.

PIPE
THE PIPE SHALL BE MANUFACTURED IN ACCORDANCE TO THE APPLICABLE REQUIREMENTS LISTED BELOW:

ALUMINIZED TYPE 2: AASHTO M-36 OR ASTM A-760

GALVANIZED: AASHTO M-36 OR ASTM A-760

APPLICABLE POLYMER COATED: AASHTO M-245 OR ASTM A-762

ALUMINUM: AASHTO M-196 OR ASTM B-745
APPLICABLE
HANDLING AND ASSEMBLY
SHALL BE IN ACCORDANCE WITH NCSP'S (NATIONAL CORRUGATED STEEL APPLICABLE PIPE ASSOCIATION) FOR ALUMINIZED TYPE 2, GALVANIZED OR POLYMER COATED STEEL. SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR ALUMINUM PIPE.
REQUIREMENTS
INSTALLATION
SHALL BE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SECTION 26, DIVISION II DIVISION II OR ASTM A-798 (FOR ALUMINIZED TYPE 2, GALVANIZED OR POLYMER COATED STEEL) OR ASTM B-788 (FOR ALUMINUM PIPE) AND IN CONFORMANCE WITH THE PROJECT PLANS AND SPECIFICATIONS. IF THERE ARE ANY INCONSISTENCIES OR CONFLICTS THE CONTRACTOR SHOULD DISCUSS AND RESOLVE WITH THE SITE ENGINEER.

IT IS ALWAYS THE RESPONSIBILITY OF THE CONTRACTOR TO FOLLOW OSHA GUIDELINES FOR SAFE PRACTICES.

NOTE:
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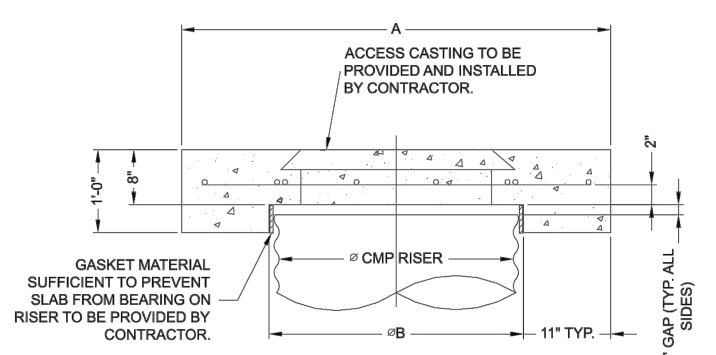
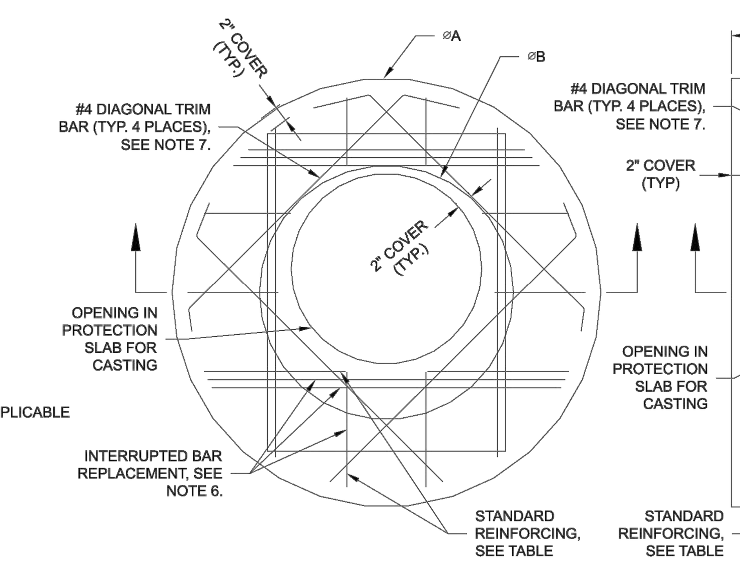


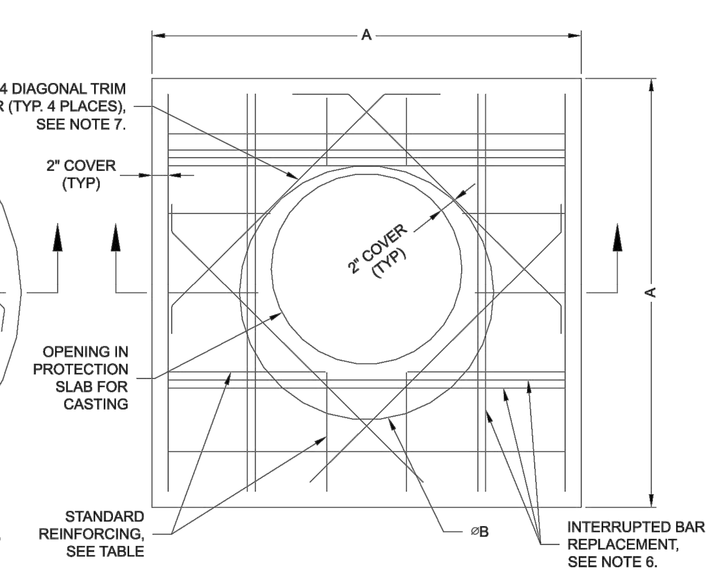
SECTION VIEW

REINFORCING TABLE				
⌀ CMP RISER	A	⌀ B	REINFORCING	**BEARING PRESSURE (PSF)
24"	⌀ 4' 4'X4'	26"	#5 @ 12" OCEW #5 @ 12" OCEW	2,410 1,780
30"	⌀ 4'-6" 4'-6" X 4'-6"	32"	#5 @ 12" OCEW #5 @ 12" OCEW	2,120 1,530
36"	⌀ 5' 5' X 5'	38"	#5 @ 10" OCEW #5 @ 10" OCEW	1,890 1,350
42"	⌀ 5'-6" 5'-6" X 5'-6"	44"	#5 @ 10" OCEW #5 @ 9" OCEW	1,720 1,210
48"	⌀ 6' 6' X 6'	50"	#5 @ 9" OCEW #5 @ 8" OCEW	1,600 1,100

** ASSUMED SOIL BEARING CAPACITY



ROUND OPTION PLAN VIEW



SQUARE OPTION PLAN VIEW

NOTES:

1. DESIGN IN ACCORDANCE WITH AASHTO, 17th EDITION.
2. DESIGN LOAD HS25.
3. EARTH COVER = 1' MAX.
4. CONCRETE STRENGTH = 3,500 psi
5. REINFORCING STEEL = ASTM A615, GRADE 60.
6. PROVIDE ADDITIONAL REINFORCING AROUND OPENINGS EQUAL TO THE BARS INTERRUPTED, HALF EACH SIDE. ADDITIONAL BARS TO BE IN THE SAME PLANE.
7. TRIM OPENING WITH DIAGONAL #4 BARS, EXTEND BARS A MINIMUM OF 12" BEYOND OPENING, BEND BARS AS REQUIRED TO MAINTAIN BAR COVER.
8. PROTECTION SLAB AND ALL MATERIALS TO BE PROVIDED AND INSTALLED BY CONTRACTOR.
9. DETAIL DESIGN BY DELTA ENGINEERING, BINGHAMTON, NY.

MANHOLE CAP DETAIL

SCALE: N.T.S.

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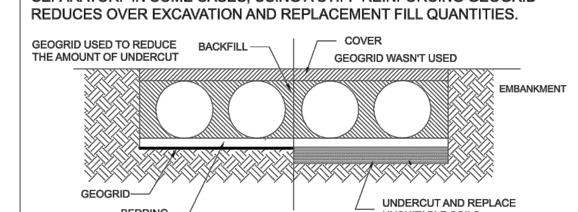
CMP DETENTION INSTALLATION GUIDE

PROPER INSTALLATION OF A FLEXIBLE UNDERGROUND DETENTION SYSTEM WILL ENSURE LONG-TERM PERFORMANCE. THE CONFIGURATION OF THESE SYSTEMS OFTEN REQUIRES SPECIAL CONSTRUCTION PRACTICES THAT DIFFER FROM CONVENTIONAL FLEXIBLE PIPE CONSTRUCTION. CONTECH ENGINEERED SOLUTIONS STRONGLY SUGGESTS SCHEDULING A PRE-CONSTRUCTION MEETING WITH YOUR LOCAL SALES ENGINEER TO DETERMINE IF ADDITIONAL MEASURES, NOT COVERED IN THIS GUIDE, ARE APPROPRIATE FOR YOUR SITE.

FOUNDATION

CONSTRUCT A FOUNDATION THAT CAN SUPPORT THE DESIGN LOADING APPLIED BY THE PIPE AND ADJACENT BACKFILL WEIGHT AS WELL AS MAINTAIN ITS INTEGRITY DURING CONSTRUCTION.

IF SOFT OR UNSUITABLE SOILS ARE ENCOUNTERED, REMOVE THE POOR SOILS DOWN TO A SUITABLE DEPTH AND THEN BUILD UP TO THE APPROPRIATE ELEVATION WITH A COMPETENT BACKFILL MATERIAL. THE STRUCTURAL FILL MATERIAL GRADATION SHOULD NOT ALLOW THE MIGRATION OF FINES, WHICH CAN CAUSE SETTLEMENT OF THE DETENTION SYSTEM OR PAVEMENT ABOVE. IF THE STRUCTURAL FILL MATERIAL IS NOT COMPATIBLE WITH THE UNDERLYING SOILS AN ENGINEERING FABRIC SHOULD BE USED AS A SEPARATOR. IN SOME CASES, USING A STIFF REINFORCING GEOGRID REDUCES OVER EXCAVATION AND REPLACEMENT FILL QUANTITIES.

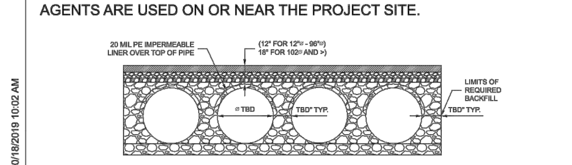


GRADE THE FOUNDATION SUBGRADE TO A UNIFORM OR SLIGHTLY SLOPING GRADE. IF THE SUBGRADE IS CLAY OR RELATIVELY NON-POROUS AND THE CONSTRUCTION SEQUENCE WILL LAST FOR AN EXTENDED PERIOD OF TIME, IT IS BEST TO SLOPE THE GRADE TO ONE END OF THE SYSTEM. THIS WILL ALLOW EXCESS WATER TO DRAIN QUICKLY, PREVENTING SATURATION OF THE SUBGRADE.

GEOMEMBRANE BARRIER

A SITE'S RESISTIVITY MAY CHANGE OVER TIME WHEN VARIOUS TYPES OF SALTING AGENTS ARE USED, SUCH AS ROAD SALTS FOR DEICING AGENTS. IF SALTING AGENTS ARE USED ON OR NEAR THE PROJECT SITE, A GEOMEMBRANE BARRIER IS RECOMMENDED WITH THE SYSTEM. THE GEOMEMBRANE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM THE USE OF SUCH AGENTS INCLUDING PREMATURE CORROSION AND REDUCED ACTUAL SERVICE LIFE.

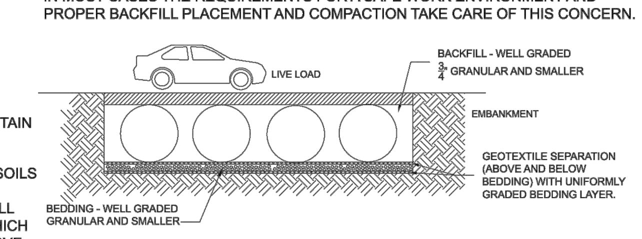
THE PROJECT'S ENGINEER OF RECORD IS TO EVALUATE WHETHER SALTING AGENTS WILL BE USED ON OR NEAR THE PROJECT SITE, AND USE HIS/HER BEST JUDGEMENT TO DETERMINE IF ANY ADDITIONAL PROTECTIVE MEASURES ARE REQUIRED. BELOW IS A TYPICAL DETAIL SHOWING THE PLACEMENT OF A GEOMEMBRANE BARRIER FOR PROJECTS WHERE SALTING AGENTS ARE USED ON OR NEAR THE PROJECT SITE.



IN-SITU TRENCH WALL

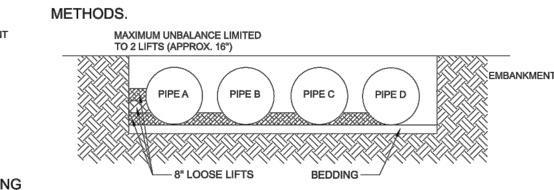
IF EXCAVATION IS REQUIRED, THE TRENCH WALL NEEDS TO BE CAPABLE OF SUPPORTING THE LOAD THAT THE PIPE SHEDS AS THE SYSTEM IS LOADED. IF SOILS ARE NOT CAPABLE OF SUPPORTING THESE LOADS, THE PIPE CAN DEFLECT. PERFORM A SIMPLE SOIL PRESSURE CHECK USING THE APPLIED LOADS TO DETERMINE THE LIMITS OF EXCAVATION BEYOND THE SPRING LINE OF THE OUTER MOST PIPES.

IN MOST CASES THE REQUIREMENTS FOR A SAFE WORK ENVIRONMENT AND PROPER BACKFILL PLACEMENT AND COMPACTION TAKE CARE OF THIS CONCERN.



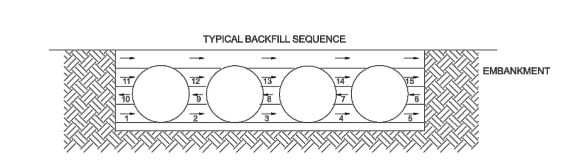
BACKFILL PLACEMENT

MATERIAL SHALL BE WORKED INTO THE PIPE HAUNCHES BY MEANS OF SHOVEL-SLICING, RODDING, AIR TAMPER, VIBRATORY ROD, OR OTHER EFFECTIVE METHODS.

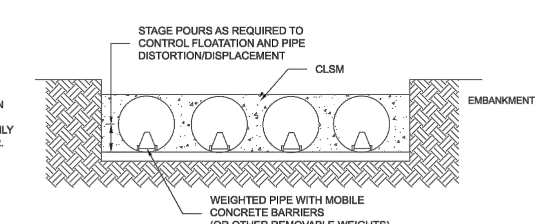


IF AASHTO T99 PROCEDURES ARE DETERMINED INFEASIBLE BY THE GEOTECHNICAL ENGINEER OF RECORD, COMPACTION IS CONSIDERED ADEQUATE WHEN NO FURTHER YIELDING OF THE MATERIAL IS OBSERVED UNDER THE COMPACTOR, OR UNDER FOOT, AND THE GEOTECHNICAL ENGINEER OF RECORD (OR REPRESENTATIVE THEREOF) IS SATISFIED WITH THE LEVEL OF COMPACTION.

FOR LARGE SYSTEMS, CONVEYOR SYSTEMS, BACKHOES WITH LONG REACHES OR DRAGLINES WITH STONE BUCKETS MAY BE USED TO PLACE BACKFILL. ONCE MINIMUM COVER FOR CONSTRUCTION LOADING ACROSS THE ENTIRE WIDTH OF THE SYSTEM IS REACHED, ADVANCE THE EQUIPMENT TO THE END OF THE RECENTLY PLACED FILL, AND BEGIN THE SEQUENCE AGAIN UNTIL THE SYSTEM IS COMPLETELY BACKFILLED. THIS TYPE OF CONSTRUCTION SEQUENCE PROVIDES ROOM FOR STOCKPILED BACKFILL DIRECTLY BEHIND THE BACKHOE, AS WELL AS THE MOVEMENT OF CONSTRUCTION TRAFFIC. MATERIAL STOCKPILES ON TOP OF THE BACKFILLED DETENTION SYSTEM SHOULD BE LIMITED TO 8- TO 10-FEET HIGH AND MUST PROVIDE BALANCED LOADING ACROSS ALL BARRELS. TO DETERMINE THE PROPER COVER OVER THE PIPES TO ALLOW THE MOVEMENT OF CONSTRUCTION EQUIPMENT SEE TABLE 1, OR CONTACT YOUR LOCAL CONTECH SALES ENGINEER.



WHEN FLOWABLE FILL IS USED, YOU MUST PREVENT PIPE FLOATATION. TYPICALLY, SMALL LIFTS ARE PLACED BETWEEN THE PIPES AND THEN ALLOWED TO SET-UP PRIOR TO THE PLACEMENT OF THE NEXT LIFT. THE ALLOWABLE THICKNESS OF THE CLSM LIFT IS A FUNCTION OF A PROPER BALANCE BETWEEN THE UPLIFT FORCE OF THE CLSM, THE OPPOSING WEIGHT OF THE PIPE, AND THE EFFECT OF OTHER RESTRAINING MEASURES. THE PIPE CAN CARRY LIMITED FLUID PRESSURE WITHOUT PIPE DISTORTION OR DISPLACEMENT, WHICH ALSO AFFECTS THE CLSM LIFT THICKNESS. YOUR LOCAL CONTECH SALES ENGINEER CAN HELP DETERMINE THE PROPER LIFT THICKNESS.

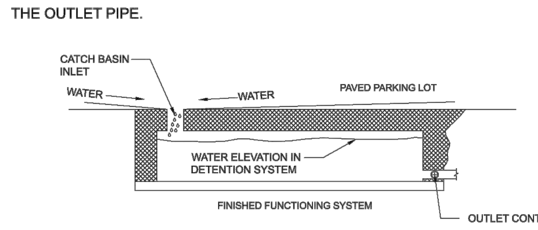


CONSTRUCTION LOADING

TYPICALLY, THE MINIMUM COVER SPECIFIED FOR A PROJECT ASSUMES H-20 LIVE LOAD. BECAUSE CONSTRUCTION LOADS OFTEN EXCEED DESIGN LIVE LOADS, INCREASED TEMPORARY MINIMUM COVER REQUIREMENTS ARE NECESSARY. SINCE CONSTRUCTION EQUIPMENT VARIES FROM JOB TO JOB, IT IS BEST TO ADDRESS EQUIPMENT SPECIFIC MINIMUM COVER REQUIREMENTS WITH YOUR LOCAL CONTECH SALES ENGINEER DURING YOUR PRE-CONSTRUCTION MEETING.

ADDITIONAL CONSIDERATIONS

BECAUSE MOST SYSTEMS ARE CONSTRUCTED BELOW-GRADE, RAINFALL CAN RAPIDLY FILL THE EXCAVATION; POTENTIALLY CAUSING FLOATATION AND MOVEMENT OF THE PREVIOUSLY PLACED PIPES. TO HELP MITIGATE POTENTIAL PROBLEMS, IT IS BEST TO START THE INSTALLATION AT THE DOWNSTREAM END WITH THE OUTLET ALREADY CONSTRUCTED TO ALLOW A ROUTE FOR THE WATER TO ESCAPE. TEMPORARY DIVERSION MEASURES MAY BE REQUIRED FOR HIGH FLOWS DUE TO THE RESTRICTED NATURE OF THE OUTLET PIPE.



CMP DETENTION SYSTEM INSPECTION AND MAINTENANCE

UNDERGROUND STORMWATER DETENTION AND INFILTRATION SYSTEMS MUST BE INSPECTED AND MAINTAINED AT REGULAR INTERVALS FOR PURPOSES OF PERFORMANCE AND LONGEVITY.

INSPECTION

INSPECTION IS THE KEY TO EFFECTIVE MAINTENANCE OF CMP DETENTION SYSTEMS AND IS EASILY PERFORMED. CONTECH RECOMMENDS ONGOING, ANNUAL INSPECTIONS. SITES WITH HIGH TRASH LOAD OR SMALL OUTLET CONTROL ORIFICES MAY NEED MORE FREQUENT INSPECTIONS. THE RATE AT WHICH THE SYSTEM COLLECTS POLLUTANTS WILL DEPEND MORE ON SITE SPECIFIC ACTIVITIES RATHER THAN THE SIZE OR CONFIGURATION OF THE SYSTEM.

INSPECTIONS SHOULD BE PERFORMED MORE OFTEN IN EQUIPMENT WASHDOWN AREAS, IN CLIMATES WHERE SANDING AND/OR SALTING OPERATIONS TAKE PLACE, AND IN OTHER VARIOUS INSTANCES IN WHICH ONE WOULD EXPECT HIGHER ACCUMULATIONS OF SEDIMENT OR ABRASIVE/ CORROSIVE CONDITIONS. A RECORD OF EACH INSPECTION IS TO BE MAINTAINED FOR THE LIFE OF THE SYSTEM

MAINTENANCE

CMP DETENTION SYSTEMS SHOULD BE CLEANED WHEN AN INSPECTION REVEALS ACCUMULATED SEDIMENT OR TRASH IS CLOGGING THE DISCHARGE ORIFICE.

ACCUMULATED SEDIMENT AND TRASH CAN TYPICALLY BE EVACUATED THROUGH THE MANHOLE OVER THE OUTLET ORIFICE. IF MAINTENANCE IS NOT PERFORMED AS RECOMMENDED, SEDIMENT AND TRASH MAY ACCUMULATE IN FRONT OF THE OUTLET ORIFICE. MANHOLE COVERS SHOULD BE SECURELY SEATED FOLLOWING CLEANING ACTIVITIES. CONTECH SUGGESTS THAT ALL SYSTEMS BE DESIGNED WITH AN ACCESS/INSPECTION MANHOLE SITUATED AT OR NEAR THE INLET AND THE OUTLET ORIFICE. SHOULD IT BE NECESSARY TO GET INSIDE THE SYSTEM TO PERFORM MAINTENANCE ACTIVITIES, ALL APPROPRIATE PRECAUTIONS REGARDING CONFINED SPACE ENTRY AND OSHA REGULATIONS SHOULD BE FOLLOWED.

ANNUAL INSPECTIONS ARE BEST PRACTICE FOR ALL UNDERGROUND SYSTEMS. DURING THIS INSPECTION, IF EVIDENCE OF SALTING/DE-ICING AGENTS IS OBSERVED WITHIN THE SYSTEM, IT IS BEST PRACTICE FOR THE SYSTEM TO BE RINSED, INCLUDING ABOVE THE SPRING LINE SOON AFTER THE SPRING THAW AS PART OF THE MAINTENANCE PROGRAM FOR THE SYSTEM.

MAINTAINING AN UNDERGROUND DETENTION OR INFILTRATION SYSTEM IS EASIEST WHEN THERE IS NO FLOW ENTERING THE SYSTEM. FOR THIS REASON, IT IS A GOOD IDEA TO SCHEDULE THE CLEANOUT DURING DRY WEATHER.

THE FOREGOING INSPECTION AND MAINTENANCE EFFORTS HELP ENSURE UNDERGROUND PIPE SYSTEMS USED FOR STORMWATER STORAGE CONTINUE TO FUNCTION AS INTENDED BY IDENTIFYING RECOMMENDED REGULAR INSPECTION AND MAINTENANCE PRACTICES. INSPECTION AND MAINTENANCE RELATED TO THE STRUCTURAL INTEGRITY OF THE PIPE OR THE SOUNDNESS OF PIPE JOINT CONNECTIONS IS BEYOND THE SCOPE OF THIS GUIDE.

CONTECH ENGINEERED SOLUTIONS LLC www.ContechES.com 9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069 800-338-1122 513-645-7000 513-645-7993 FAX
DYO21598 EKN Lake Tahoe 100YR Detention 1A Crystal Bay, NV DETENTION SYSTEM
PROJECT No.: 14125 SEQ. No.: 21598 DATE: 9/19/2022 DESIGNED: DYO DRAWN: DYO CHECKED: DYO APPROVED: DYO SHEET NO.: 1

NO.	DATE	REVISION DESCRIPTION	BY	DATE

Know what's **below**. **Call** before you dig.

NOTICE TO CONTRACTOR:

1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THIS PLAN ARE APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITIES TO BE POT HOLED TO VERIFY LOCATIONS.
2. N CONSULTING ASSUMES NO RESPONSIBILITY FOR DAMAGES, LIABILITY OR COSTS RESULTING FROM CHANGES OR ALTERATIONS MADE TO THIS PLAN WITHOUT THE EXPRESSED WRITTEN CONSENT OF N CONSULTING.

SURVEYOR'S BENCHMARK
THE BENCHMARK

BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS NEVADA STATE PLANE, WEST ZONE NAD83(94) BASED ON REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS UTILIZING CORRECTIONS FROM THE NORTHERN NEVADA COOPERATIVE REAL TIME NETWORK COORDINATES AND DISTANCES HEREON ARE AT GROUND LEVEL BASED ON A COMBINED GRID TO GROUND FACTOR OF 1.000263.

N CONSULTING ENGINEERS
4 Park Plaza, Suite 1750
Irvine, CA 92614
PHONE: 949.396.1161
www.nconsulteng.com

PROFESSIONAL ENGINEER - STATE OF NEVADA - DEREK H. KARIMOTO - EXP: 06/30/23 - CIVIL - No. 29844

DEREK H. KARIMOTO DATE

ISSUE: TRPA 5TH SUBMITTAL	SITE: THE RESORT AT TAHOE AND RESIDENCES			
PROJECT ADDRESS: 5 NV-28 CRYSTAL BAY, NV 89402	TITLE: DETAILS			
CLIENT: EKN DEVELOPMENT GROUP 220 NEWPORT CENTER DRIVE, SUITE 11-262 NEWPORT BEACH, CA 92660	DRAWN: S.S.	SCALE AT D: SHOWN	DATE: 9/17/2022	PROJECT NO: 20-014
	CHECKED: D.H.K.	REV: ----	COUNT: 3 OF 6 SHEETS	SHEET: C2.0

P:\20-014 ekn lake tahoe\Drawings\BMP Plan\20014bmp20-DETAILS.dwg Sep 30, 2022 - 3:47pm

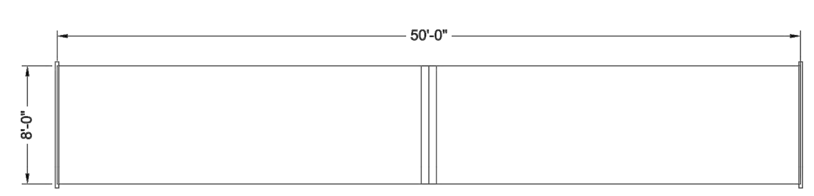
PROJECT SUMMARY

CALCULATION DETAILS
- LOADING = HS20/HS25
- APPROX. LINEAR FOOTAGE = 50 LF

STORAGE SUMMARY
- STORAGE VOLUME REQUIRED = 3,143 CF
- PIPE STORAGE VOLUME = 2,513 CF
- BACKFILL STORAGE VOLUME = 659 CF
- TOTAL STORAGE PROVIDED = 3,172 CF

PIPE DETAILS
- DIAMETER = 96"
- CORRUGATION = 5x1
- GAGE = 16
- COATING = ALT2
- WALL TYPE = PERFORATED
- BARREL SPACING = 36"

BACKFILL DETAILS
- WIDTH AT ENDS = 12"
- ABOVE PIPE = 0"
- WIDTH AT SIDES = 12"
- BELOW PIPE = 0"



ASSEMBLY
SCALE: 1" = 10'

NOTES

- ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE. ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND INLETS, SHALL BE VERIFIED BY THE ENGINEER OF RECORD PRIOR TO RELEASING FOR FABRICATION.
- ALL FITTINGS AND REINFORCEMENT COMPLY WITH ASTM A998.
- ALL RISERS AND STUBS ARE 2⅔" x ½" CORRUGATION AND 16 GAGE UNLESS OTHERWISE NOTED.
- RISERS TO BE FIELD TRIMMED TO GRADE.
- QUANTITY OF PIPE SHOWN DOES NOT PROVIDE EXTRA PIPE FOR CONNECTING THE SYSTEM TO EXISTING PIPE OR DRAINAGE STRUCTURES. OUR SYSTEM AS DETAILED PROVIDES NOMINAL INLET AND/OR OUTLET PIPE STUB FOR CONNECTION TO EXISTING DRAINAGE FACILITIES. IF ADDITIONAL PIPE IS NEEDED IT IS THE RESPONSIBILITY OF THE CONTRACTOR.
- BAND TYPE TO BE DETERMINED UPON FINAL DESIGN.
- THE PROJECT SUMMARY IS REFLECTIVE OF THE DYODS DESIGN, QUANTITIES ARE APPROX. AND SHOULD BE VERIFIED UPON FINAL DESIGN AND APPROVAL. FOR EXAMPLE, TOTAL EXCAVATION DOES NOT CONSIDER ALL VARIABLES SUCH AS SHORING AND ONLY ACCOUNTS FOR MATERIAL WITHIN THE ESTIMATED EXCAVATION FOOTPRINT.
- THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.

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If discrepancies between the supplied information upon which the drawing is based and actual field conditions are encountered as site work progresses, these discrepancies must be reported to Contech immediately for re-evaluation of the design. Contech accepts no liability for designs based on missing, incomplete or inaccurate information supplied by others.

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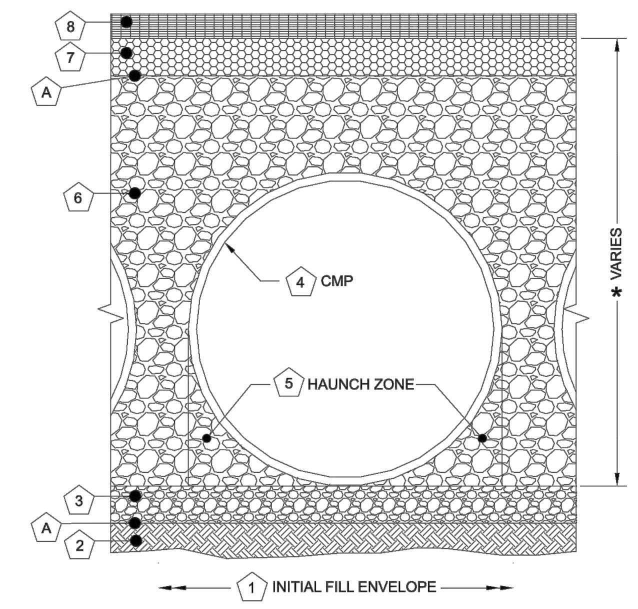
CONTECH CMP DETENTION SYSTEMS — CONTECH DYODS DRAWING

DYO21599 EKN Lake Tahoe
100YR Detention 2A
Crystal Bay, NV
DETENTION SYSTEM

PROJECT No.: 14125	SEQ. No.: 21599	DATE: 9/19/2022
DESIGNED: DYO	DRAWN: DYO	
CHECKED: DYO	APPROVED: DYO	
SHEET NO.: 1		



Infiltration Systems - CMP Infiltration & CMP Perforated Drainage Pipe				
	Material Location	Description	Material Designation	Designation
8	Rigid or Flexible Pavement (if applicable)			
7	Road Base (if applicable			
A	Geotextile Layer	Non-Woven Geotextile	CONTECH C-40 or C-45	Engineer Decision for consideration to prevent soil migration into varying soil types. Wrap the trench only.
6	Backfill	Infiltration pipe systems have a pipe perforation sized of 3/8" diameter. An open graded, free draining stone, with a particle size of ½" – 2 ½" diameter is recommended.	AASHTO M 145- A-1 or AASHTO M 43 - 3, 4	Material shall be worked into the pipe haunches by means of shovel-slicing, rodding, air-tamper, vibratory rod, or other effective methods. Compaction of all placed fill material is necessary and shall be considered adequate when no further yielding of the material is observed under the compactor, or under foot, and the Project Engineer or his representative is satisfied with the level of compaction"
3	Bedding Stone	Well graded granular bedding material w/maximum particle size of 3"	AASHTO M43 - 3,357,4,467, 5, 56, 57	For soil aggregates larger than 3/8" a dedicated bedding layer is not required for CMP. Pipe may be placed on the trench bottom comprised of native suitable well graded & granular material. For Arch pipes it is recommended to be shaped to a relatively flat bottom or fine-grade the foundation to a slight v-shape. Soil aggregates less than 3/8" and unsuitable material should be over-excavated and re-placed with a 4"-6" layer of well graded & granular stone per the material designation.
A	Geotextile Layer	None	None	Contech does not recommend geotextiles be placed under the invert of Infiltration systems due to the propensity for geotextiles to clog over time.
*	Note: The listed AASHTO designations are for gradation only. The stone must also be angular and clean.			

(1) MINIMUM WIDTH DEPENDS ON SITE CONDITIONS AND ENGINEERING JUDGEMENT.

FOUNDATION/BEDDING PREPARATION

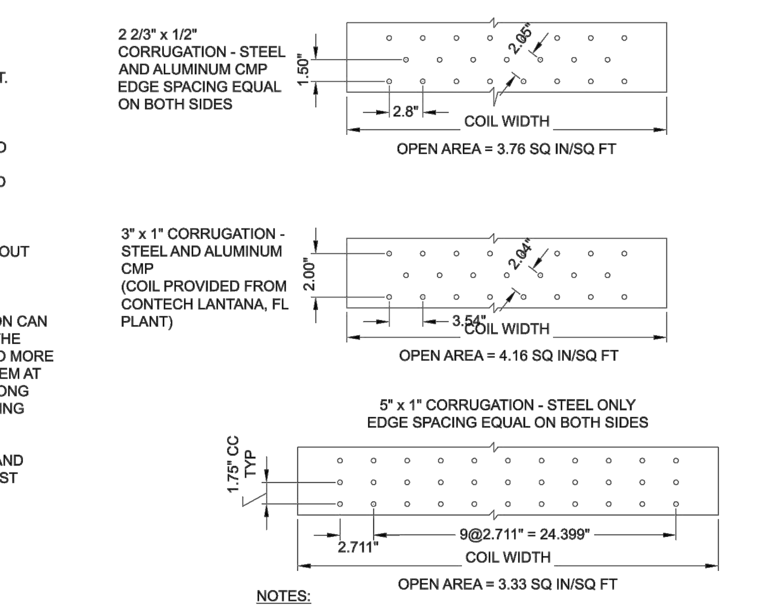
(2) PRIOR TO PLACING THE BEDDING, THE FOUNDATION MUST BE CONSTRUCTED TO A UNIFORM AND STABLE GRADE. IN THE EVENT THAT UNSUITABLE FOUNDATION MATERIALS ARE ENCOUNTERED DURING EXCAVATION, THEY SHALL BE REMOVED AND BROUGHT BACK TO THE GRADE WITH A FILL MATERIAL AS APPROVED BY THE ENGINEER.

(5) HAUNCH ZONE MATERIAL SHALL BE PLACED AND UNIFORMLY COMPACTED WITHOUT SOFT SPOTS.

BACKFILL
MATERIAL SHALL BE PLACED IN 8"-10" MAXIMUM LIFTS. INADEQUATE COMPACTION CAN LEAD TO EXCESSIVE DEFLECTIONS WITHIN THE SYSTEM AND SETTLEMENT OF THE SOILS OVER THE SYSTEM. BACKFILL SHALL BE PLACED SUCH THAT THERE IS NO MORE THAN A TWO-LIFT DIFFERENTIAL BETWEEN THE SIDES OF ANY PIPE IN THE SYSTEM AT ALL TIMES DURING THE BACKFILL PROCESS. BACKFILL SHALL BE ADVANCED ALONG THE LENGTH OF THE SYSTEM AT THE SAME RATE TO AVOID DIFFERENTIAL LOADING ON ANY PIPES IN THE SYSTEM.

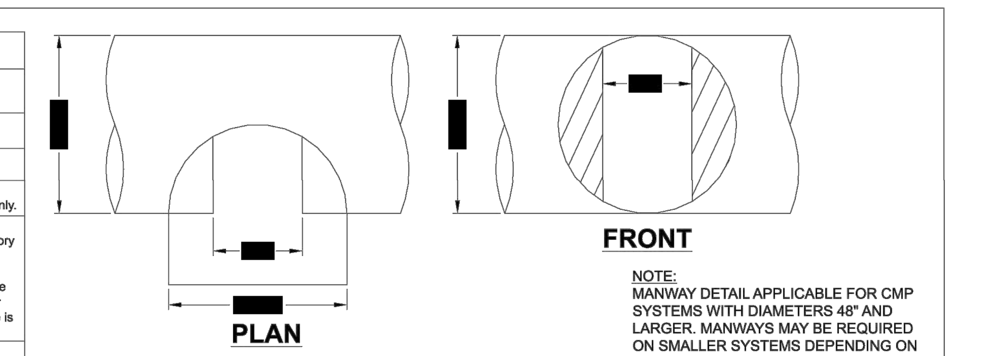
EQUIPMENT USED TO PLACE AND COMPACT THE BACKFILL SHALL BE OF A SIZE AND TYPE SO AS NOT TO DISTORT, DAMAGE, OR DISPLACE THE PIPE. ATTENTION MUST BE GIVEN TO PROVIDING ADEQUATE MINIMUM COVER FOR SUCH EQUIPMENT. MAINTAIN BALANCED LOADING ON ALL PIPES IN THE SYSTEM DURING ALL SUCH OPERATIONS.

OTHER ALTERNATE BACKFILL MATERIAL MAY BE ALLOWED DEPENDING ON SITE SPECIFIC CONDITIONS. REFER TO TYPICAL BACKFILL DETAIL FOR MATERIAL REQUIRED.



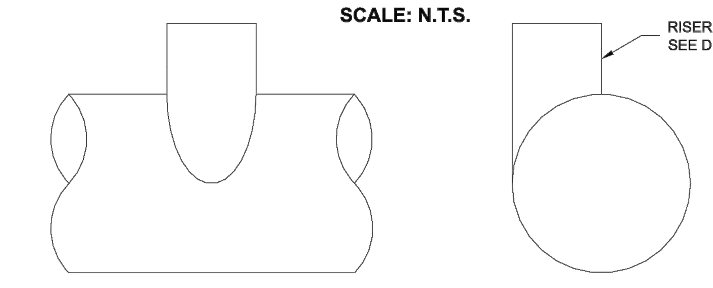
NOTES:
1. PERFORATIONS MEET AASHTO AND ASTM SPECIFICATIONS.
2. PERFORATION OPEN AREA PER SQUARE FOOT OF PIPE IS BASED ON THE NOMINAL DIAMETER AND LENGTH OF PIPE.
3. ALL DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
4. ALL HOLES ⌀3/8".

TYPICAL PERFORATION DETAIL
SCALE: N.T.S.



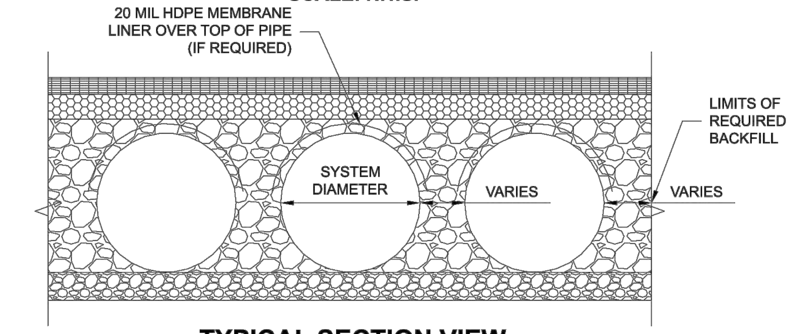
TYPICAL MANWAY DETAIL
SCALE: N.T.S.

NOTE:
MANWAY DETAIL APPLICABLE FOR CMP SYSTEMS WITH DIAMETERS 48" AND LARGER. MANWAYS MAY BE REQUIRED ON SMALLER SYSTEMS DEPENDING ON ACTUAL SITE SPECIFIC CONDITIONS.



TYPICAL RISER DETAIL
SCALE: N.T.S.

NOTE:
LADDERS ARE OPTIONAL AND ARE NOT REQUIRED FOR ALL SYSTEMS.

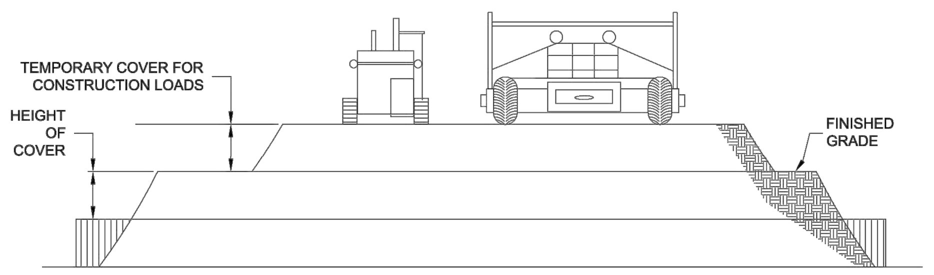


TYPICAL SECTION VIEW
LINER OVER ROWS
SCALE: N.T.S.

NOTE: IF SALTING AGENTS FOR SNOW AND ICE REMOVAL ARE USED ON OR NEAR THE PROJECT, AN HDPE MEMBRANE LINER IS RECOMMENDED WITH THE SYSTEM. THE IMPERMEABLE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM A CHANGE IN THE SURROUNDING ENVIRONMENT OVER A PERIOD OF TIME. PLEASE REFER TO THE CORRUGATED METAL PIPE DETENTION DESIGN GUIDE FOR ADDITIONAL INFORMATION.

DYO21599 EKN Lake Tahoe
100YR Detention 2A
Crystal Bay, NV
DETENTION SYSTEM

PROJECT No.: 14125	SEQ. No.: 21599	DATE: 9/19/2022
DESIGNED: DYO	DRAWN: DYO	
CHECKED: DYO	APPROVED: DYO	
SHEET NO.: 1		



CONSTRUCTION LOADS

FOR TEMPORARY CONSTRUCTION VEHICLE LOADS, AN EXTRA AMOUNT OF COMPACTED COVER MAY BE REQUIRED OVER THE TOP OF THE PIPE. THE HEIGHT-OF-COVER SHALL MEET THE MINIMUM REQUIREMENTS SHOWN IN THE TABLE BELOW. THE USE OF HEAVY CONSTRUCTION EQUIPMENT NECESSITATES GREATER PROTECTION FOR THE PIPE THAN FINISHED GRADE COVER MINIMUMS FOR NORMAL HIGHWAY TRAFFIC.

PIPE SPAN, INCHES	AXLE LOADS (kips)			
	18-50	50-75	75-110	110-150
	MINIMUM COVER (FT)			
12-42	2.0	2.5	3.0	3.0
48-72	3.0	3.0	3.5	4.0
78-120	3.0	3.5	4.0	4.0
126-144	3.5	4.0	4.5	4.5

*MINIMUM COVER MAY VARY, DEPENDING ON LOCAL CONDITIONS. THE CONTRACTOR MUST PROVIDE THE ADDITIONAL COVER REQUIRED TO AVOID DAMAGE TO THE PIPE. MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE.

CONSTRUCTION LOADING DIAGRAM
SCALE: N.T.S.

SPECIFICATION FOR DESIGNED DETENTION SYSTEM:

SCOPE
THIS SPECIFICATION COVERS THE MANUFACTURE AND INSTALLATION OF THE DESIGNED DETENTION SYSTEM DETAILED IN THE PROJECT PLANS.

MATERIAL
THE MATERIAL SHALL CONFORM TO THE APPLICABLE REQUIREMENTS LISTED BELOW:

ALUMINIZED TYPE 2 STEEL COILS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-274 OR ASTM A-92.

THE GALVANIZED STEEL COILS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-218 OR ASTM A-929.

THE POLYMER COATED STEEL COILS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-246 OR ASTM A-742.

THE ALUMINUM COILS SHALL CONFORM TO THE APPLICABLE OF AASHTO M-197 OR ASTM B-744.

CONSTRUCTION LOADS
CONSTRUCTION LOADS MAY BE HIGHER THAN FINAL LOADS. FOLLOW THE MANUFACTURER'S OR NCSPA GUIDELINES.

PIPE
THE PIPE SHALL BE MANUFACTURED IN ACCORDANCE TO THE APPLICABLE REQUIREMENTS LISTED BELOW:

ALUMINIZED TYPE 2: AASHTO M-36 OR ASTM A-760

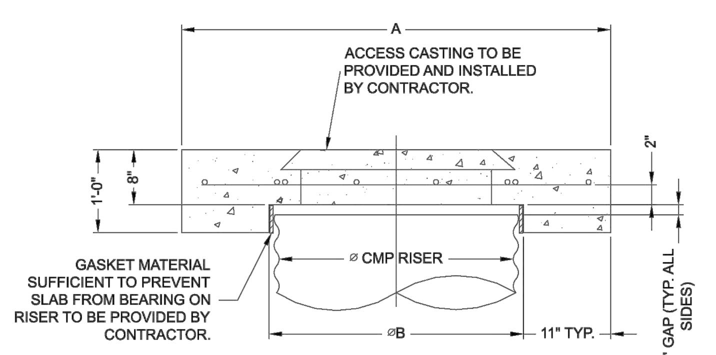
GALVANIZED: AASHTO M-36 OR ASTM A-760

APPLICABLE POLYMER COATED: AASHTO M-245 OR ASTM A-762

ALUMINUM: AASHTO M-196 OR ASTM B-745
APPLICABLE
HANDLING AND ASSEMBLY
SHALL BE IN ACCORDANCE WITH NCSP'S (NATIONAL CORRUGATED STEEL APPLICABLE PIPE ASSOCIATION) FOR ALUMINIZED TYPE 2, GALVANIZED OR POLYMER COATED STEEL. SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR ALUMINUM PIPE.
REQUIREMENTS
INSTALLATION
SHALL BE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SECTION 26, DIVISION II DIVISION II OR ASTM A-798 (FOR ALUMINIZED TYPE 2, GALVANIZED OR POLYMER COATED STEEL) OR ASTM B-788 (FOR ALUMINUM PIPE) AND IN CONFORMANCE WITH THE PROJECT PLANS AND SPECIFICATIONS. IF THERE ARE ANY INCONSISTENCIES OR CONFLICTS THE CONTRACTOR SHOULD DISCUSS AND RESOLVE WITH THE SITE ENGINEER.

IT IS ALWAYS THE RESPONSIBILITY OF THE CONTRACTOR TO FOLLOW OSHA GUIDELINES FOR SAFE PRACTICES.

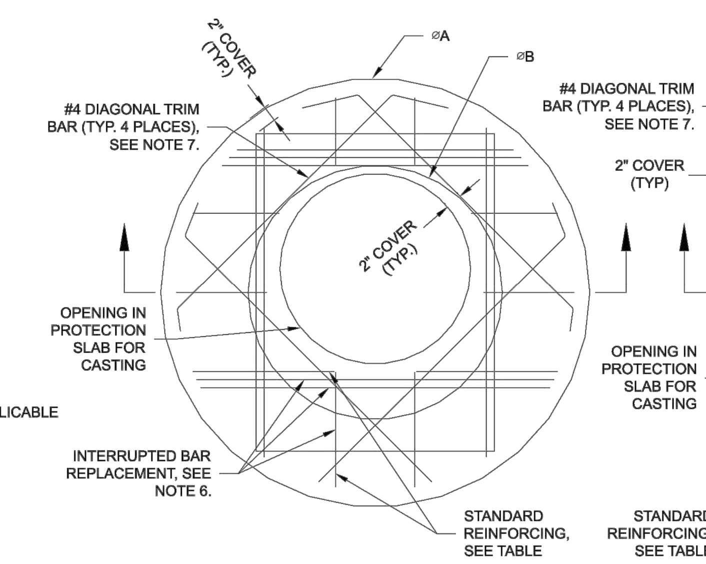
NOTE:
THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.



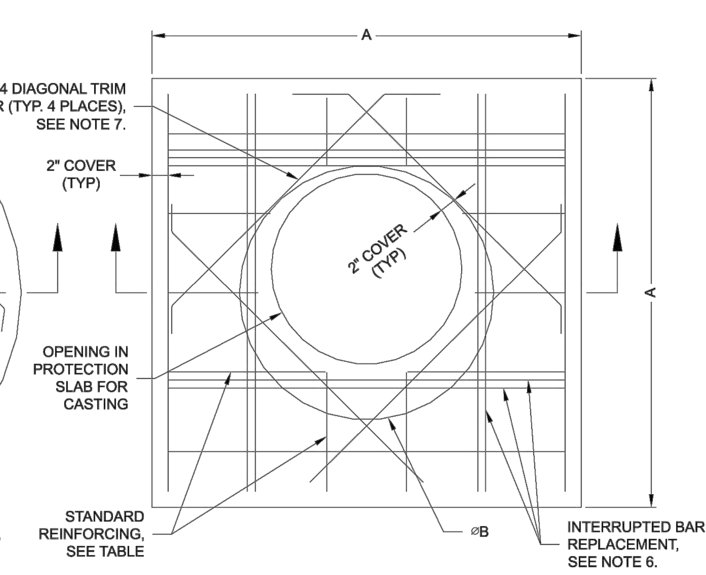
SECTION VIEW

REINFORCING TABLE				
⌀ CMP RISER	A	⌀ B	REINFORCING	**BEARING PRESSURE (PSF)
24"	⌀ 4' 4'X4'	26"	#5 @ 12" OCEW #5 @ 12" OCEW	2,410 1,780
30"	⌀ 4'-6" 4'-6" X 4'-6"	32"	#5 @ 12" OCEW #5 @ 12" OCEW	2,120 1,530
36"	⌀ 5' 5' X 5'	38"	#5 @ 10" OCEW #5 @ 10" OCEW	1,890 1,350
42"	⌀ 5'-6" 5'-6" X 5'-6"	44"	#5 @ 10" OCEW #5 @ 9" OCEW	1,720 1,210
48"	⌀ 6' 6' X 6'	50"	#5 @ 9" OCEW #5 @ 8" OCEW	1,600 1,100

** ASSUMED SOIL BEARING CAPACITY



ROUND OPTION PLAN VIEW



SQUARE OPTION PLAN VIEW

NOTES:
1. DESIGN IN ACCORDANCE WITH AASHTO, 17th EDITION.
2. DESIGN LOAD HS25.
3. EARTH COVER = 1' MAX.
4. CONCRETE STRENGTH = 3,500 psi
5. REINFORCING STEEL = ASTM A615, GRADE 60.
6. PROVIDE ADDITIONAL REINFORCING AROUND OPENINGS EQUAL TO THE BARS INTERRUPTED, HALF EACH SIDE. ADDITIONAL BARS TO BE IN THE SAME PLANE.
7. TRIM OPENING WITH DIAGONAL #4 BARS, EXTEND BARS A MINIMUM OF 12" BEYOND OPENING, BEND BARS AS REQUIRED TO MAINTAIN BAR COVER.
8. PROTECTION SLAB AND ALL MATERIALS TO BE PROVIDED AND INSTALLED BY CONTRACTOR.
9. DETAIL DESIGN BY DELTA ENGINEERING, BINGHAMTON, NY.

MANHOLE CAP DETAIL
SCALE: N.T.S.

DYO21599 EKN Lake Tahoe
100YR Detention 2A
Crystal Bay, NV
DETENTION SYSTEM

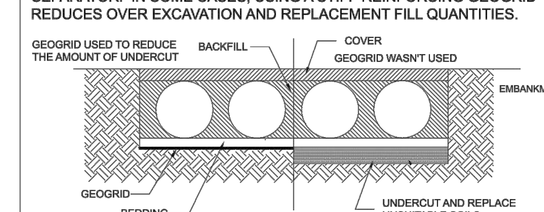
CMP DETENTION INSTALLATION GUIDE

PROPER INSTALLATION OF A FLEXIBLE UNDERGROUND DETENTION SYSTEM WILL ENSURE LONG-TERM PERFORMANCE. THE CONFIGURATION OF THESE SYSTEMS OFTEN REQUIRES SPECIAL CONSTRUCTION PRACTICES THAT DIFFER FROM CONVENTIONAL FLEXIBLE PIPE CONSTRUCTION. CONTECH ENGINEERED SOLUTIONS STRONGLY SUGGESTS SCHEDULING A PRE-CONSTRUCTION MEETING WITH YOUR LOCAL SALES ENGINEER TO DETERMINE IF ADDITIONAL MEASURES, NOT COVERED IN THIS GUIDE, ARE APPROPRIATE FOR YOUR SITE.

FOUNDATION

CONSTRUCT A FOUNDATION THAT CAN SUPPORT THE DESIGN LOADING APPLIED BY THE PIPE AND ADJACENT BACKFILL WEIGHT AS WELL AS MAINTAIN ITS INTEGRITY DURING CONSTRUCTION.

IF SOFT OR UNSUITABLE SOILS ARE ENCOUNTERED, REMOVE THE POOR SOILS DOWN TO A SUITABLE DEPTH AND THEN BUILD UP TO THE APPROPRIATE ELEVATION WITH A COMPETENT BACKFILL MATERIAL. THE STRUCTURAL FILL MATERIAL GRADATION SHOULD NOT ALLOW THE MIGRATION OF FINES, WHICH CAN CAUSE SETTLEMENT OF THE DETENTION SYSTEM OR PAVEMENT ABOVE. IF THE STRUCTURAL FILL MATERIAL IS NOT COMPATIBLE WITH THE UNDERLYING SOILS AN ENGINEERING FABRIC SHOULD BE USED AS A SEPARATOR. IN SOME CASES, USING A STIFF REINFORCING GEOGRID REDUCES OVER EXCAVATION AND REPLACEMENT FILL QUANTITIES.

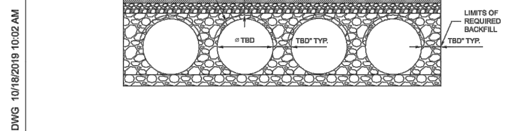


GRADE THE FOUNDATION SUBGRADE TO A UNIFORM OR SLIGHTLY SLOPING GRADE. IF THE SUBGRADE IS CLAY OR RELATIVELY NON-POROUS AND THE CONSTRUCTION SEQUENCE WILL LAST FOR AN EXTENDED PERIOD OF TIME, IT IS BEST TO SLOPE THE GRADE TO ONE END OF THE SYSTEM. THIS WILL ALLOW EXCESS WATER TO DRAIN QUICKLY, PREVENTING SATURATION OF THE SUBGRADE.

GEOMEMBRANE BARRIER

A SITE'S RESISTIVITY MAY CHANGE OVER TIME WHEN VARIOUS TYPES OF SALTING AGENTS ARE USED, SUCH AS ROAD SALTS FOR DEICING AGENTS. IF SALTING AGENTS ARE USED ON OR NEAR THE PROJECT SITE, A GEOMEMBRANE BARRIER IS RECOMMENDED WITH THE SYSTEM. THE GEOMEMBRANE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM THE USE OF SUCH AGENTS INCLUDING PREMATURE CORROSION AND REDUCED ACTUAL SERVICE LIFE.

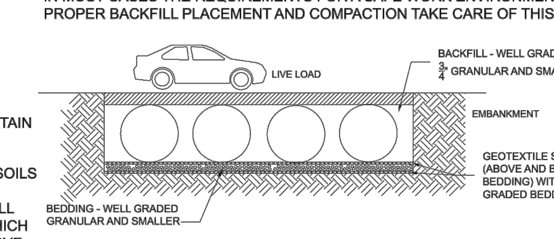
THE PROJECT'S ENGINEER OF RECORD IS TO EVALUATE WHETHER SALTING AGENTS WILL BE USED ON OR NEAR THE PROJECT SITE, AND USE HIS/HER BEST JUDGEMENT TO DETERMINE IF ANY ADDITIONAL PROTECTIVE MEASURES ARE REQUIRED. BELOW IS A TYPICAL DETAIL SHOWING THE PLACEMENT OF A GEOMEMBRANE BARRIER FOR PROJECTS WHERE SALTING AGENTS ARE USED ON OR NEAR THE PROJECT SITE.



IN-SITU TRENCH WALL

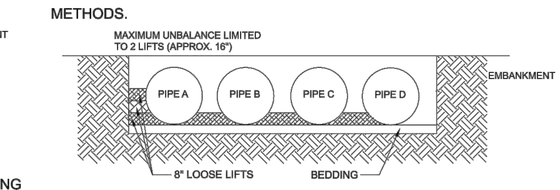
IF EXCAVATION IS REQUIRED, THE TRENCH WALL NEEDS TO BE CAPABLE OF SUPPORTING THE LOAD THAT THE PIPE SHEDS AS THE SYSTEM IS LOADED. IF SOILS ARE NOT CAPABLE OF SUPPORTING THESE LOADS, THE PIPE CAN DEFLECT. PERFORM A SIMPLE SOIL PRESSURE CHECK USING THE APPLIED LOADS TO DETERMINE THE LIMITS OF EXCAVATION BEYOND THE SPRING LINE OF THE OUTER MOST PIPES.

IN MOST CASES THE REQUIREMENTS FOR A SAFE WORK ENVIRONMENT AND PROPER BACKFILL PLACEMENT AND COMPACTION TAKE CARE OF THIS CONCERN.



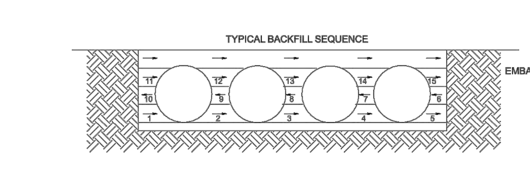
BACKFILL PLACEMENT

MATERIAL SHALL BE WORKED INTO THE PIPE HAUNCHES BY MEANS OF SHOVEL-SLICING, RODDING, AIR TAMPER, VIBRATORY ROD, OR OTHER EFFECTIVE METHODS.

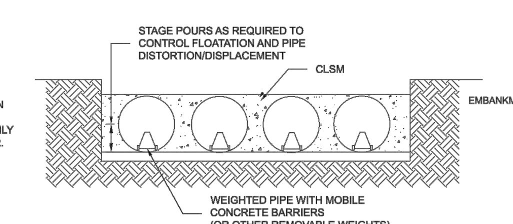


IF AASHTO T99 PROCEDURES ARE DETERMINED INFEASIBLE BY THE GEOTECHNICAL ENGINEER OF RECORD, COMPACTION IS CONSIDERED ADEQUATE WHEN NO FURTHER YIELDING OF THE MATERIAL IS OBSERVED UNDER THE COMPACTOR, OR UNDER FOOT, AND THE GEOTECHNICAL ENGINEER OF RECORD (OR REPRESENTATIVE THEREOF) IS SATISFIED WITH THE LEVEL OF COMPACTION.

FOR LARGE SYSTEMS, CONVEYOR SYSTEMS, BACKHOES WITH LONG REACHES OR DRAGLINES WITH STONE BUCKETS MAY BE USED TO PLACE BACKFILL. ONCE MINIMUM COVER FOR CONSTRUCTION LOADING ACROSS THE ENTIRE WIDTH OF THE SYSTEM IS REACHED, ADVANCE THE EQUIPMENT TO THE END OF THE RECENTLY PLACED FILL, AND BEGIN THE SEQUENCE AGAIN UNTIL THE SYSTEM IS COMPLETELY BACKFILLED. THIS TYPE OF CONSTRUCTION SEQUENCE PROVIDES ROOM FOR STOCKPILED BACKFILL DIRECTLY BEHIND THE BACKHOE, AS WELL AS THE MOVEMENT OF CONSTRUCTION TRAFFIC. MATERIAL STOCKPILES ON TOP OF THE BACKFILLED DETENTION SYSTEM SHOULD BE LIMITED TO 8- TO 10-FEET HIGH AND MUST PROVIDE BALANCED LOADING ACROSS ALL BARRELS. TO DETERMINE THE PROPER COVER OVER THE PIPES TO ALLOW THE MOVEMENT OF CONSTRUCTION EQUIPMENT SEE TABLE 1, OR CONTACT YOUR LOCAL CONTECH SALES ENGINEER.



WHEN FLOWABLE FILL IS USED, YOU MUST PREVENT PIPE FLOATATION. TYPICALLY, SMALL LIFTS ARE PLACED BETWEEN THE PIPES AND THEN ALLOWED TO SET-UP PRIOR TO THE PLACEMENT OF THE NEXT LIFT. THE ALLOWABLE THICKNESS OF THE CLSM LIFT IS A FUNCTION OF A PROPER BALANCE BETWEEN THE UPLIFT FORCE OF THE CLSM, THE OPPOSING WEIGHT OF THE PIPE, AND THE EFFECT OF OTHER RESTRAINING MEASURES. THE PIPE CAN CARRY LIMITED FLUID PRESSURE WITHOUT PIPE DISTORTION OR DISPLACEMENT, WHICH ALSO AFFECTS THE CLSM LIFT THICKNESS. YOUR LOCAL CONTECH SALES ENGINEER CAN HELP DETERMINE THE PROPER LIFT THICKNESS.

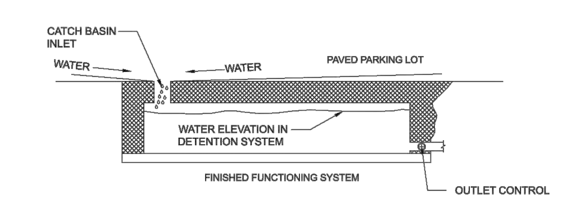


CONSTRUCTION LOADING

TYPICALLY, THE MINIMUM COVER SPECIFIED FOR A PROJECT ASSUMES H-20 LIVE LOAD. BECAUSE CONSTRUCTION LOADS OFTEN EXCEED DESIGN LIVE LOADS, INCREASED TEMPORARY MINIMUM COVER REQUIREMENTS ARE NECESSARY. SINCE CONSTRUCTION EQUIPMENT VARIES FROM JOB TO JOB, IT IS BEST TO ADDRESS EQUIPMENT SPECIFIC MINIMUM COVER REQUIREMENTS WITH YOUR LOCAL CONTECH SALES ENGINEER DURING YOUR PRE-CONSTRUCTION MEETING.

ADDITIONAL CONSIDERATIONS

BECAUSE MOST SYSTEMS ARE CONSTRUCTED BELOW-GRADE, RAINFALL CAN RAPIDLY FILL THE EXCAVATION; POTENTIALLY CAUSING FLOATATION AND MOVEMENT OF THE PREVIOUSLY PLACED PIPES. TO HELP MITIGATE POTENTIAL PROBLEMS, IT IS BEST TO START THE INSTALLATION AT THE DOWNSTREAM END WITH THE OUTLET ALREADY CONSTRUCTED TO ALLOW A ROUTE FOR THE WATER TO ESCAPE. TEMPORARY DIVERSION MEASURES MAY BE REQUIRED FOR HIGH FLOWS DUE TO THE RESTRICTED NATURE OF THE OUTLET PIPE.



CMP DETENTION SYSTEM INSPECTION AND MAINTENANCE

UNDERGROUND STORMWATER DETENTION AND INFILTRATION SYSTEMS MUST BE INSPECTED AND MAINTAINED AT REGULAR INTERVALS FOR PURPOSES OF PERFORMANCE AND LONGEVITY.

INSPECTION

INSPECTION IS THE KEY TO EFFECTIVE MAINTENANCE OF CMP DETENTION SYSTEMS AND IS EASILY PERFORMED. CONTECH RECOMMENDS ONGOING, ANNUAL INSPECTIONS. SITES WITH HIGH TRASH LOAD OR SMALL OUTLET CONTROL ORIFICES MAY NEED MORE FREQUENT INSPECTIONS. THE RATE AT WHICH THE SYSTEM COLLECTS POLLUTANTS WILL DEPEND MORE ON SITE SPECIFIC ACTIVITIES RATHER THAN THE SIZE OR CONFIGURATION OF THE SYSTEM.

INSPECTIONS SHOULD BE PERFORMED MORE OFTEN IN EQUIPMENT WASHDOWN AREAS, IN CLIMATES WHERE SANDING AND/OR SALTING OPERATIONS TAKE PLACE, AND IN OTHER VARIOUS INSTANCES IN WHICH ONE WOULD EXPECT HIGHER ACCUMULATIONS OF SEDIMENT OR ABRASIVE/ CORROSIVE CONDITIONS. A RECORD OF EACH INSPECTION IS TO BE MAINTAINED FOR THE LIFE OF THE SYSTEM

MAINTENANCE

CMP DETENTION SYSTEMS SHOULD BE CLEANED WHEN AN INSPECTION REVEALS ACCUMULATED SEDIMENT OR TRASH IS CLOGGING THE DISCHARGE ORIFICE.

ACCUMULATED SEDIMENT AND TRASH CAN TYPICALLY BE EVACUATED THROUGH THE MANHOLE OVER THE OUTLET ORIFICE. IF MAINTENANCE IS NOT PERFORMED AS RECOMMENDED, SEDIMENT AND TRASH MAY ACCUMULATE IN FRONT OF THE OUTLET ORIFICE. MANHOLE COVERS SHOULD BE SECURELY SEATED FOLLOWING CLEANING ACTIVITIES. CONTECH SUGGESTS THAT ALL SYSTEMS BE DESIGNED WITH AN ACCESS/INSPECTION MANHOLE SITUATED AT OR NEAR THE INLET AND THE OUTLET ORIFICE. SHOULD IT BE NECESSARY TO GET INSIDE THE SYSTEM TO PERFORM MAINTENANCE ACTIVITIES, ALL APPROPRIATE PRECAUTIONS REGARDING CONFINED SPACE ENTRY AND OSHA REGULATIONS SHOULD BE FOLLOWED.

ANNUAL INSPECTIONS ARE BEST PRACTICE FOR ALL UNDERGROUND SYSTEMS. DURING THIS INSPECTION, IF EVIDENCE OF SALTING/DE-ICING AGENTS IS OBSERVED WITHIN THE SYSTEM, IT IS BEST PRACTICE FOR THE SYSTEM TO BE RINSED, INCLUDING ABOVE THE SPRING LINE SOON AFTER THE SPRING THAW AS PART OF THE MAINTENANCE PROGRAM FOR THE SYSTEM.

MAINTAINING AN UNDERGROUND DETENTION OR INFILTRATION SYSTEM IS EASIEST WHEN THERE IS NO FLOW ENTERING THE SYSTEM. FOR THIS REASON, IT IS A GOOD IDEA TO SCHEDULE THE CLEANOUT DURING DRY WEATHER.

THE FOREGOING INSPECTION AND MAINTENANCE EFFORTS HELP ENSURE UNDERGROUND PIPE SYSTEMS USED FOR STORMWATER STORAGE CONTINUE TO FUNCTION AS INTENDED BY IDENTIFYING RECOMMENDED REGULAR INSPECTION AND MAINTENANCE PRACTICES. INSPECTION AND MAINTENANCE RELATED TO THE STRUCTURAL INTEGRITY OF THE PIPE OR THE SOUNDNESS OF PIPE JOINT CONNECTIONS IS BEYOND THE SCOPE OF THIS GUIDE.

DYO21599 EKN Lake Tahoe
100YR Detention 2A
Crystal Bay, NV
DETENTION SYSTEM

NO.	DATE	REVISION DESCRIPTION	BY	DATE

811 Know what's below. Call before you dig.

NOTICE TO CONTRACTOR:
1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THIS PLAN ARE APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITIES TO BE POT HOLED TO VERIFY LOCATIONS.
2. N CONSULTING ASSUMES NO RESPONSIBILITY FOR DAMAGES, LIABILITY OR COSTS RESULTING FROM CHANGES OR ALTERATIONS MADE TO THIS PLAN WITHOUT THE EXPRESSED WRITTEN CONSENT OF N CONSULTING.

SURVEYOR'S BENCHMARK
THE BENCHMARK

BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS NEVADA STATE PLANE, WEST ZONE NAD83(94) BASED ON REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS UTILIZING CORRECTIONS FROM THE NORTHERN NEVADA COOPERATIVE REAL TIME NETWORK COORDINATES AND DISTANCES HEREON ARE AT GROUND LEVEL BASED ON A COMBINED GRID TO GROUND FACTOR OF 1.000263.

N CONSULTING ENGINEERS
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PROFESSIONAL ENGINEER — STATE OF NEVADA — DEREK H. KARIMOTO — EXP: 06/30/23 — CIVIL — No. 29844

DEREK H. KARIMOTO DATE

ISSUE: TRPA 5TH SUBMITTAL

PROJECT ADDRESS: 5 NV-28, CRYSTAL BAY, NV 89402

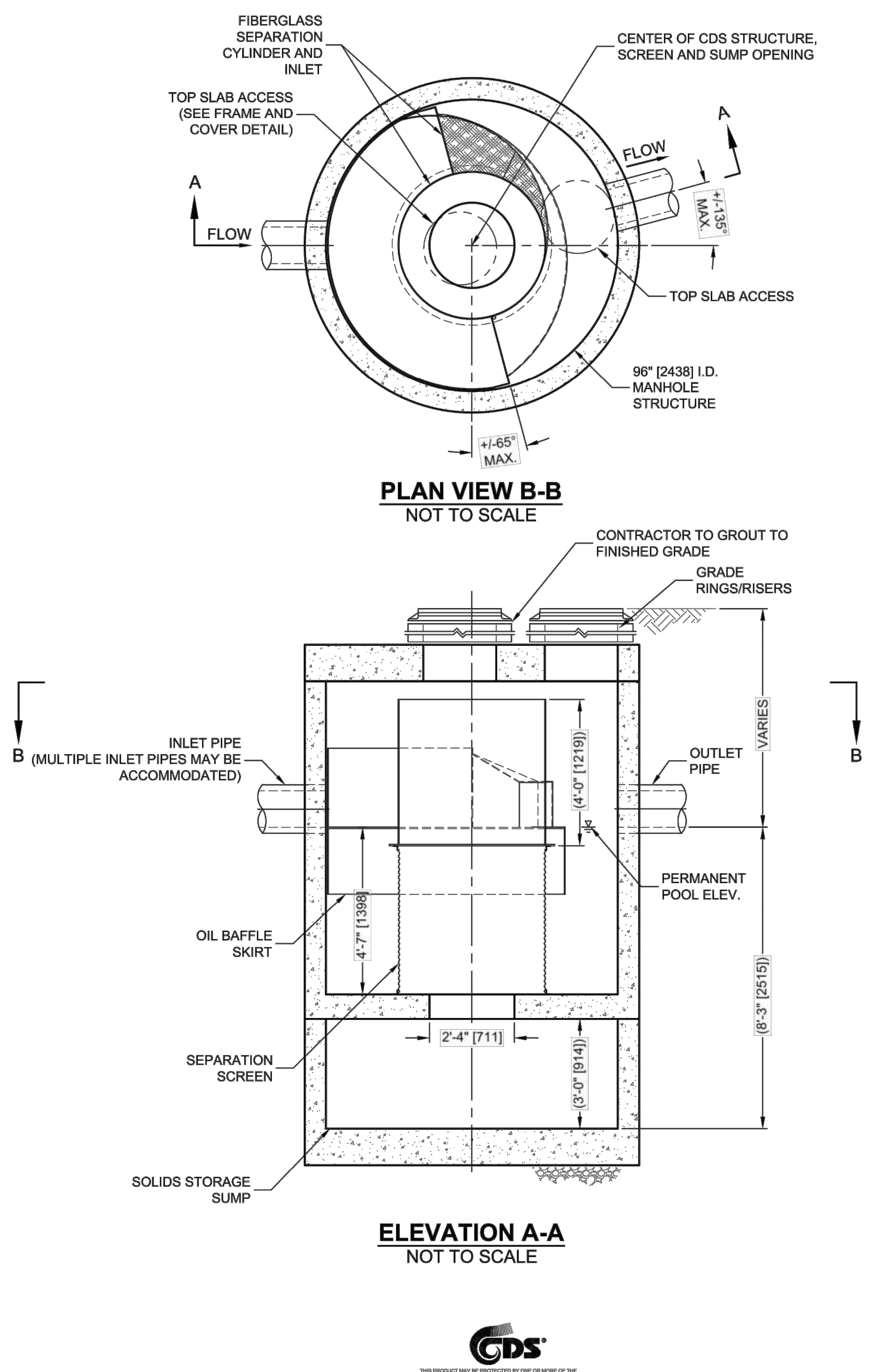
CLIENT: EKN DEVELOPMENT GROUP, 220 NEWPORT CENTER DRIVE, SUITE 11-262, NEWPORT BEACH, CA 92660

SITE: THE RESORT AT TAHOE AND RESIDENCES

TITLE: DETAILS

DRAWN: S.S.	SCALE AT D: SHOWN	DATE: 9/17/2022	PROJECT NO: 20-014
CHECKED: D.H.K.	REV: ----	COUNT: 4 OF 6 SHEETS	SHEET: C2.1

P:\20-014 ekn lake tahoe\Drawings\BMP Plan\20014bmp20-DETAILS.dwg Sep 30, 2022 - 3:48pm

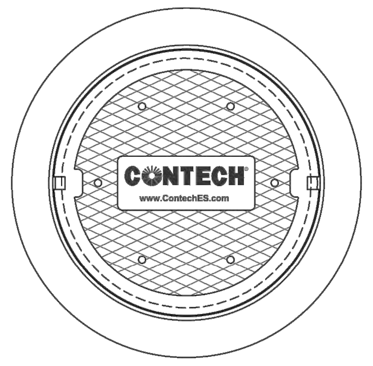


CDS4040-8-C DESIGN NOTES

CDS4040-8-C RATED TREATMENT CAPACITY IS 6.0 CFS [169.9 L/s], OR PER LOCAL REGULATIONS. IF THE SITE CONDITIONS EXCEED MAXIMUM HYDRAULIC CAPACITY, AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

CDS4040-8-C STANDARD CONFIGURATION IS SHOWN.

FOR NJDEP PROJECTS, PLEASE CONTACT YOUR LOCAL CONTECH REPRESENTATIVE FOR APPROVED CONFIGURATIONS.



FRAME AND COVER
(DIAMETER VARIES)
NOT TO SCALE

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			
WATER QUALITY FLOW RATE (CFS OR L/s)			*
PEAK FLOW RATE (CFS OR L/s)			*
RETURN PERIOD OF PEAK FLOW (YRS)			*
SCREEN APERTURE (2400 OR 4700)			*
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	*	*	*
INLET PIPE 2	*	*	*
OUTLET PIPE	*	*	*
RIM ELEVATION			*
ANTI-FLOTATION BALLAST		WIDTH	HEIGHT
		*	*
NOTES/SPECIAL REQUIREMENTS:			

* PER ENGINEER OF RECORD

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com
3. CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 2', AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO..
5. IF REQUIRED, PVC HYDRAULIC SHEAR PLATE IS PLACED ON SHELF AT BOTTOM OF SCREEN CYLINDER. REMOVE AND REPLACE AS NECESSARY DURING MAINTENANCE CLEANING.
6. CDS STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-478 AND AASHTO LOAD FACTOR DESIGN METHOD.

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE.
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET AND OUTLET PIPE(S). MATCH PIPE INVERTS WITH ELEVATIONS SHOWN. ALL PIPE CENTERLINES TO MATCH PIPE OPENING CENTERLINES.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

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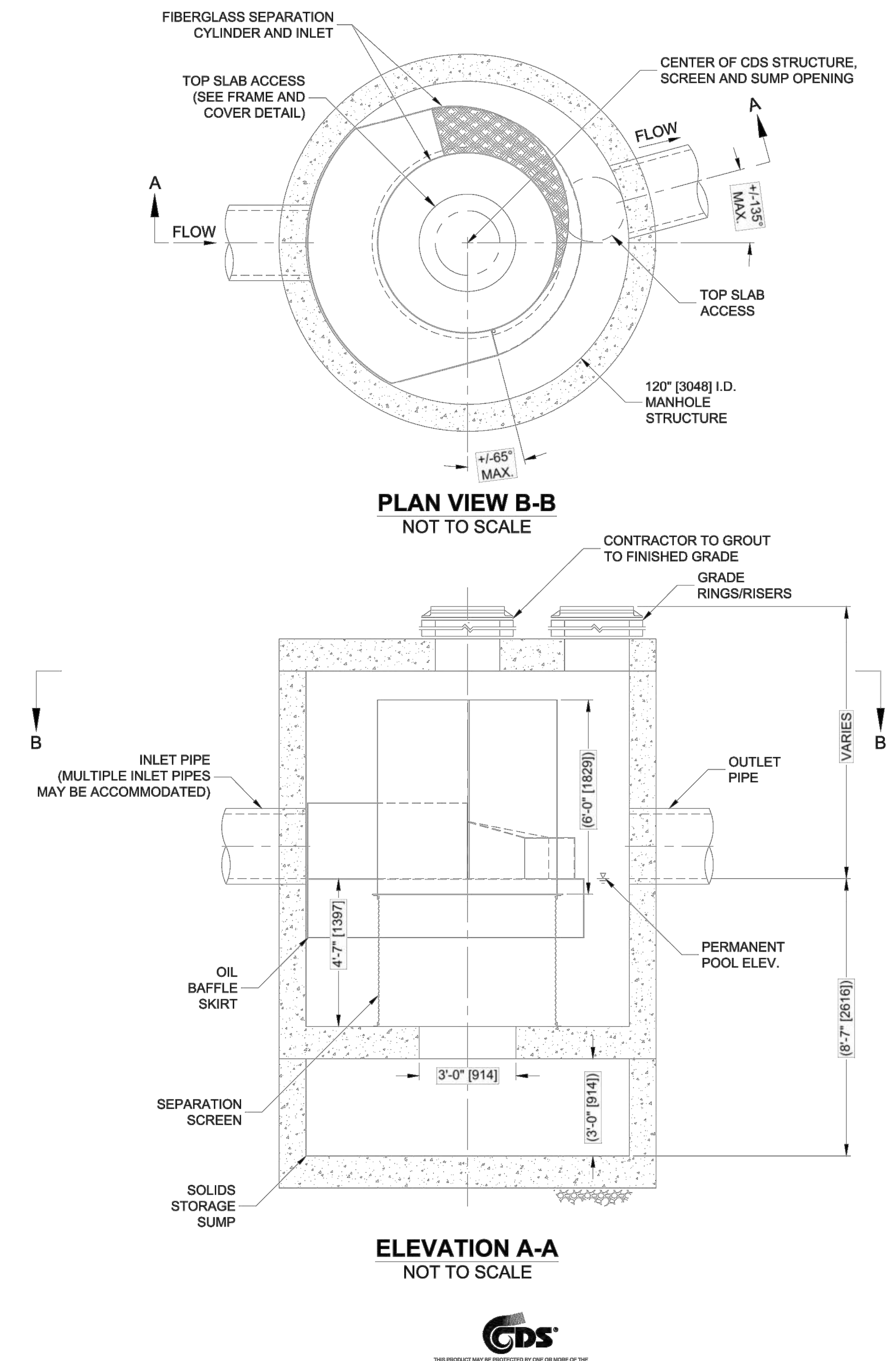
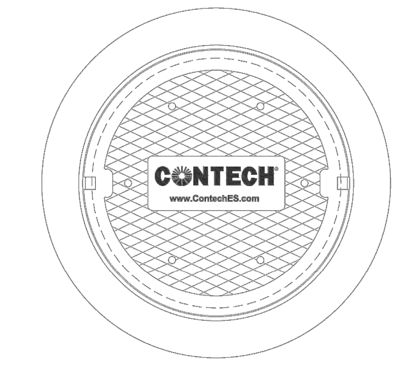
CDS4040-8-C
ONLINE CDS
STANDARD DETAIL



CDS5640-10-C DESIGN NOTES

CDS5640-10-C RATED TREATMENT CAPACITY IS 9.0 CFS [254.9 L/s], OR PER LOCAL REGULATIONS. IF THE SITE CONDITIONS EXCEED MAXIMUM HYDRAULIC CAPACITY, AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

CDS5640-10-C STANDARD CONFIGURATION IS SHOWN.



FRAME AND COVER
(DIAMETER VARIES)
NOT TO SCALE

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			
WATER QUALITY FLOW RATE (CFS OR L/s)			*
PEAK FLOW RATE (CFS OR L/s)			*
RETURN PERIOD OF PEAK FLOW (YRS)			*
SCREEN APERTURE (2400 OR 4700)			*
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	*	*	*
INLET PIPE 2	*	*	*
OUTLET PIPE	*	*	*
RIM ELEVATION			*
ANTI-FLOTATION BALLAST		WIDTH	HEIGHT
		*	*
NOTES/SPECIAL REQUIREMENTS:			

* PER ENGINEER OF RECORD

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com
3. CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 2', AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
5. IF REQUIRED, PVC HYDRAULIC SHEAR PLATE IS PLACED ON SHELF AT BOTTOM OF SCREEN CYLINDER. REMOVE AND REPLACE AS NECESSARY DURING MAINTENANCE CLEANING.
6. CDS STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-478 AND AASHTO LOAD FACTOR DESIGN METHOD.

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE.
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET AND OUTLET PIPE(S). MATCH PIPE INVERTS WITH ELEVATIONS SHOWN. ALL PIPE CENTERLINES TO MATCH PIPE OPENING CENTERLINES.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

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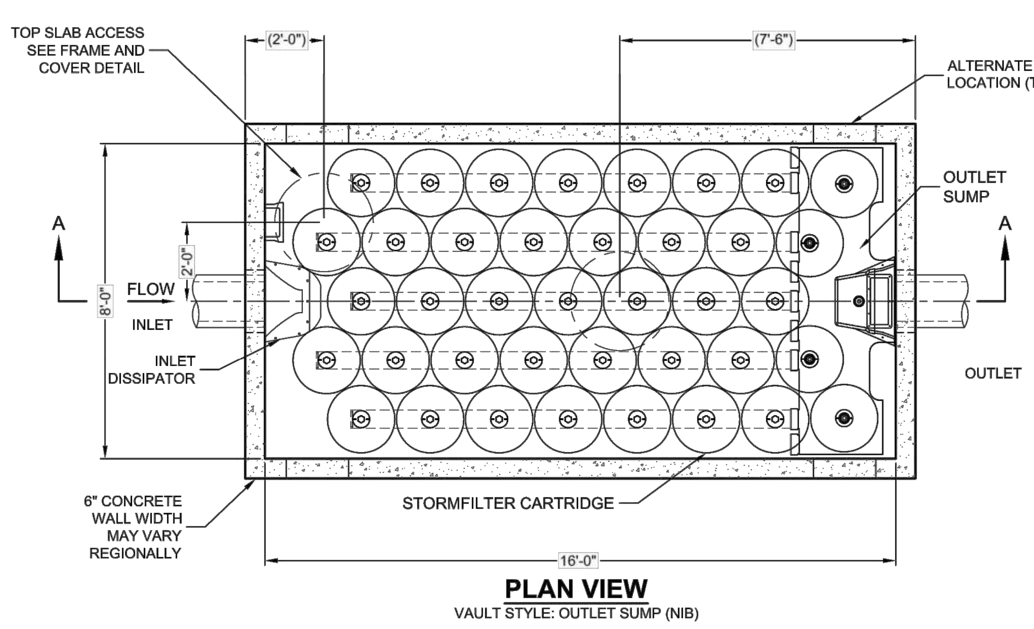


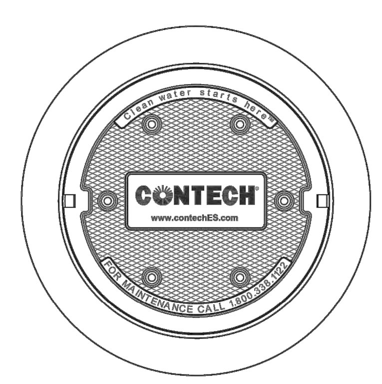
STORMFILTER DESIGN NOTES

STORMFILTER TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD VAULT STYLE IS SHOWN WITH THE MAXIMUM NUMBER OF CARTRIDGES (39). VAULT STYLE OPTIONS INCLUDE INLET BAY (32), INLET BAY/OUTLET BAY (27), OUTLET BAY (34), INLET BAY/FULL HEIGHT BAFFLE (23), FULL HEIGHT BAFFLE WALL (30). STORMFILTER 8X16 PEAK HYDRAULIC CAPACITY IS 1.8 CFS. IF THE SITE CONDITIONS EXCEED 1.8 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

CARTRIDGE SELECTION

CARTRIDGE HEIGHT	27"			18"			LOW DROP		
RECOMMENDED HYDRAULIC DROP (H)	3.05'			2.3'			1.8'		
SPECIFIC FLOW RATE (gpm/sf)	2 gpm/sf	1.67* gpm/sf	1 gpm/sf	2 gpm/sf	1.67* gpm/sf	1 gpm/sf	2 gpm/sf	1.67* gpm/sf	1 gpm/sf
CARTRIDGE FLOW RATE (gpm)	22.5	18.79	11.25	15	12.53	7.5	10	8.35	5

* 1.67 gpm/sf SPECIFIC FLOW RATE IS APPROVED WITH PHOSPHOSORB ® (PSORB) MEDIA ONLY

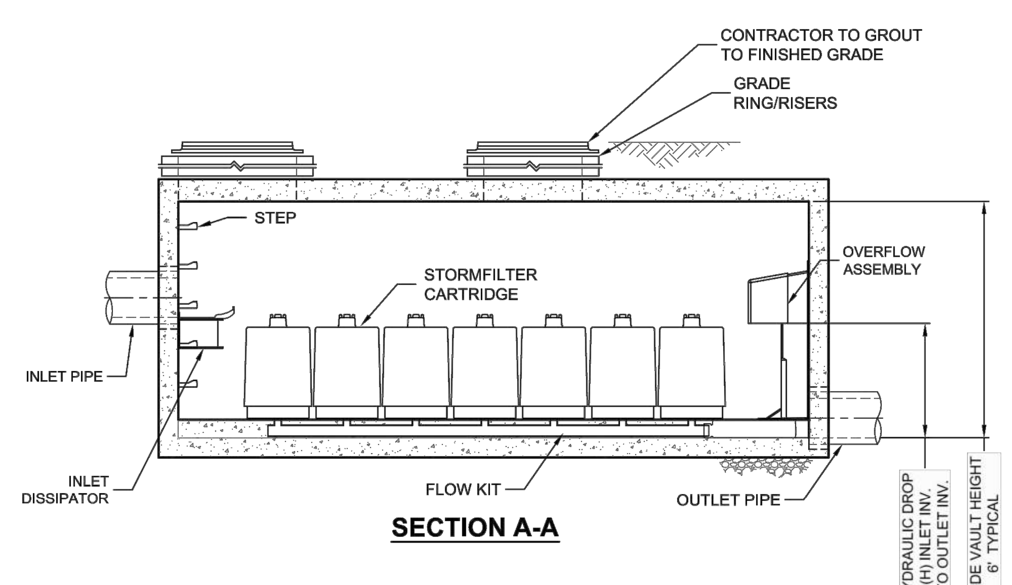


FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			*
WATER QUALITY FLOW RATE (cfs)			*
PEAK FLOW RATE (cfs)			*
RETURN PERIOD OF PEAK FLOW (yrs)			*
CARTRIDGE HEIGHT (27", 18", LOW DROP(LD))			*
NUMBER OF CARTRIDGES REQUIRED			*
CARTRIDGE FLOW RATE			*
MEDIA TYPE (PERLITE, ZPG, PSORB)			*
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	*	*
INLET PIPE #2	*	*	*
OUTLET PIPE	*	*	*
UPSTREAM RIM ELEVATION			*
DOWNSTREAM RIM ELEVATION			*
ANTI-FLOTATION BALLAST		WIDTH	HEIGHT
		*	*
NOTES/SPECIAL REQUIREMENTS:			

* PER ENGINEER OF RECORD



GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR SITE SPECIFIC DRAWINGS WITH DETAILED VAULT DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com
4. STORMFILTER WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 5' AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
6. FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING. RADIAL MEDIA DEPTH SHALL BE 7-INCHES. FILTER MEDIA CONTACT TIME SHALL BE AT LEAST 38 SECONDS.
7. SPECIFIC FLOW RATE IS EQUAL TO THE FILTER TREATMENT CAPACITY (gpm) DIVIDED BY THE FILTER CONTACT SURFACE AREA (sq ft).
8. STORMFILTER STRUCTURE SHALL BE PRECAST CONFORMING TO ASTM C-857 AND AASHTO LOAD FACTOR DESIGN METHOD.

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMFILTER VAULT (LIFTING CLUTCHES PROVIDED).
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL VAULT SECTIONS AND ASSEMBLE VAULT.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH OUTLET PIPE INVERT WITH OUTLET BAY FLOOR.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.

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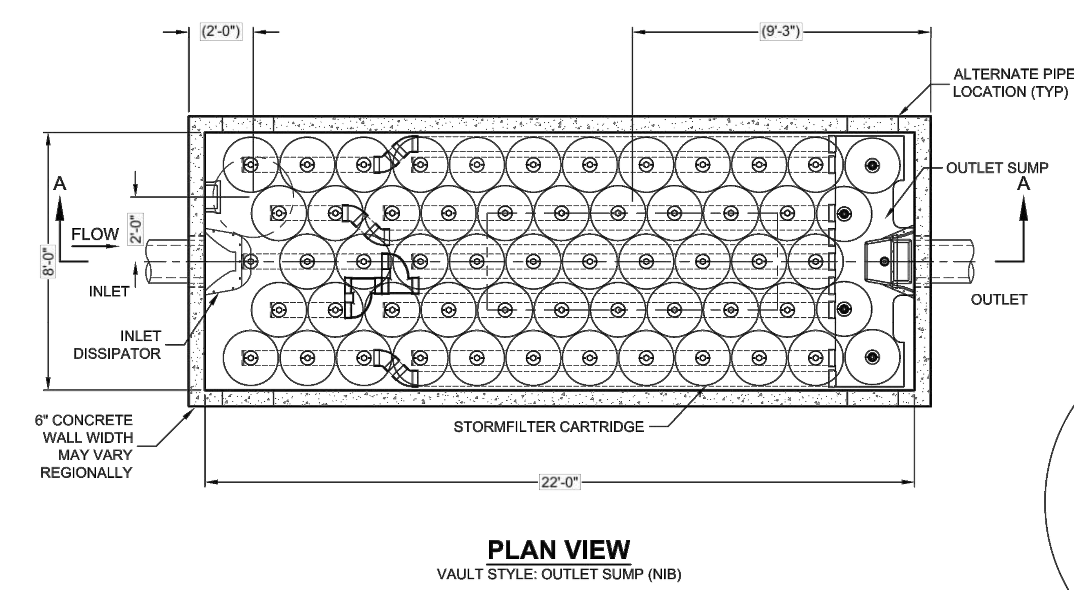
800-338-1122 513-645-7000 513-645-7993 FAX

SF0816
STORMFILTER
STANDARD DETAIL



STORMFILTER DESIGN NOTES

STORMFILTER TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD VAULT STYLE IS SHOWN WITH THE MAXIMUM NUMBER OF CARTRIDGES (56). VAULT STYLE OPTIONS INCLUDE INLET BAY (49), INLET BAY/OUTLET BAY (46), OUTLET BAY (51), NLET BAY/FULL HEIGHT BAFFLE WALL (41), FULL HEIGHT BAFFLE WALL (46). STORMFILTER 8X22 PEAK HYDRAULIC CAPACITY IS 1.8 CFS. IF THE SITE CONDITIONS EXCEED 1.8 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

CARTRIDGE SELECTION

CARTRIDGE HEIGHT	27"			18"			LOW DROP		
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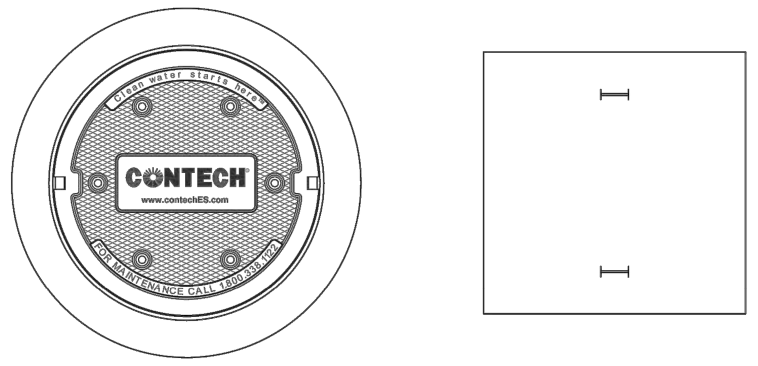
CARTRIDGE FLOW RATE (gpm)	22.5	18.79	11.25	15	12.53	7.5	10	8.35	5

* 1.67 gpm/sf SPECIFIC FLOW RATE IS APPROVED WITH PHOSPHOSORB ® (PSORB) MEDIA ONLY

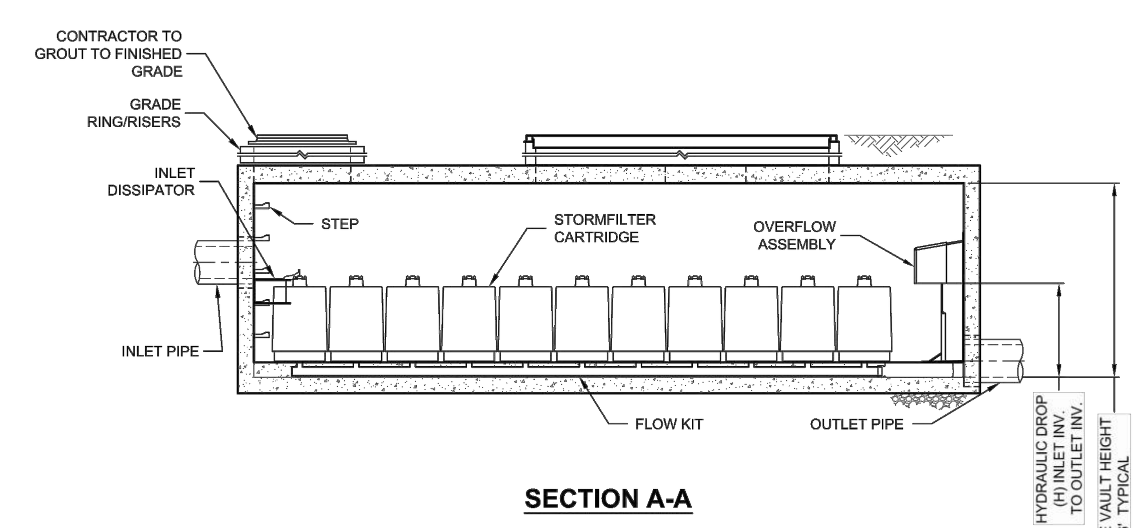


FRAME, COVER, AND HATCH
(SIZE AND CONFIGURATION VARY)
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			*
WATER QUALITY FLOW RATE (cfs)			*
PEAK FLOW RATE (cfs)			*
RETURN PERIOD OF PEAK FLOW (yrs)			*
CARTRIDGE HEIGHT (27", 18", LOW DROP(LD))			*
NUMBER OF CARTRIDGES REQUIRED			*
CARTRIDGE FLOW RATE			*
MEDIA TYPE (PERLITE, ZPG, PSORB)			*
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	*	*
INLET PIPE #2	*	*	*
OUTLET PIPE	*	*	*
UPSTREAM RIM ELEVATION			*
DOWNSTREAM RIM ELEVATION			*
ANTI-FLOTATION BALLAST		WIDTH	HEIGHT
		*	*
NOTES/SPECIAL REQUIREMENTS:			

* PER ENGINEER OF RECORD



GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR SITE SPECIFIC DRAWINGS WITH DETAILED VAULT DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com
4. STORMFILTER WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 5' AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
6. FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING. RADIAL MEDIA DEPTH SHALL BE 7-INCHES. FILTER MEDIA CONTACT TIME SHALL BE AT LEAST 38 SECONDS.
7. SPECIFIC FLOW RATE IS EQUAL TO THE FILTER TREATMENT CAPACITY (gpm) DIVIDED BY THE FILTER CONTACT SURFACE AREA (sq ft).
8. STORMFILTER STRUCTURE SHALL BE PRECAST CONFORMING TO ASTM C-857 AND AASHTO LOAD FACTOR DESIGN METHOD.

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMFILTER VAULT (LIFTING CLUTCHES PROVIDED).
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL VAULT SECTIONS AND ASSEMBLE VAULT.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH OUTLET PIPE INVERT WITH OUTLET BAY FLOOR.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.

CONTECH ENGINEERED SOLUTIONS LLC
www.contechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

SF0822
STORMFILTER
STANDARD DETAIL

NO.	DATE	REVISION DESCRIPTION	BY	DATE

811 Know what's below. Call before you dig.

NOTICE TO CONTRACTOR:
1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THIS PLAN ARE APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITIES TO BE POT HOLED TO VERIFY LOCATIONS.
2. N CONSULTING ASSUMES NO RESPONSIBILITY FOR DAMAGES, LIABILITY OR COSTS RESULTING FROM CHANGES OR ALTERATIONS MADE TO THIS PLAN WITHOUT THE EXPRESSED WRITTEN CONSENT OF N CONSULTING.

SURVEYOR'S BENCHMARK
THE BENCHMARK

BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS NEVADA STATE PLANE, WEST ZONE NAD83(94) BASED ON REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS UTILIZING CORRECTIONS FROM THE NORTHERN NEVADA COOPERATIVE REAL TIME NETWORK COORDINATES AND DISTANCES HEREON ARE AT GROUND LEVEL BASED ON A COMBINED GRID TO GROUND FACTOR OF 1.000263.

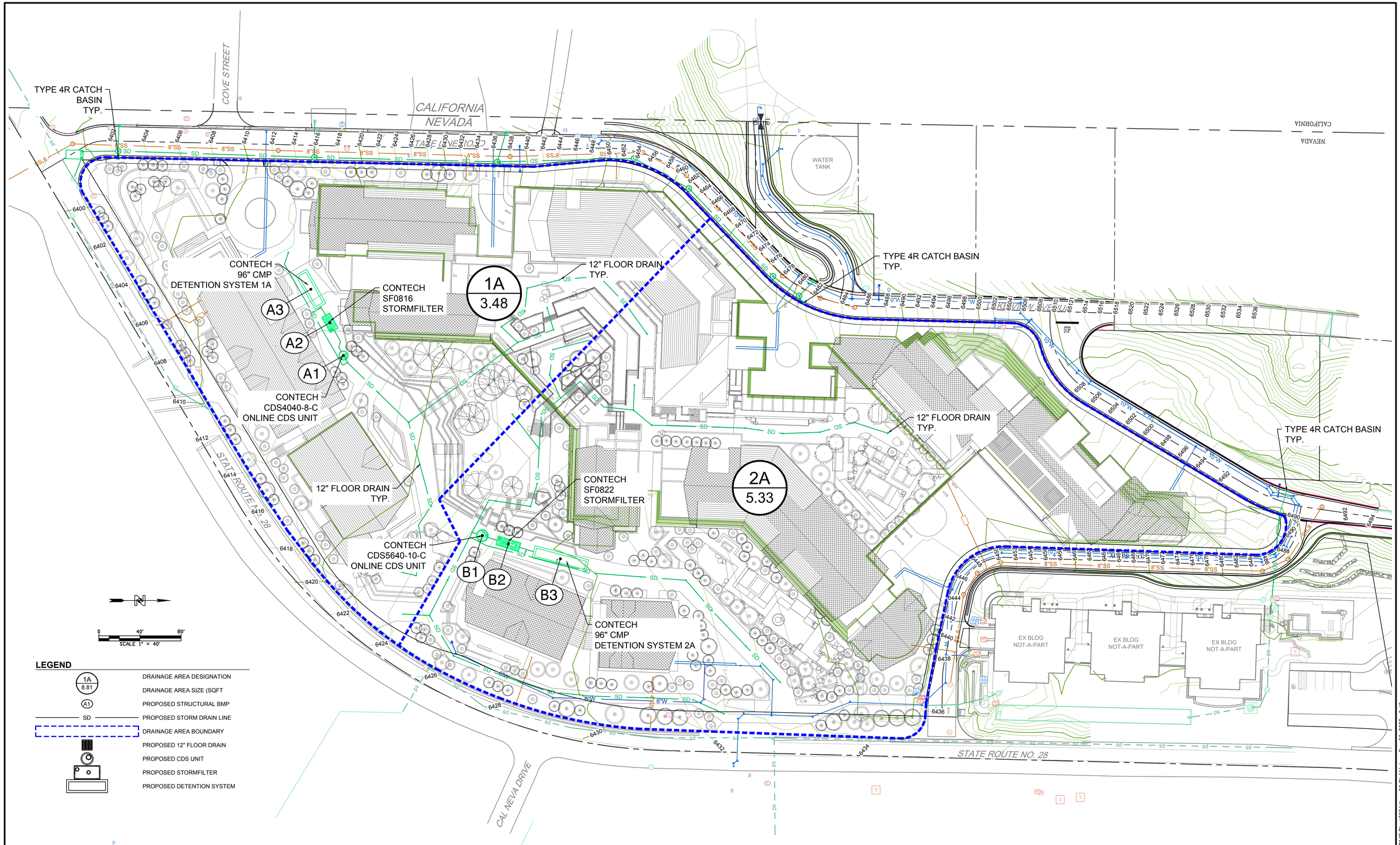
N CONSULTING ENGINEERS
4 Park Plaza, Suite 1750
Irvine, CA 92614
PHONE: 949.396.1161
www.nconsulteng.com

PROFESSIONAL ENGINEER - STATE OF NEVADA
DEREK H. KARIMOTO
EXP: 06/30/23
CIVIL
No. 29844

DEREK H. KARIMOTO DATE

ISSUE:	TRPA 5TH SUBMITTAL
PROJECT ADDRESS:	5 NV-28, CRYSTAL BAY, NV 89402
CLIENT:	EKN DEVELOPMENT GROUP, 220 NEWPORT CENTER DRIVE, SUITE 11-262, NEWPORT BEACH, CA 92660
SITE:	THE RESORT AT TAHOE AND RESIDENCES
TITLE:	DETAILS

DRAWN:	SCALE AT D:	DATE:	PROJECT NO:
S.S.	SHOWN	9/30/2022	20-014
CHECKED:	REV:	COUNT:	SHEET:
D.H.K.	----	5 OF 6 SHEETS	C2.2



LEGEND

1A / 8.81	DRAINAGE AREA DESIGNATION
	DRAINAGE AREA SIZE (SQFT
A1	PROPOSED STRUCTURAL BMP
SD	PROPOSED STORM DRAIN LINE
	DRAINAGE AREA BOUNDARY
	PROPOSED 12" FLOOR DRAIN
	PROPOSED CDS UNIT
	PROPOSED STORMFILTER
	PROPOSED DETENTION SYSTEM

NO.	DATE	REVISION DESCRIPTION	BY	DATE

811 Know what's below. Call before you dig.

NOTICE TO CONTRACTOR:

1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THIS PLAN ARE APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITIES TO BE POT HOLED TO VERIFY LOCATIONS.
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SURVEYOR'S BENCHMARK

THE BENCHMARK

BASIS OF BEARINGS

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Irvine, CA 92614
PHONE: 949.396.1161
www.nconsulteng.com

PROFESSIONAL ENGINEER - STATE OF NEVADA
DEREK H. KARIMOTO
EXP: 06/30/23
CIVIL
No. 29842

DEREK H. KARIMOTO DATE

ISSUE: TRPA 5TH SUBMITTAL

PROJECT ADDRESS: 5 NV-28 CRYSTAL BAY, NV 89402

CLIENT: EKN DEVELOPMENT GROUP 220 NEWPORT CENTER DRIVE, SUITE 11-262 NEWPORT BEACH, CA 92660

SITE: THE RESORT AT TAHOE AND RESIDENCES

TITLE: OVERALL BMP PLAN

DRAWN:	SCALE AT D:	DATE:	PROJECT NO:
S.S.	1" = 40'	9/30/2022	20-014
CHECKED:	REV:	COUNT:	SHEET:
D.H.K.	----	6 OF 6 SHEETS	C3.0

P:\20-014 ekn lake tahoe\Drawings\BMP Plan\20014bmp30-PLAN.dwg Sep 30, 2022 - 3:48pm

Attachment D

Initial Environmental Checklist

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

INITIAL ENVIRONMENTAL CHECKLIST
FOR DETERMINATION OF ENVIRONMENTAL IMPACT

Project Name: Boulder Bay CEP Project – Waldorf Astoria Plan Revision

APN/Project Location: 123-042-01, 123-042-02, 123-052-02, 123-052-03, 123-052-04, 123-053-02, et al./ Crystal Bay
County/City: Washoe County

Project Description:

This Plan Revision (PR) to the approved Boulder Bay Community Enhancement Project (CEP) Project (Approved Project) involves full build-out of the remaining Approved Project components with some programming changes. The mix and type of units have been refined and vary in size and count. The revised project reduces the number of hotel units from 275 to 134 (includes 22 lock-off units) and decreases the number of residential units from 59 to 43 which includes the previously constructed 18 units in the building that fronts Highway 28. This results in a net reduction of 157 units, a 47 percent reduction in density. This reduction in density allows additional space for amenities to support the level of service necessary to achieve the desired resort experience. Accessory uses total 48,930 square feet and include uses such as: casino restaurant and bar, hotel meeting spaces/halls/galleries, hotel gym/fitness, hotel spa, hotel salon, hotel kids club, pool bar/grill, and the hotel lobby and restaurant. There is no change to the approved gaming (10,000 square feet), commercial (18,700 square feet) or employee housing components (38 total bedrooms – 28 provided onsite in 14 units and 10 provided offsite).

This PR does not reduce the number of approved buildings (8), and their configuration remains substantially unchanged. It does involve slight changes to footprint size, building height, placement and architectural design. The Approved Project's architectural character has been refined with orientation of the roof shapes and additional features that are consistent with the recently adopted Tahoe Area Plan. Overall, massing is consistent with the Approved Project evaluated in the EIS. Pursuant to Hauge Brueck Associates Memorandum, dated October 14, 2022, with some additional vegetation, "the revised project does not result in new scenic quality impacts associated with the overall threshold composite score for Roadway Unit 20D, nor does it require modifications to the existing mitigation measures included in the DEIS."

The Approved Project's internal driveway (Boulder Way) has been eliminated and the size of Building F has been reduced to expand the public plaza (the "Grove") in the middle of the development and add a guest arrival area between Buildings D and E. These revisions allow for an outdoor programmable plaza and include preservation of a collection of mature pines creating a "grove", an amphitheater nestled into the grade change to reduce vertical terracing toward the hotel (Building D), opportunities for year-round events (concerts, plays, etc.), retail focused inward rather than outward toward SR 28, a central gathering place open to the public as well as to guests and residents of the Approved Project.

As a result of the decrease in density, vehicle miles traveled (VMT) will be reduced from the Approved Project and the existing condition. The primary entrance to the Approved Project has been moved from SR 28 to Lakeview Avenue. The drainage plan has been updated to incorporate improved technology which will enhance treatment. The plan also increases water quality treatment and storage on-site. New infiltration basins, water quality improvement methodology, and techniques for low-impact development are retained to achieve the approved sediment reduction. To improve accessibility for maintenance, the water quality facilities have been reconfigured.

Land coverage and open space are unchanged compared to the Approved Project.

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments. Use the blank boxes to add any additional information and reference the question number and letter. If more space is required for additional information, please attached separate sheets and reference the question number and letter.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. Environmental Impacts

1. Land

Current and historic status of soil conservation standards can be found at the links below:

- Impervious Cover
- Stream Environment Zone

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	☐	☐	☒	☐
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	☐	☒	☐	☐
c. Unstable soil conditions during or after completion of the proposal?	☐	☒	☐	☐
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	☐	☐	☒	☐
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	☐	☒	☐	☐
f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?	☐	☒	☐	☐
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	☐	☐	☒	☐

Discussion

The Project involves grading, excavation, and the placement of fill material for construction of facilities, BMPs and landscaping associated with the Project. The Project includes large excavations necessary for the foundations and parking garage. Potential environmental effects related to land capability and coverage, soils and geology, topographic alteration, seismic hazards, slope stability, and erosion potential are described in EIS Section 4.2 Geology and Earth Resources. Mitigation for addressing excess land coverage in the project area is outlined in EIS mitigation measure GEO-1 and summarized below.

Per EIS Appendix AD, verified existing land coverage within the project area (including existing Washoe County ROW that will be abandoned) is 325,886 square feet over the TRPA allowable base land coverage. Excess land coverage would be reduced to 284,007 square feet under the Approved Project, which proposed to reduce land coverage by 15.9 percent. Excess land coverage is a significant impact that must be mitigated to reduce the impact to a less than significant level. As reported in the land coverage calculations for the Plan Revision (Coverage Plan sheet L0.05), TRPA land coverage would be reduced by 16.5% in the project area. The proposed land coverage reduction is greater than the 5 percent goal designated in the Washoe County Tahoe Area Plan (Section 110.220.40) and consistent with the TRPA CEP goals of the Boulder Bay Project.

The Plan Revision (Coverage Plan sheets L0.05 and L0.06) is consistent with the proposed land coverage reductions approved for the Project, documented in the 2011 TRPA Permit, and reported in the EIS. Mitigation of excess land coverage (including retirement of banked or existing land coverage within the Project Area) will benefit the project area and larger North Stateline planning area. As documented on Plan sheet L0.05, at a minimum excess land coverage will be mitigated with permanent retirement of 71,283 square feet of banked or existing land coverage from the former Sierra Park parcels (APN 123-071-34, 35, 36, 37), Crystal Bay Motel/Office and parking lot (APN 123-042-01, 02), Old Firehouse (APN 123-053-04), California offsite WQ treatment site (APN 090-305-016) and reductions in existing offsite land coverage within the SR 28 ROW. The final requirements for excess land coverage mitigation will be calculated in accordance with TRPA Code Subsection 30.6 as a condition of the Plan Revision permit.

The project area is located in IBC Seismic Hazard Zone 3. An appropriate level of engineering mandated by Washoe County Building Codes for Zone 3 areas governs project design and construction for the Project. Adherence to the IBC design requirements adopted and amended locally for Washoe County will minimize the potential effects of seismic hazards on future visitors. With redevelopment of the 1940s era existing buildings, the Project will reduce, but cannot completely eliminate, the adverse effects that could result from a significant seismic event. Even with facility upgrades, the Project cannot guarantee that there will be no future structural failures. In the event of facility failure personnel and visitors will need to be evacuated from the project area and possibly the Lake Tahoe Basin. As such, mitigation in the form of an emergency response plan is provided (GEO-2B Emergency Response Plan) to reduce the impact to a level of less than significant.

Excavation depths studied and approved for the Project are consistent with excavation proposed for the Plan Revision. Excavation depths were approved by TRPA staff as part of the Soil/Hydro Report on February 24, 2009 (Letter from Gustafson to Brian Helm) and allow excavation depths between 5 and 49 feet.

No changes to the proposed emergency response plan mitigation (GEO-2B) are required as a result of the Plan Revision.

2. Air Quality

Current and historic status of air quality standards can be found at the links below:

- Carbon Monoxide (CO)
- Nitrate Deposition
- Ozone (O3)
- Regional Visibility
- Respirable and Fine Particulate Matter
- Sub-Regional Visibility

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Substantial air pollutant emissions?	☐	☒	☐	☐
b. Deterioration of ambient (existing) air quality?	☐	☒	☐	☐
c. The creation of objectionable odors?	☐	☒	☐	☐
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	☐	☒	☐	☐
e. Increased use of diesel fuel?	☐	☒	☐	☐

Discussion

Project construction will involve temporary emissions from construction equipment and vehicle trips associated with construction personnel, and the generation of fugitive dust, both contributing pollutants to the air basin. An assessment of short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile, stationary, and area source emissions was performed for the EIS. The analysis discusses the long-term benefits that occur from the replacement of existing buildings (including offsite TAUs that will be transferred to the project) with more efficient buildings as well as a reduction in vehicle trips and/or vehicle miles traveled as a result of transitioning land uses from gaming/commercial and hotel to a smaller gaming use and mixed use residential development. An Integrated Resource Model and Carbon Footprint study prepared for the Project (ARUP, 7/22/2009, Figure 3) documents the potential for 38 percent reduction in total energy use compared to existing conditions. The VMT study prepared by LSC Transportation Consultants (February 2023) documents a net reduction in annual average Tahoe Basin daily VMT of 2,234 compared to the Baseline Biltmore (existing) condition.

3. Water Quality

Current and historic status of water quality standards can be found at the links below:

- Aquatic Invasive Species
- Deep Water (Pelagic) Lake Tahoe
- Groundwater
- Nearshore (Littoral) Lake Tahoe
- Other Lakes
- Surface Runoff
- Tributaries
- Load Reductions

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Changes in currents, or the course or direction of water movements?	☐	☒	☐	☐
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?	☐	☐	☒	☐
c. Alterations to the course or flow of 100-yearflood waters?	☐	☒	☐	☐
d. Change in the amount of surface water in any water body?	☐	☒	☐	☐
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	☐	☒	☐	☐
f. Alteration of the direction or rate of flow of ground water?	☐	☒	☐	☐
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	☐	☒	☐	☐
h. Substantial reduction in the amount of water otherwise available for public water supplies?	☐	☒	☐	☐
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	☐	☒	☐	☐
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	☐	☒	☐	☐
k. Is the project located within 600 feet of a drinking water source?	☐	☒	☐	☐

Discussion

Impacts to water quality that may result from construction and the introduction of permanent facilities are discussed in the EIS. The impacts that may result to hydrology and water quality involve the creation of storm

water runoff from impervious surfaces associated with the Project and the excavation and fill to prepare the site for redevelopment. There are no active stream channels identified within the project area that will be impacted as a result of project construction or implementation. The Project area is not associated with flooding hazards, nor would it create flood conditions off-site. Effectiveness of proposed Best Management Practices (BMPs) on water quality are addressed. BMPs, standard practices incorporated into the Project, and recommended mitigation measures are proposed to address the potential short- and long-term impacts to hydrology and water quality. The EIS addresses the need for long-term water quality monitoring to ensure treatment levels are met and maintained.

Proposed storm water management consists of collection systems, infiltration and detention basins, drop inlets, pre-treatment vaults, underground infiltration vaults and underground piping to intercept runoff generated in the project area. The Project will treat runoff from the 50-year, one-hour storm event on-site, exceeding the standards required by TRPA Code. In addition one additional off-site water quality project will be constructed in conjunction with EIP No. 732 and will also be designed to the 50-year, one-hour storm event (California Stateline Road parcel). This off-site water quality treatment project was completed in 2014.

The Boulder Bay project proposes the use of a network of interrelated storm water conveyance and TMDL treatment strategies appropriate for urban infill regions. These strategies fall into four distinct categories and are designed to reduce annual run-off of total sediment, fine sediment, nitrogen and phosphorus. The TMDL treatment strategies are described below.

1. Pollutant Source Control (PSC): Reduce impervious coverage, improved roadways, stabilized eroding slopes and snow melted roadways.
2. Hydrologic Source Control (HSC): underground storm water infiltration, pervious pavement, roof storm water catchment systems and planted roofs.
3. Storm water Treatment (SWT): planted bio-retention systems in-line with storm water conveyance.
4. Airborne Source Control (ASC): regenerative air street sweeper, underground parking and alternative and public transportation program.

The Plan Revision would also exceed TRPA Code requirements for stormwater capture and treatment (NCE, Overall BMP Plan, Sheet C3.0). The system designed for the Plan Revision includes three components: CDS Hydrodynamic Separator, Stormwater Management StormFilter and Corrugated Metal Pipe (CMP) Stormwater Detention and Infiltration. Two detention locations are proposed to capture and treat stormwater and shown on sheet C3.0. One is located below building F (hotel) just above building H and captures runoff from zone 1. The other is located below building F (hotel) just above building G and captures runoff from zone 2. Both locations are in close proximity to each other and provide easy access for maintenance equipment within the pedestrian/emergency vehicle corridor.

The CDS Hydrodynamic Separator is first in line and captures debris, sediment and hydrocarbons from stormwater runoff and is sized for the 50 year, 1 hour storm event. The Stormwater Management StormFilter , second in line, is comprised of media-filled cartridges that trap particulates and absorb pollutants from stormwater runoff. It is also designed to capture the 50 year, 1 hours storm event. The last stormwater treatment component, the CMP is perforated for captured runoff to infiltrate the soil and is sized to detain the 100 year, 1 hour storm event. According to NCE application materials, the proposed system uses better technology and a higher level of water quality treatment than the system included in the approved Project and studied in the EIS.

CDS utilizes water velocity to create a swirling vortex to trap floatables and solids in the center that's larger than the screen aperture. StormFilter utilizes rechargeable, media-filled cartridges. The media is field and laboratory performance verified by the most stringent stormwater technology evaluation organizations. CDS is used to meet

Total Maximum Daily Load (TMDL) requirements for stormwater quality control, inlet and outlet pollution control, and as pretreatment for filtration, detention/infiltration, rainwater harvesting systems, and Low Impact Development (LID) designs. StormFilter is used to trap particulates and adsorb pollutants such as total suspended solids, hydrocarbons, nutrients, metals and other common pollutants. Finally, CMP is perforated to infiltrate the soil to treat captured stormwater runoff naturally. In total, the Plan Revision includes a system that meets or exceeds the stormwater plan included in the approved Project.

4. Vegetation

Current and historic status of vegetation preservation standards can be found at the links below:

- Common Vegetation
- Late Seral/Old Growth Ecosystems
- Sensitive Plants
- Uncommon Plant Communities

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	☐	☒	☐	☐
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	☐	☒	☐	☐
c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	☐	☒	☐	☐
d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora, and aquatic plants)?	☐	☒	☐	☐
e. Reduction of the numbers of any unique, rare, or endangered species of plants?	☐	☒	☐	☐
f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	☐	☒	☐	☐
g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?	☐	☒	☐	☐
h. A change in the natural functioning of an old growth ecosystem?	☐	☒	☐	☐

Discussion

The Project will result in minimal impacts to vegetation due to the existing developed nature of the project area. The EIS evaluates the potential direct, indirect and cumulative effects of the Project on: 1) existing vegetation

communities; 2) common and ecologically significant vegetation; and 3) special-status plant species, including TRPA Special Interest Species. No significant impacts were identified that required application of mitigation measures.

The Project Revision would not alter the conclusions of the EIS, nor require any additional protections.

5. Wildlife

Current and historic status of special interest species standards can be found at the links below:

- Special Interest Species

Current and historic status of the fisheries standards can be found at the links below:

- Instream Flow
- Lake Habitat
- Stream Habitat

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?	☐	☐	☒	☐
b. Reduction of the number of any unique, rare or endangered species of animals?	☐	☒	☐	☐
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	☐	☒	☐	☐
d. Deterioration of existing fish or wildlife habitat quantity or quality?	☐	☒	☐	☐

Discussion

The Project will result in minimal impacts to wildlife due to the existing developed nature of the project area. The EIS evaluates the potential direct, indirect and cumulative effects of the Project on: 1) existing wildlife habitats, and aquatic resources; 2) common and ecologically significant wildlife and aquatic resources; and 3) special-status wildlife and aquatic species, including TRPA Special Interest Species. The relationship of Project effects to TRPA thresholds for wildlife and fisheries is also evaluated. With the exception of potential harm to nesting bird species, no significant impacts were identified that required application of mitigation measures. Mitigation measure BIO-3 Active Raptor and Migratory Bird Nest Protection is included in the EIS to ensure nesting birds are not harmed during construction.

The Project Revision would not alter the conclusions of the EIS, nor require any additional protections.

6. Noise

Current and historic status of the noise standards can be found at the links below:

- Cumulative Noise Events
- Single Noise Events

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?	☐	☐	☒	☐
b. Exposure of people to severe noise levels?	☐	☐	☒	☐
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	☐	☒	☐	☐
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	☐	☒	☐	☐
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	☐	☐	☒	☐
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	☐	☒	☐	☐

Discussion

Short-term (e.g., construction) and long-term (e.g., traffic and building equipment) noise impacts, relative to sensitive receptors and their potential exposure are assessed and compared with current TRPA, Washoe County and Federal noise standards in the EIS. Noise levels and vibration of specific construction equipment are determined and resultant noise levels at nearby receptors (at given distances from the source) are calculated. Standard practices to reduce and regulate noise impacts are incorporated into the Project's mitigation and monitoring program. Mitigation measures (NOISE-1) call for use of alternative pavement options on Stateline Road to lower noise levels from increases in traffic on that roadway. Mitigation measures NOISE-3A (Time of Day Construction Restrictions and Noise Barriers), NOISE-3B (Equipment Location Guidance) and NOISE-3C (Noise Complaint Coordination and Response) address short-term construction noise. Mitigation measures NOISE-5A (Mechanical Equipment Noise Level Specifications and Sound Control) and NOISE-5B (Loading Dock and Truck Circulation Design) address consistency with noise standards contained in the North Stateline Community Plan.

The Project Revision would not alter the conclusions of the EIS, nor require any additional protections.

7. Light and Glare

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include new or modified sources of exterior lighting?	☐	☒	☐	☐
b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	☐	☒	☐	☐
c. Cause light from exterior sources to be cast off -site or onto public lands?	☐	☒	☐	☐
d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?	☐	☒	☐	☐

Discussion

The EIS disclosed that the Project would use high efficiency, low reflective windows to reduce glare onsite. In addition, landscaping trees and architectural elements such as balconies, overhangs and shutters would reduce the overall presence and glare caused by windows. To reduce the potential for increased glare, the Project utilizes setbacks and variations in the upper floor plan of most buildings, as well as overhangs and other architectural details to reduce reflectivity.

Lighting fixtures will add glare and affect night time views in the area. Although lighting currently exists on the site, the amount of lighting will increase under the Project. Lighting will be located on the structures for safety and will be located at building entrance and exit locations, along the vehicle circulation routes, at parking lot entrances and within the pedestrian village. The increased number of units and facilities will increase the amount of light emitted within the project area. The project complies with existing County and TRPA ordinances to avoid impact to offsite properties from new light fixtures included on proposed structures.

Use of multistory landscaping, particularly tall trees and the preservation of tall trees on site will help to reduce the offsite impacts of increased night lighting. While light sources will increase within the project area under the Project, the potential effects of increased night lighting will be sufficiently reduced by complying with TRPA exterior lighting standards and design guidelines and other Washoe County Tahoe Area Plan policies.

The Project Revision would not alter the conclusions of the EIS, nor require any additional protections.

8. Land Use

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan?	☐	☒	☐	☐

	Yes	No	No, with mitigation	Data insufficient
b. Expand or intensify an existing non-conforming use?	☐	☒	☐	☐

Discussion

Land use impacts include changes to onsite uses, land use compatibility, and community character. Land use compatibility issues with the surrounding neighborhood are studied in the EIS. The EIS addresses the Project's consistency with TRPA (e.g., Code of Ordinances, Goals and Policies, Community Plans, and Community Enhancement Program Guidelines adopted by the TRPA Governing Board) and Washoe County planning guidelines and concludes that no significant impacts would result.

The Project Revision would not alter the conclusions of the EIS, nor require any additional protections.

9. Natural Resources

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. A substantial increase in the rate of use of any natural resources?	☐	☒	☐	☐
b. Substantial depletion of any non-renewable natural resource?	☐	☒	☐	☐

Discussion

No natural resources impacts were identified in the EIS and the Project Revisions do not change the findings.

10. Risk of Upset

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?	☐	☒	☐	☐
b. Involve possible interference with an emergency evacuation plan?	☐	☐	☒	☐

Discussion

With site redevelopment the Project will reduce, but cannot completely eliminate, the adverse effects that could result from a significant seismic event. Even with facility upgrades, there could be future structural failures in the event of seismic activity. Wildfire is also an existing threat to any development within the Lake Tahoe region. In the event of emergency conditions, personnel and visitors will need to be evacuated from the project area and possibly the Lake Tahoe Basin. Mitigation in the form of an emergency response plan (GEO-2B Emergency Response Plan) is included in the EIS to reduce the impact to a level of less than significant.

The Project Revision would not alter the conclusions of the EIS, nor require any additional protections.

11. Population

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?	☐	☒	☐	☐
b. Include or result in the temporary or permanent displacement of residents?	☐	☒	☐	☐

Discussion

No population impacts were identified in the EIS and the Project Revisions do not change the findings.

12. Housing

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Affect existing housing, or create a demand for additional housing?				
To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:				
1. Will the proposal decrease the amount of housing in the Tahoe Region?	☐	☒	☐	☐
2. Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?	☐	☒	☐	☐

Discussion

The approved Project provides a benefit to workforce housing by including a commitment to provide 38 bedrooms of affordable housing. As included in the TRPA permit, the Project will provide a total of 38 bedrooms in affordable housing units. Based on a request from Placer County during the Project approval hearings:

The Project will provide 28 of the workforce housing bedrooms on site in two bedroom units located in buildings G or H. The Project will provide a minimum of 10 bedrooms in off site infill locations within a 10-mile radius of the project site. Boulder Bay will purchase the offsite bedrooms in one and two bedroom configurations located in pre–existing infill housing in the vicinity of the project site. The units may be single family, duplexes and condominiums. Each property will be refurbished to specific quality and sustainability standards developed according to the local jurisdictional requirements.

The Plan Revision provides 14 workforce housing units (2 bedroom units) in Building G and maintains the TRPA permit condition for the approved Project to secure offsite housing units within 10 miles of the project area to provide a minimum of 10 additional bedrooms. The selection of the offsite housing will be coordinated with Placer

County Community Development Department staff, and will be refurbished and deed restricted as affordable housing.

13. Transportation / Circulation

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Generation of 650 or more new average daily Vehicle Miles Travelled?	☐	☒	☐	☐
b. Changes to existing parking facilities, or demand for new parking?	☐	☒	☐	☐
c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	☐	☒	☐	☐
d. Alterations to present patterns of circulation or movement of people and/or goods?	☐	☒	☐	☐
e. Alterations to waterborne, rail or air traffic?	☐	☒	☐	☐
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	☐	☒	☐	☐

Discussion

The EIS analysis discusses potential transportation benefits (e.g., trip reduction, improvements to traffic flow along State Route 28, improvements to pedestrian and bicycle facilities) that may result from project implementation as well as potential impacts. A new traffic study (LSC, March 23, 2023) has been prepared to compare the Plan Revision to the existing conditions defined in the EIS. Construction of the Project will generate short-term, construction-related traffic. Long-term traffic generated by the Project is analyzed because of changes to the current density and mix of uses at the project area (e.g., replacement of gaming area with additional residential and TAU development). The transportation analysis includes identification of major roadways and intersections that may be affected by the Project, traffic volumes on those roadways, and potential neighborhood effects from abandonment of public roadway right of way within the project area. Because of changes to the existing roadway network, the effects on local circulation patterns are discussed in the EIS. In addition, the analysis discusses the project's ability to meet the generated parking demand and the adequacy of the onsite parking supply.

As documented in the EIS, when compared to the existing approved uses (No Project Alternative) within the project area (using trip rates to model operations), the approved Project would reduce daily project trip generation by approximately 2,352 trips and VMT by approximately 9,955. When compared to traffic counts collected in 2008 during a recession, the reduction in trips is less (approximately 348 trips). The Project's VMT reduction exceeds the Washoe County Tahoe Area Plan goal of no more than a 1,150 increase in VMT for redevelopment projects. The Project will decrease vehicle trips and VMT primarily due to the proposed reduction in gaming floor area and a greater mix of onsite land uses. The Project includes an Alternative Transportation Plan, including transit shelters, a bus and shuttle turnout, financial subsidies to increase public transit service to the site, employee shuttle services, car- and bike-share services onsite, a shuttle for guests, and other alternative transit amenities.

Parking requirements were analyzed in the EIS transportation study to determine adequate parking for the proposed land uses. The approved Project includes the Crystal Bay Motel and Overflow parking lot property in the project area as modified for the proposed BMP retrofits, TAU relocation and site restoration plan.

In an effort to increase the incentives to utilize public transportation and eliminate passenger vehicle trips, the Project agreed to reduce the proposed parking to equal the Fehr & Peers Transportation Study minimum parking demand calculation of 460 spaces. The Plan Revision proposes 413 total spaces.

The Plan Revision moves the primary entrance to the Project from SR 28 to Lakeview Avenue by way of Stateline Avenue. In addition, the Project's internal driveway (Boulder Way) has been eliminated to expand the public plaza (provide more gathering space) in the middle of the development and adds a guest arrival area between Buildings D (hotel) and E (casino). The Plan Revision would reduce development compared to the existing condition by eliminating 199 of the approved hotel units and adding only 20 more residential condos (42 when counting the lock offs) to the 59 previously approved. The reduction in total number of hotel and residential units would reduce Project related daily vehicle trips and VMT when compared to existing conditions. At the site access points, the Plan Revision would result in a net reduction of 537 daily one-way vehicle-trips (or a 13-percent reduction) over the Baseline Biltmore use (LSC, 3/23/23, Table 3). LSC Transportation Consultants (February 2023) also documents that the Plan Revision would reduce VMT by 2,234 compared to the baseline conditions for the existing Biltmore site, and up to 4,497 when compared to the approved Project studied in the EIS (Table 7).

14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?:	Yes	No	No, with mitigation	Data insufficient
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☒	☐	☐
d. Parks or other recreational facilities?	☐	☒	☐	☐
e. Maintenance of public facilities, including roads?	☐	☒	☐	☐
f. Other governmental services?	☐	☒	☐	☐

Discussion

The EIS evaluated impacts on power, water treatment and distribution, wastewater collection, solid waste collection and disposal, law enforcement services, fire protection services, schools, and communications. A discussion of emergency evacuation is also included in this section. Mitigation measures are included in Public

Services and Utilities section (PSU-1A, 1B, 1C, and 1D and PSU-3A, 3B) to ensure that the Project coordinates with service providers during final project design, construction and special events to ensure public safety.

The Project Revision would not alter the conclusions of the EIS, nor require any additional protections.

15. Energy

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Use of substantial amounts of fuel or energy?	☐	☒	☐	☐
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	☐	☒	☐	☐

Discussion:

No energy impacts were identified in the EIS and the Project Revisions do not change the findings. An Integrated Resource Model and Carbon Footprint study prepared for the Project (ARUP, 7/22/2009, Figure 3) documents the potential for 38 percent reduction in total energy use compared to existing conditions.

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

	Yes	No	No, with mitigation	Data insufficient
a. Power or natural gas?	☐	☒	☐	☐
b. Communication systems?	☐	☒	☐	☐
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	☐	☐	☒	☐
d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	☐	☐	☒	☐
e. Storm water drainage?	☐	☒	☐	☐
f. Solid waste and disposal?	☐	☒	☐	☐

Discussion

The EIS evaluated impacts on power, water treatment and distribution, wastewater collection, solid waste collection and disposal, law enforcement services, fire protection services, schools, and communications. A discussion of emergency evacuation is also included in this section. Mitigation measures are included in Public Services and Utilities section (PSU-1A, 1B, 1C, and 1D and PSU-3A, 3B) to ensure that the Project coordinates with utility providers during final project design and construction to ensure provision of adequate services.

The Project Revision would not alter the conclusions of the EIS, nor require any additional protections.

17. Human Health

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Creation of any health hazard or potential health hazard (excluding mental health)?	☐	☒	☐	☐
b. Exposure of people to potential health hazards?	☐	☒	☐	☐

Discussion

No human health impacts were identified in the EIS and the Project Revisions do not change the findings.

18. Scenic Resources / Community Design

Current and historic status of the scenic resources standards can be found at the links below:

- Built Environment
- Other Areas
- Roadway and Shoreline Units

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	☒	☐	☐	☐
b. Be visible from any public recreation area or TRPA designated bicycle trail?	☒	☐	☐	☐
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	☐	☒	☐	☐
d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	☐	☒	☐	☐
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	☐	☒	☐	☐

Discussion

The impacts from the proposed Height Amendment and construction of the Project are evaluated in the EIS through the use of site visits and photographs from sensitive viewpoints on and near the project area and the review of visual simulations. Viewpoint locations were selected to include scenic travel routes from SR 28 and Lake Tahoe. The project area is located in Roadway Unit 20D (North Stateline Casino Core) and Shoreline Units 22 (Brockway) and 23 (Crystal Bay). The TRPA's latest Threshold Evaluation Report continues to identify Roadway Unit 20D as non-attainment and "at risk" for additional degradation as a result of the introduction of new structures. Both Shoreline Units 22 and 23 are currently listed as out of attainment.

The effects analysis considers the relationship of the Project's building massing, height and design to TRPA scenic ordinances and thresholds and Design Guidelines from the Washoe County Tahoe Area Plan. The evaluation addressed the proposed height amendment and the associated impacts on density and neighborhood character.

The height of the Tahoe Biltmore (76 ft) as measured by current TRPA standards is legally existing but not consistent with Washoe County Tahoe Area Plan Standards or TRPA Code. Visual simulations were completed from TRPA designated scenic resource locations and indicate that the project would improve travel route ratings along SR 28 and maintain travel route ratings from the Lake Tahoe shoreline. The Boulder Bay Permit issued by TRPA in 2011 (Section 5.F) includes a requirement to complete a balloon study to confirm the accuracy of the scenic simulations used in the EIS analysis. 3dFX Design and Hauge Brueck Associates completed the balloon study and published the results on January 3, 2023. The balloon study was completed for three viewpoints used in the EIS analysis. In each case, the balloon lines up closely to the roofline of the subject building in the corresponding photo-simulation. As such, the balloon study confirms the accuracy of the maximum building heights depicted in the photo-simulations prepared for the project EIS (2011) and subsequent Plan Revision application (2022).

TRPA recognize the need to allow additional height to achieve the goals in the Washoe County Tahoe Area Plan and the CEP. This is achieved by varying setbacks, creating a variety of roof pitches and creating building articulation. Proposed building heights do not exceed the height of the existing Tahoe Biltmore and require SR 28 setbacks of at least 180 feet for the tallest structures. Buildings have been designed to stairstep up the hill as viewed from SR 28 (e.g., only two and three story buildings are placed along the SR 28 frontage near the existing Biltmore) to reduce visible impact.

The Project is subject to TRPA design standards for building materials and colors to help reduce the visual impact from new structures. The Project includes neighborhood buffers on SR 28, Lakeview Avenue, and Wassou Road through setbacks and deed restricted open space, increases building set backs along SR 28, and includes the removal of the existing surface parking lots west of SR 28 and the Crystal Bay Motel east of SR 28. In addition by removing non conforming signage and relocating non-conforming building heights through the use of building setbacks, a higher degree of visual enhancement is achieved.

Under the Plan Revision the configuration of the new buildings remains substantially the same but there are slight changes to footprint size, building height, placement and architectural design. According to the HBA Scenic Analysis Report, dated Oct. 14, 2022, the revised Project structures are nevertheless consistent with building design, location and massing analyzed in the 2009 DEIS. With protection of certain existing trees and additional vegetative screening of Building A as viewed from southbound SR 28, the proposed Plan Revision does not result in new scenic quality impacts to Roadway Unit 20D or require modifications to the existing mitigation measures included in the EIS. The scenic quality threshold improvement scores identified in the 2009 DEIS (Table 4.5-6) should also be realized with the Plan Revision.

19. Recreation

Current and historic status of the recreation standards can be found at the links below:

- Fair Share Distribution of Recreation Capacity
- Quality of Recreation Experience and Access to Recreational Opportunities

Will the proposal:	Yes	No	No, with mitigation	Data insufficient
a. Create additional demand for recreation facilities?	☐	☐	☒	☐
b. Create additional recreation capacity?	☒	☐	☐	☐
c. Have the potential to create conflicts between recreation uses, either existing or proposed?	☐	☒	☐	☐
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?	☐	☒	☐	☐

Discussion

Construction and operation of the Project will have limited impacts to existing public access and recreational uses adjacent to the project area and in the project vicinity. The Project includes a public park and open space area and the potential for a connection to existing and proposed recreational trails adjacent to the project area. The EIS evaluated changes to existing recreation areas and uses, recreation area capacity and user experience as a result of project implementation.

The approved Project includes bike lanes along its frontage on SR 28 through Crystal Bay. The Project will also provide an easement through the Project area for the future shared use trail proposed for the SR 28 corridor. The Project includes an easement for the Nevada Stateline to Stateline multi-use trail through the project area, including an easement through the northern portion of the project area near Building A for the trails eventual construction, and use of the Boulder Bay transportation route through the pedestrian village to connect to Stateline Road and SR 28.

The approved Project includes 5.7 acres of deed restricted public open space, including 1.87 acres of public parks within the Washoe County Tahoe Area Plan area. The Project will construct and maintain two parks totaling 1.87 acres. The larger park (1.49 acres) on the northern end of the project area includes seating areas, footpaths, historical interpretive kiosks, and lake vistas and will be developed and maintained by Boulder Bay. The Stateline mini-park (0.38 acre) will be vegetated with native grasses and trees and will include a low stone monument celebrating both states, seating areas, NV, CA and USA flags and several kiosks with educational information on the stormwater function of the park site.

During TRPA Hearings on the EIS, the Project agreed to mitigation measures to reduce impacts to Speedboat Beach. The measures state that the Project shall not provide guests with van service to Speedboat Beach. Although access to Speedboat Beach cannot be restricted, as it is a public beach, the resort shall not promote the use of Speedboat Beach in informational materials or provide shuttle service to the beach to avoid overcrowding and environmental degradation that may result from overuse.

The Project Revision would not alter the conclusions of the EIS, nor require any additional protections.

20. Archaeological / Historical

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	☐	☐	☒	☐
b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?	☐	☒	☐	☐
c. Is the property associated with any historically significant events and/or sites or persons?	☐	☐	☒	☐
d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	☐	☒	☐	☐
e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	☐	☒	☐	☐

Discussion

The Project is located entirely on developed land. The cultural and historical report prepared for the Project identifies certain existing structures as eligible for listing on the National Historic Register. The potential for disturbance of known and/or undiscovered cultural or historic resources due to project implementation are addressed. In addition, the evaluation methodology included consultation with the Washoe Tribe and the Nevada State Historic Preservation Office (NVSHPO) and evaluation of potentially significant resources in accordance with Section 106 of the National Historic Preservation Act. Mitigation measure CUL-1A Prepare Resource Protection Plan to Preserve Historically Eligible Signs and Document History of the Biltmore Resort is included in the EIS to reduce potential impacts to a less than significant level.

The Project Revision would not alter the conclusions of the EIS, nor require any additional protections.

21. Findings of Significance

	Yes	No	No, with mitigation	Data insufficient
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?	☐	☒	☐	☐
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)	☐	☒	☐	☐
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)	☐	☒	☐	☐
d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	☐	☒	☐	☐

Discussion

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
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www.trpa.gov

DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature:

Paul Nielsen Digitally signed by Paul Nielsen DN: cn=Paul Nielsen, o=Tahoe Regional Planning Agency, ou, email=pnielsen@trpa.gov, c=US Date: 2023.04.17 12:33:20 -07'00'	at Douglas	4.17.23
Person preparing application	County	Date

Applicant Written Comments: (Attach additional sheets if necessary)

TAHOE REGIONAL PLANNING AGENCY

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Determination:

On the basis of this evaluation:

a.	The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure	☐ YES	☐ NO
b.	The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.	☐ YES	☐ NO
c.	The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures.	☐ YES	☐ NO

_____ Date _____
Signature of Evaluator

_____
Title of Evaluator

Attachment E

Scenic Evaluation

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Memorandum

To: Tom Jacobson, EKN Development Group

From: Rob Brueck

Date: October 14, 2022

Subject: Scenic Quality Evaluation of Lake Tahoe Hotel & Residences (formerly Boulder Bay) Project Revisions

This memorandum provides an evaluation of scenic quality associated with revisions to the Boulder Bay project approved by TRPA in 2011 and documented in the site plans prepared by SB Architects for the Lake Tahoe Hotel & Residences (50% Schematic Design – TRPA Review Submission dated 10/12/2022). The evaluation focuses on how the proposed project revisions may change the scenic quality analysis and conclusions included in the 2009 Draft Environmental Impact Statement for the project.

Lake Tahoe Hotel & Residences Project Revisions

With a change in ownership, the Boulder Bay project approved by TRPA in 2011 has been revised with a modern interpretation of the traditional mountain vernacular in the region. The contemporary architectural vocabulary will utilize clean lines, varied pitched roofs, deep terraces and balconies. Expressing the context, it will feature a material palette of warm wood tones, accented by natural stone with complimentary metal tones capturing and mirroring the magnificence of the Sierra Nevada Mountains.

Figure 1 documents the 2011 approved Alternative C site plan and current proposal. Notable differences include a reduction in the size of building F to expand the public plaza (e.g., the Grove) located in the middle of the development and the addition of a guest arrival area located between buildings B and D. With the new guest arrival location off of Stateline/Lake View Avenue, the current proposal eliminates the proposed vehicular roadway (Boulder Way) that would have paralleled State Route 28 (SR 28) behind buildings G and H.

Figure 2 documents examples of changes to building design and architectural character with a comparison of elevations for building F (top two elevations) as viewed from the interior plaza (e.g., the Grove) and building H (bottom two elevations) as viewed from SR 28. The first elevation represents the building design as approved in 2011. The second elevation represents the current design revision.

Under the project revisions, the configuration of proposed buildings would not be substantially changed, but would include slight changes to footprint size, placement and architectural design. Therefore, this evaluation focuses on the changes relative to the original analysis included in the Boulder Bay Draft Environmental Impact Statement (DEIS).

Figure 1: Site Plan Comparison

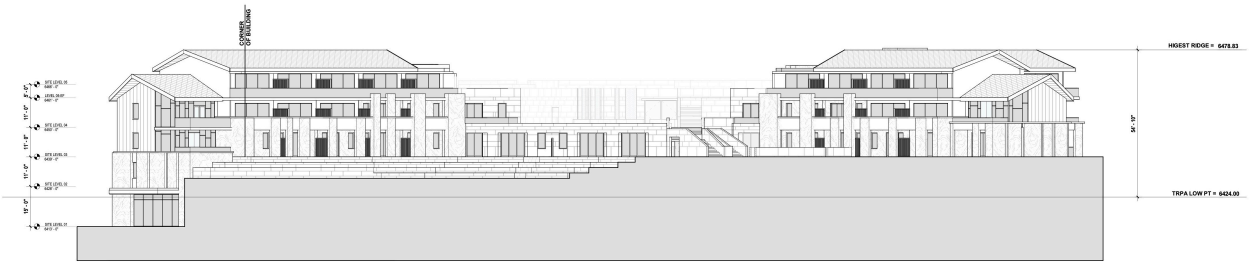
Previously Approved Alternate C - Landscape Illustrative

Proposed Design Revision - Landscape Illustrative

Figure 2: Comparison of Building F (top) and Building H (bottom) Elevations

PRIOR SUBMITTAL - ALTERNATE C

ELEVATION - BUILDING F
1/16" = 1'-0"



1 **BUILDING F - SOUTHEAST ELEVATION**
1/16" = 1'-0"

PRIOR SUBMITTAL - ALTERNATE C

ELEVATION - BUILDING H
1/16" = 1'-0"

1 **BUILDING H - SOUTHEAST ELEVATION**
1/16" = 1'-0"

TRPA SCENIC RESOURCE UNITS

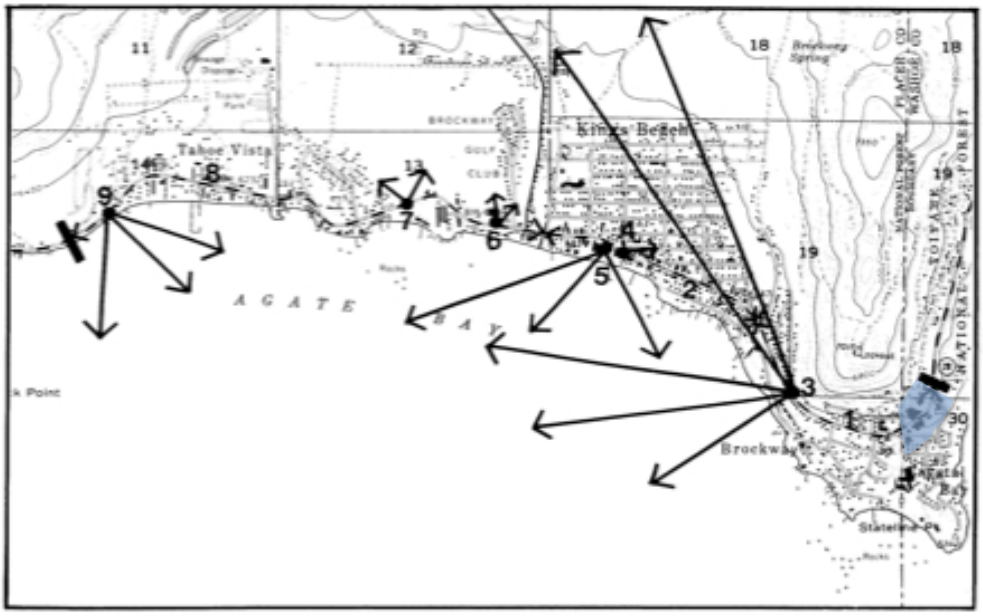
The 2009 DEIS provided a description of the visual setting and scenic resources of the project area, identified scenic impacts that would result from implementation of the Project (Alternative C), and recommended scenic mitigation measures. The Project area is visible from the portion of SR 28 designated as Roadway Unit 20D: North Stateline (highlighted blue in Figure 3) and Shoreline Unit 23: Crystal Bay (Figure 10) from Lake Tahoe.

The following evaluation describes the applicable scenic resources that were addressed in the 2009 DEIS and provides an analysis of how the proposed project revisions may change the scenic quality conclusions that were identified for the project.

Roadway Travel Unit 20D (North Stateline Casino Core)

The Project area is located along the portion of SR 28 originally designated as Scenic Roadway Unit 20. In 2001, TRPA divided this Roadway Unit into four sub-units because of its length and diversity of character. The Washoe County portion of the Roadway Unit was relabeled 20D. The scenic quality rating is based on foreground, middleground and background views, views to the lake from the roadway, and other special features. The 2019 scenic quality travel route ratings are listed on TRPA's website (https://thresholds.laketahoeinfo.org/ThresholdIndicator/Detail/58). Roadway Unit 20D: North Stateline Core is a nonattainment area with a threshold composite score of 13.5 out of a possible score of 30; any units with a score of 15 or less are considered nonattainment areas in need of visual improvements.

Figure 3: Roadway Unit 20D (North Stateline Casino Core)



The 2009 DEIS (HBA, page 4.5-2) provided the following setting information for Roadway Unit 20D. This unit score increased from 13 in 2001 to 13.5 in 2006 due to the removal of a billboard (note: no changes have been made to the unit scores since 2006). Near the project site, the scenic quality is rated as low due to the poor quality of the high-density commercial uses and housing. This roadway unit is categorized as an "urban, rural transition visual environment." The segment of the roadway unit in the project area is categorized as an urban environment. Urban scenic highway corridors are generally urbanized areas where man-made development is the dominant visual feature. According to the TRPA Scenic Quality Improvement Program (SQIP), the Stateline area is considered an "area of concern" due to

a disorganized visual character that contains poorly designed and/or maintained structures placed close to the roadway with little landscaping, uncoordinated signage, and visible overhead lines and satellite dish antennae. In addition, highly visible parking directly off SR 28 further affects the visual quality and contributes to traffic issues that also affect the visual character of the Stateline area. The SQIP also states that the scale, height and density of structures in the casino core are problematic and in contrast with the surrounding area. The SQIP recommends landscaping along the roadway and within developments (Chapter 30), signage consistent with TRPA guidelines (Chapter 26), landscape screening, and architectural upgrades to the casino buildings so that they reflect the natural character of Lake Tahoe. The Project responds to this recommendation by including landscaping along public roadways, integrating signage into the pedestrian amenities and building facades, and replacing the large monotone exterior of the Biltmore casino structure with building colors and materials more in line with the nearby natural landscape.

Roadway Unit 20 has an overall scenic quality rating of 2 and a rating of 2 for each of the scenic quality rating indicators (SQIP 1988 rating). Scenic quality rating indicators include: 1) Unity – the extent in which a landscape feature can be described as cohesive, 2) Vividness – a memorable or distinct quality, 3) Variety – the intermixture of interesting elements of a landscape unit, and 4) Intactness – the extent to which a landscape retains its natural condition.

Impact SR-2 of the DEIS (page 4.5-46) concludes that:

> "the Project will result in site changes visible from SR 28 and Lake Tahoe. Views of project structures will be minimal from Lake Tahoe (DEIS Figure 4.5-12), and will not be visible from Scenic Recreation Units 7 or 8 (DEIS Figure 4.5-3). The project will be highly visible from SR 28, other local roadways and adjacent casinos and residences. While the project will be highly visible from SR 28, redevelopment of the project area will improve the architectural character of the area, will increase and improve landscaping, and will include the restoration of several previously disturbed areas (e.g., the former Tahoe Mariner site, Crystal Bay Motel, and the offsite Stateline mini-park site under a Boulder Bay agreement with Placer County)."

Key takeaways from the DEIS analysis of the original Project (Alternative C) include:

- Despite the increase in foreground structural elements at this location compared to the existing surface parking lot, the project would not decrease views through the project area to the ridgeline located to the northwest;

- Structures set back less than 60 feet from the State Route 28 edge of pavement may not exceed three stories tall, buildings G and H shall be reduced to two stories tall;

- While the project will be highly visible from SR 28, redevelopment of the project area will improve the architectural character of the area, will increase and improve landscaping, and will include the restoration of several previously disturbed areas;

- All of the structures would utilize the "Alpine Elegance" style of architecture promoted in the Community Plan and TRPA design guidelines. Buildings will consist of wood and stone treatments, gables, overhangs, and multiple planes;

- Reflective building materials shall be avoided and any metal roofing shall be consistent with TRPA recommended materials and colors;

- The spacing of the proposed buildings provides several viewsheds into and through the project area to the ridgeline behind as viewed from SR 28;

- While the existing casino structure is highly visible from SR 28 and does not blend with the natural background views, the structures (buildings G and H) closest to SR 28 under Alternative C are less dense, less massive, and more in character with the urban and natural landscape of Crystal Bay;

- The area will remain predominantly urban, but will also include some improvement with the removal and restoration of the Crystal Bay Motel, development of the mini-park at the Stateline under a Boulder Bay agreement with Placer County, and proposed landscaping along pedestrian spaces;

- The removal of the storage area located below Lakeview Avenue and its replacement with the realigned Wassou Road and building's A and B will not adversely affect overall visual quality because neither the proposed buildings or roadway modifications will block existing views of Lake Tahoe as seen from the northern end of the project area or the adjacent residential neighborhood to the north.

- However, the upper floor and roofline of building A will be highly visible from passing motorists due to the proximity of the building's location to SR 28. Based on the loss of natural views from SR 28 viewpoints due to the visibility of building A's roofline, this impact was identified as significant. Mitigation measure SR-1B (Redesign building A) was included in the DEIS to reduce the potential impact to less than significant.

In summary, the 2009 DEIS (page 4.5-49) documented anticipated benefits to the roadway unit ratings from implementation of the Alternative C Project as follows:

> "Table 4.5-6 documents the changes to scenic roadway and shoreline unit travel route ratings for Alternative C. Roadway Unit 20D will see a 1.5 point improvement to the threshold composite with the increased scoring for manmade features and roadway distractions. The Roadway Unit 20D man-made features travel route rating criteria will improve from 2.5 to 3.5 as a result of the removal of man-made distractions including approximately 0.5 mile of overhead utilities, non-conforming signage (including the 60 foot tall Tahoe Biltmore sign), the Crystal Bay Motel, and the 76-foot tall Tahoe Biltmore hotel and casino building which does not provide adequate setback from SR 28. This improvement is limited to 1 point because of the increase in overall man-made features within the project area, including new man-made features on the northern end of the project area in the location of the open space required in the current Tahoe Mariner Settlement Agreement. The roadway distractions travel route rating criteria will improve from 3 to 3.5 as a result of the removal of two uncontrolled curb cuts on SR 28 (current Tahoe Biltmore parking lot access points and Reservoir road) and improvements to pedestrian and bicycle amenities along SR 28 that will improve pedestrian-auto safety."
>
> As part of the Project approval in 2011, deed restricted open space outlined in the Tahoe Mariner Settlement Agreement was relocated to other areas in the Boulder Bay project area. This relocation allowed for the consolidation of urban land uses on the southern end of the project area and preservation of the entirety of the far northern end.

Table 4.5-6

Alternative C - Scenic Roadway and Shoreline Unit Travel Route Ratings

	Roadway Unit 20D		Shoreline Unit 23	
	Existing Rating	Change	Existing Rating	Change
Manmade Features	2.5	**3.5**	1	1
Roadway Distractions	3	**3.5**	--	--
Road Structure	3	3	--	--
Lake Views	1	1	--	--
Landscape Views	1	1	3	3
Variety	3	3	3	3
Threshold Composite	13.5	15.0	7	7
Status	Non-attainment	Non-attainment	Non-attainment	Non-attainment

Source: Hauge Brueck Associates, 2009

Note: Changes as a result of the Project would improve the Roadway Unit 20D rating.

Analysis of Revised Project

To assist with this evaluation, updated photographic simulations (Figures 4 to 8) were prepared by project architects (SB Architects, 2022) to show how the revised Lake Tahoe Hotel & Residences Project design compares to the scenic quality analysis prepared for the Boulder Bay Project (Alternative C) in the 2009 DEIS. Each viewpoint (with the exception of Figure 8 which provides a new viewpoint location for this study) includes the existing condition, the 2009 simulation prepared for Alternative C and the simulation prepared for the current Project revision (2022). As shown in the simulations, the proposed revision to building location, footprint and architectural style result in minimal change to the overall building height and massing that was documented in the 2009 DEIS simulations. Noticeable changes are evident from viewpoints 13 and 14 (Figures 4 and 5).

At viewpoint 13 (SR 28 and Stateline) the casino façade (building E on left side of the image) is closer to the viewpoint location in the revised plan and somewhat wider and taller. However, neither the 2009 or current building design block views of a mapped TRPA scenic resource or ridgeline from this viewpoint, and both offer an improvement to building setback from the roadway, architectural style, and landscaping as compared to the existing Biltmore structure. At viewpoint 14 (Biltmore parking lot from SR 28), the revised location, size and architectural design of buildings G and H will continue to provide views through the project site of the ridgeline to the west and improve manmade features by replacing existing surface parking and retaining walls with buildings and landscaping that are consistent with Area Plan community design goals.

At viewpoint 15, building A is now seen alongside the roadway in the existing condition photo, as it was completed as Phase 1A in 2018. As shown in the 2009 simulation (Figure 6), vegetative planting was proposed along the roadway on either side of the park access roadway to screen the lower floors of the building. The landscaping proposed alongside SR 28 for the 2009 Project was revised as part of project review in 2017 to address changes to the park entrance roadway configuration (green areas highlighted on Figure 9), but has not been effective at providing the screening simulated during the DEIS analysis. It is likely that the small existing conifers will take another 5 to 10 years of growth to provide the proposed

level of building screening. As such, additional landscaping, consisting of larger diameter trees, shall be required on each side of the park access roadway to improve screening of the building A ground level floors as viewed from the SR 28 viewpoint. Figure 9 shows the location of the required supplemental planting and the Figure 6 simulation documents the additional planting on each side of the park entrance roadway that is necessary to comply with the DEIS screening mitigation. The proposed supplemental planting includes 2 evergreen trees approximately 10-12 feet tall on the south side of the park access roadway and 3 evergreen trees approximately 10-12 feet tall on the north side of the park access roadway.

A new viewpoint (Figure 8) was added for this analysis to document potential changes to viewpoints while traveling north on SR 28. As shown in this new viewpoint location, existing vegetation that is proposed to remain within the SR 28 right of way along with proposed landscaping within the pedestrian corridor provides effective screening of proposed buildings (e.g., buildings G and C) and the south side of building A. As such, the existing vegetation shown in the simulation (highlighted in green) shall be protected and maintained in this location. A review of the site plan confirms that these four evergreen trees are healthy and will not be damaged during grading for utilities or the building G site preparation. Each of the trees is on the SR 28 side of the proposed pedestrian walkway and over 20 feet from the building G foundation.

At viewpoint 16, the simulation for the revised Project is consistent with the building height and massing proposed in the 2009 DEIS. From this Lake View Avenue viewpoint located above the Project in the residential neighborhood, the proposed buildings will not obstruct views to Lake Tahoe nor the ridgelines beyond.

Conclusion

In each viewpoint location, the revised Project structures are consistent with the building design, location and massing analyzed in the 2009 DEIS. Therefore, with the recommendations summarized below (e.g., protect the existing trees shown in the new simulation viewpoint and supplement building A vegetative screening), the revised project does not result in new scenic quality impacts associated with the overall threshold composite score for Roadway Unit 20D, nor does it require additions to the existing mitigation measures included in the DEIS. The scenic quality threshold improvement scores identified in the 2009 DEIS (Table 4.5-6) should continue to be realized following Project construction and subsequent TRPA evaluation.

Summary of Recommendations

1. Additional landscaping, consisting of taller evergreen trees, shall be required on each side of the park access roadway to improve screening of the building A ground level floors as viewed from the SR 28 viewpoint 15 (see areas highlighted in green on Figure 9 and the simulated planting plan on Figure 6). These trees shall be included on the Project landscaping plan for TRPA review and approval as part of the Permit Revision process.

2. Existing vegetation located adjacent to building G consisting of four conifer trees within or near the SR 28 right of way and shown in the photo simulation (see trees highlighted in green in Figure 8) shall be protected and maintained as part of the Project plans.

Figure 4: Viewpoint 13 from SR 28 and Stateline

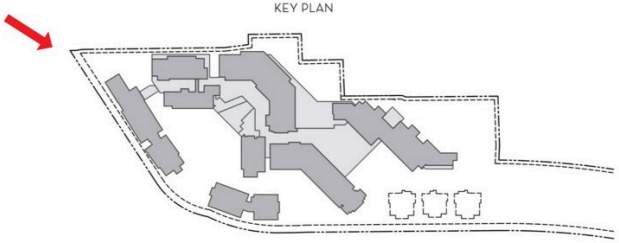
EXISTING SITE CONDITIONS - UPDATED

PREVIOUS APPROVED ALTERNATE C

VIEW 01 - FROM SR 28 & STATELINE

View comparison when approaching the project site from the south along Highway SR 28 at the intersection of State Line Road.

KEY PLAN



PROPOSED DESIGN REVISIONS

Figure 5: Viewpoint 14 from SR 28

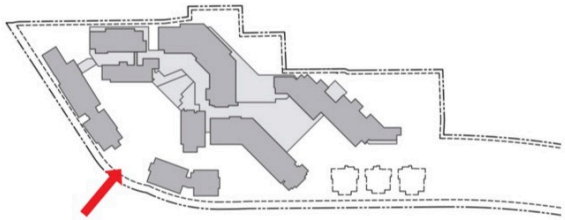
EXISTING SITE CONDITIONS - UPDATED

PREVIOUS APPROVED ALTERNATE C

VIEW 02 - FROM SR 28

View comparison when driving past the sweeping curve from west moving north along the project site on Highway SR 28.

KEY PLAN



PROPOSED DESIGN REVISIONS

Figure 6: Viewpoint 15 from SR 28 Looking South at Building A (Phase 1)

SITE CONDITIONS PRIOR TO BUILDING A

PREVIOUS APPROVED ALTERNATE C

EXISTING SITE CONDITIONS

PROPOSED LANDSCAPE ADDITIONS

Figure 7: Viewpoint 16 from Lake View Avenue

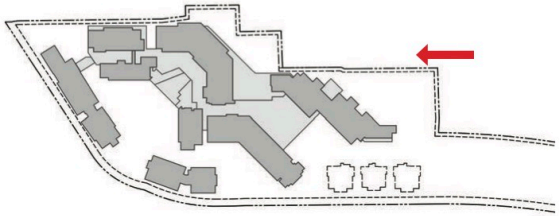
EXISTING SITE CONDITIONS - UPDATED

PREVIOUS APPROVED ALTERNATE C

VIEW 04 - FROM LAKE VIEW AVE.

View comparison when approaching the site from the east along Lakeview Ave. The highest level of building massing is shown being obscured by trees along the road. The clear view of the lake horizon is indicated along with the distant mountain ridge lines beyond.

KEY PLAN



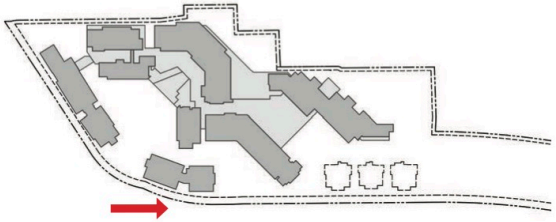
PROPOSED DESIGN REVISIONS

Figure 8: New Viewpoint Looking North on SR 28

EXISTING SITE CONDITIONS

PROPOSED DESIGN REVISIONS

KEY PLAN



VIEW 05 - ADDITIONAL VIEW FROM SR 28

View comparison when driving north along SR 28 past buildings G, approaching Big Water Drive and existing condo buildings of Phase A.

The two story volume of building G is described screen intermittently by landscape elements and trees. Included in this view are the pedestrian improvements along the SR 28 frontage.

The larger trees anchoring the building C amenity area help screen the volume of the building beyond.

Figure 9: 2022 Planting Plan for Building A Screening

Shoreline Travel Unit 23 (Crystal Bay)

The Project area is located west of Crystal Bay (Shoreline Unit 23) on Lake Tahoe's north shore between King's Beach and Incline Village (see blue highlighted area on Figure 10). Shoreline Unit 23: Crystal Bay is a nonattainment area with a threshold composite score of 7.5 out of a possible score of 15; any units with a score of 7 or less are considered nonattainment areas in need of visual improvements. Unit 23 is considered nonattainment because the current composite score of 7.5 is less than the score of 11 that was recorded in 1982.

The 2009 DEIS (HBA, page 4.5-3) provided the following setting information. "Near the project site, shoreline views from Lake Tahoe are primarily of homes interspersed with trees and other vegetation along rocky slopes and cliffs. The spread of visible structural development in the past led to a lowering of the shoreline travel route rating near the project area. Mountain ridges are visible in the background, while middle and foreground views contain the natural landscape of trees, shrubs and rocky slopes interspersed with residences and other structures. The Project area is located east of Stateline Point, a distinctive and rocky point on Lake Tahoe and therefore not visible from Brockway (Shoreline Unit 22)."

Figure 10: Shoreline Unit 23 (Crystal Bay)

Analysis of Revised Project

Impact SR-2 of the 2009 DEIS discloses that the top floor and roofline of building C will be visible from Lake Tahoe (page 4.5-46) through an existing forest clearing, but concludes that the visible portion of the structure will not exceed the height of the existing trees and would be similar to the visibility of the existing Crystal Bay Motel that is proposed for demolition. The DEIS concludes that Alternative C development will only be visible where existing development is currently visible, and so the impact as viewed from Lake Tahoe viewpoints is considered to be less than significant. The project revisions would not substantially increase the height or location of building C and therefore the 2009 DEIS impact conclusions for Shoreline Unit 23 would remain unchanged.

Scenic Recreational Resources

In addition to the roadway and shoreline unit resources discussed above, there are scenic recreational resources nearby the project site including Burnt Cedar Beach (Unit 8), Incline Beach (Unit 7) and Ski Incline (Unit 6), all of which are located east of the project area. The 2009 DEIS (page 4.5-4) provides the following setting information for these nearby recreational resources:

> "Ski Incline includes distant views of the lake and southwestern shores, while the two beaches provide wide views of the lake and surrounding shorelines. Each scenic recreation area is rated in attainment as shown in Table 4.5-2. According to the 2001 scenic quality rating, development at Stateline, primarily road cuts and structures extending above the canopy level or located on the slopes of Crystal Bay are visible from the beaches and detract from the natural scenic quality. Views toward the project area from the beaches are shown in Figure 4.5-3. Views from Ski Incline do not include the project site due to distance, topography and screening vegetation (as viewed from the ski resort) at the ski resort; therefore, they are not included in the figure."

DEIS page 4.5-21 documents that the project area is not visible from the two Incline beaches or other recreational areas to the west. Therefore, no additional analysis of recreational resources is required.

> "As discussed under Scenic Recreation Units 7 and 8, the project site is not visible from area beaches located to the east because of the distance between the beaches and the project area. From the west, the project site is not visible from the lake or SR 28 due to intervening topography and vegetation located on Stateline Point."

Attachment F

Balloon Height Study

HAUGE BRUECK
ASSOCIATES

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Memorandum

To: Tom Jacobson, EKN Development Group

From: Rob Brueck

Date: January 3, 2023

Subject: Balloon Study for Lake Tahoe Hotel & Residences (formerly Boulder Bay) Project Revision Scenic Simulations

This memorandum summarizes the results of a balloon study performed to confirm the accuracy of scenic simulations prepared for the Lake Tahoe Hotel and Residences project. Boulder Bay Permit condition 5.F outlines the requirements of the study as follows:

> F. Permittee shall erect story poles and/or helium balloons as a means of confirming the accuracy of the proposed maximum building heights depicted in the photo-simulations in the FEIS for TRPA review and approval. Photos of the erected story poles and/or helium balloons shall be taken from the same vantage points as the photo-simulations and superimposed onto the photo-simulations. The accuracy of the erected story poles/helium balloons and superimposed images shall be certified by a licensed surveyor, architect and/or engineer.

Figure 1 shows the locations where balloons were placed and photographed to document the maximum building height of applicable buildings for each viewpoint. From viewpoint 1, the balloon was photographed to document maximum building height for buildings H and D. From viewpoint 2, the balloon was photographed to document maximum building height for buildings G and D. However, because of intervening vegetation, the balloon is not visible at the building D location from this viewpoint. For viewpoint 4, the balloon was photographed to document maximum building height for building B.

The balloon study fieldwork was led by Aaron Souza (3dFX Design) with assistance from photographer Scott Thompson (Vista Estate Visuals). Balloon locations and elevations that document maximum building height at each location were provided by design team engineer Steven Solis (N Consulting Engineers). Figures 2 through 5 include photographs to document existing conditions, photo-simulation of the project, and the balloon study from each of the three viewpoints. In each case, the balloon lines up closely to the roofline of the subject building in the corresponding photo-simulation. As such, the balloon study confirms the accuracy of the maximum building heights depicted in the photo-simulations prepared for the project EIS (2011) and subsequent Plan Revision application (2022).

Figure 6 shows a drone photograph looking southeast towards Lake Tahoe, taken at the elevation of the high point of building D (see Figure 1 for the drone location). This photo shows the intervening vegetation between the building D location and the viewpoint 2 location used for the photo-simulation. It also documents that the closest Lake Tahoe nearshore to the south and east of the project site is screened by intervening topography and vegetation. Only Lake Tahoe viewpoints from more distant shorelines to the southeast will provide views through the tree canopy to the project rooflines. From these locations, the project buildings will not be discernable to the viewer as disclosed in the 2011 EIS.

Figure 1: Photo Viewpoints and Balloon Locations

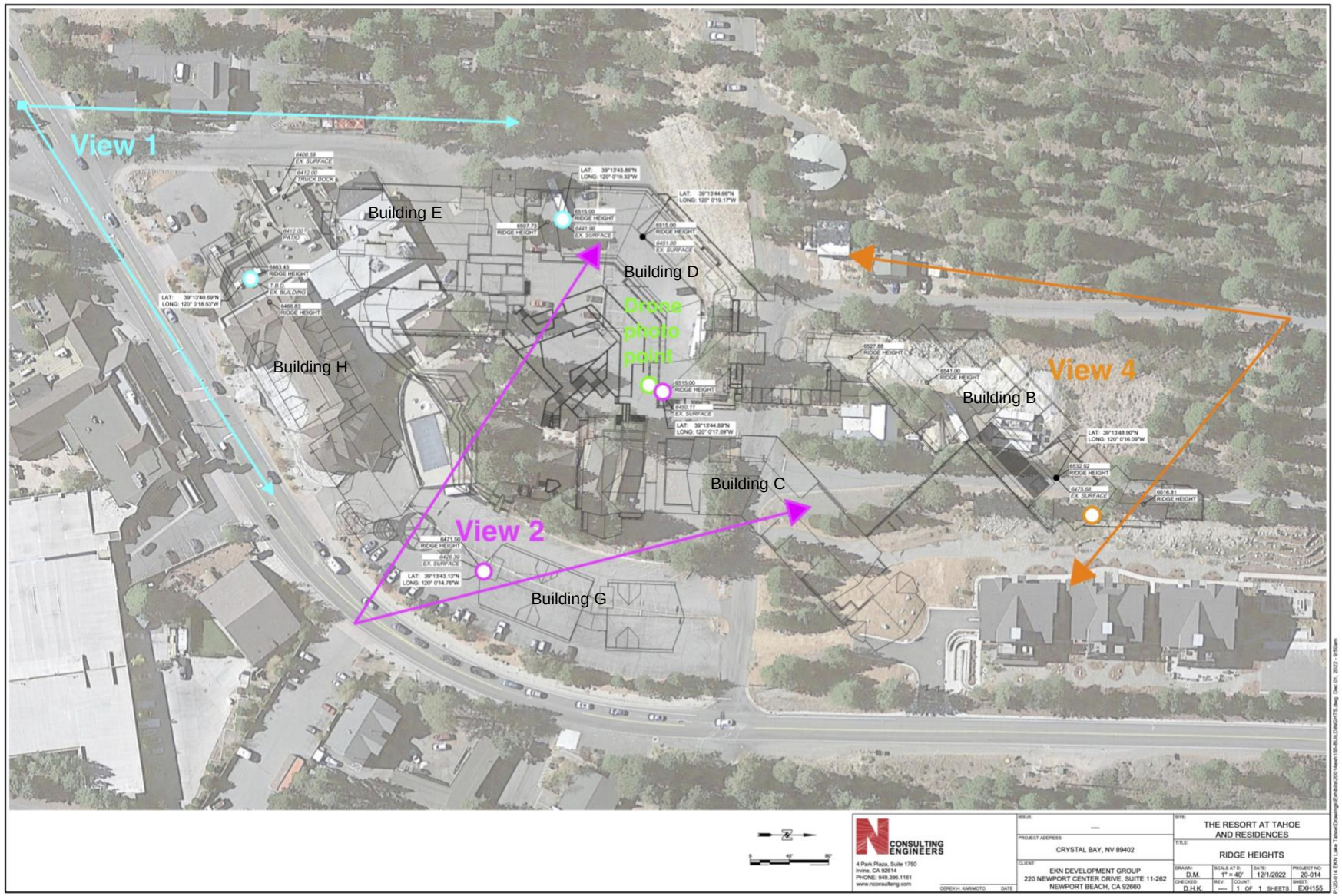


Figure 2: Viewpoint 1 – Building H Balloon

EXISTING SITE CONDITIONS - UPDATED

VIEW 01 - FROM SR 28 & STATELINE

View comparison when approaching the project site from the south along Highway SR 28 at the intersection of State Line Road.

KEY PLAN

BALLOON STUDY

PROPOSED DESIGN REVISIONS

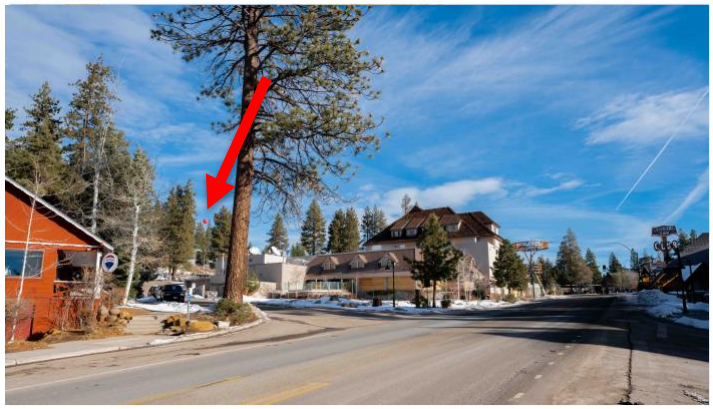
Figure 3: Viewpoint 1 – Building D Balloon

EXISTING SITE CONDITIONS - UPDATED

VIEW 01 - FROM SR 28 & STATELINE

View comparison when approaching the project site from the south along Highway SR 28 at the intersection of State Line Road.

KEY PLAN



BALLOON STUDY

PROPOSED DESIGN REVISIONS

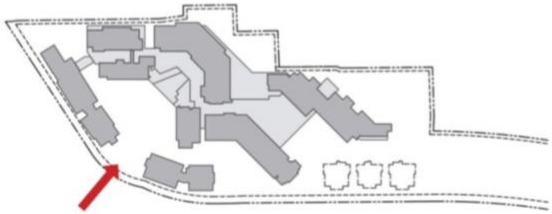
Figure 4: Viewpoint 2 – Building G Balloon

EXISTING SITE CONDITIONS - UPDATED

VIEW 02 - FROM SR 28

View comparison when driving past the sweeping curve from west moving north along the project site on Highway SR 28.

KEY PLAN



BALLOON STUDY

PROPOSED DESIGN REVISIONS

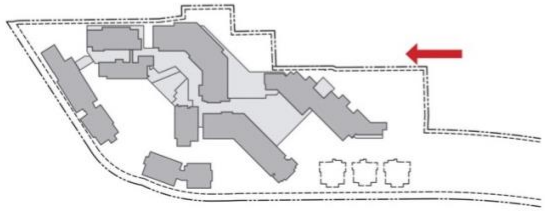
Figure 5: Viewpoint 4 – Building B Balloon

EXISTING SITE CONDITIONS - UPDATED

VIEW 04 - FROM LAKE VIEW AVE.

View comparison when approaching the site from the east along Lakeview Ave. The highest level of building massing is shown being obscured by trees along the road. The clear view of the lake horizon is indicated along with the distant mountain ridge lines beyond.

KEY PLAN



BALLOON STUDY

PROPOSED DESIGN REVISIONS

Figure 6: Drone photo looking southeast from high point of Building D

Attachment G

VMT Memo

LSC Transportation Consultants, Inc.
2690 Lake Forest Road, Suite C
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Tahoe City, CA 96145
530-583-4053 ▲ FAX: 530-583-5966
info@lsctrans.com ▲ www.lsctrans.com

TECHNICAL MEMORANDUM

DATE: 4/17/2023

TO: Tom Jacobson, EKN Development Group
CC: Lew Feldman, Feldman Thiel LLP
CC: Kara Thiel, Feldman Thiel LLP

FROM: Sara Hawley, PE and Sierra Brown, PE, LSC Transportation Consultants, Inc.

SUBJECT: Waldorf Astoria Lake Tahoe – VMT Analysis

This memorandum necessarily reconciles the calculation of Vehicle Miles Traveled (VMT) as originally calculated in the Boulder Bay EIS utilizing "Alternative A" (Existing Biltmore uses at full capacity and optimum operations) as the baseline for measuring impacts versus the "Baseline Biltmore" (the 2008 traffic trip counts adjusted to 2006 economic conditions), the currently applicable baseline as referenced in the TRPA Governing Board hearing for Boulder Bay. Application of the prior baseline demonstrated significant VMT reduction comparing the Tahoe Biltmore uses at full capacity and optimum operations (Alternative A) to the approved “Boulder Bay Alternative C” (Boulder Bay) whereas application of the applicable baseline from the time of the project approval (currently called "Baseline Biltmore") results in a 14% VMT increase in Boulder Bay VMT compared to the Baseline Biltmore.

Replacement of the higher Alternative A baseline (with relatively high trip generation) with the lower Baseline Biltmore (with a lower trip generation similar to Boulder Bay) substantially increases the VMT net impact of Boulder Bay. Moreover, although the Boulder Bay daily trips used in the VMT calculations are almost identical to that of the Baseline Biltmore, Boulder Bay results in increased VMT because it has a longer average trip length. Notably, the proposed Waldorf Astoria Lake Tahoe (WALT) proposed plan revision, utilizing the applicable baseline (Baseline Biltmore), results in a 14% VMT reduction compared to the Baseline Biltmore and a 24% VMT reduction compared to Boulder Bay.

This memorandum documents the findings and conclusions of a trip generation and Vehicle Miles Traveled (VMT) analysis regarding the Waldorf Astoria Lake Tahoe (WALT) development project located at the existing Tahoe Biltmore Lodge and Casino site along State Route (SR) 28 in Crystal Bay, Nevada. The project proposes to redevelop the Biltmore site and remove the previous motel use on the Crystal Bay Motel site. While the project applicant also owns the SR 28 Commercial

Center next to The Nugget on the south side of SR 28, no changes are planned to this facility as part of the current proposal.

OVERALL ASSUMPTIONS

The analysis is based on the following overall assumptions:

- The "Baseline Biltmore" scenario reflects Year 2006 operating conditions at the Biltmore and associated uses.
- The "Boulder Bay" scenario assumes full buildout of the approved Boulder Bay program.
- The "WALT" scenario assumes full buildout of the proposed WALT project.

First, the land use assumptions are summarized. Next, the trip generation of all three program scenarios is evaluated, and the WALT project's net impact on trip generation is determined, as compared to both Baseline Biltmore and Boulder Bay. Finally, a VMT analysis is performed for each scenario, and the proposed project's impact on VMT is determined.

LAND USE COMPARISON

The land use quantities for each scenario are summarized in Table 1. As shown, the total number of lodging/residential units under each scenario is as follows:

- 111 units for the Baseline Biltmore use
- 374 units for Boulder Bay
- 191 units for WALT

Also worth noting is that the previous casino was 22,400 square feet, while the Boulder Bay and WALT casino floor area is reduced to 10,000 square feet. Although Boulder Bay and WALT have the same total commercial floor area (18,715 square feet), Boulder Bay has more retail area, and WALT has more restaurant area. Additionally, according to the Boulder Bay approvals, the WALT project proponent will provide a shuttle service as an amenity available to the site's residents and guests upon request, with service to/from public beaches (excluding Speedboat Beach) in summer and to/from Northstar California Resort in winter. Some level of shuttle service will be provided year-round, with adjustments made for summer and winter peak seasons.

TRIP GENERATION

Trip generation is the process by which engineers estimate the amount of traffic that would be associated with a development proposal. This trip generation analysis is conducted for summer daily and PM peak-hour conditions. First, the trip generation of the Baseline Biltmore is presented. Next, the trip generation of approved Boulder Bay is evaluated. A detailed trip generation analysis is conducted for the proposed WALT. Finally, comparisons are provided between all three program scenarios.

TABLE 1: Waldorf Astoria at Lake Tahoe (WALT) - Land Use Comparison

	Baseline Biltmore		Approved Boulder Bay		WALT	
LODGING/RESIDENTIAL						
Hotel Units	92	Units	301	Units	76	Units
Motel Units	19	Units	-	-	-	-
Hotel Residential [1]	-	-	-	-	58	Keys
Granite Place (≤3 floors)	-	-	18	DU	18	DU
Whole Ownership (>3 floors)	-	-	41	DU	25	DU
Employee Housing	-	-	14	DU	14	DU
Shuttle Vehicle	-	-	1	vehicle	1	vehicle
Meeting Space	Accessory Use		Accessory Use		Accessory Use	
Convenience Dining	Accessory Use		Accessory Use		Accessory Use	
Bar/Lounge	Accessory Use		Accessory Use		Accessory Use	
Service Retail	Accessory Use		Accessory Use		Accessory Use	
Daycare Center	Accessory Use		Accessory Use		Accessory Use	
Spa	Accessory Use		Accessory Use		Accessory Use	
Fitness Center	Accessory Use		Accessory Use		Accessory Use	
Subtotal Lodging/Residential	*111*	*DU*	*374*	*Units*	*191*	*Units*
CASINO	*22.383*	*KSF*	*10.000*	*KSF*	*10.000*	*KSF*
RESTAURANT						
Café/Fast Food	-	-	0.863	KSF	2.235	KSF
Casual Dining	4.5	KSF	2.347	KSF	12.280	KSF
Fine Dining	3.3	KSF	3.333	KSF	-	-
Subtotal Restaurant	*7.8*	*KSF*	*6.543*	*KSF*	*14.515*	*KSF*
RETAIL/COMMERCIAL						
Retail	-	-	*12.172*	*KSF*	*4.2*	*KSF*
RECREATION						
County Park	-	-	*3.07*	*acres*	*3.07*	*acres*

DU = Dwelling Units; KSF = 1,000 Square Feet

Note 1: WALT Hotel residential units include 36 main units and 22 lock-offs for a total of 58 keys.

Source: LSC Transportation Consultants, Inc.

Trip Generation of Baseline Biltmore

At the time of this study, the Biltmore operations are completely closed. For purposes of this analysis, the daily trip generation of the Baseline Biltmore use is assumed to be 3,895 daily one-way external trips on the surrounding roadway network. This figure represents actual vehicle trips counted on the Biltmore site driveways in Year 2008, adjusted to reflect Year 2006 (busier) conditions. The estimated daily trip generation of 3,895 was provided by Fehr & Peers as the lead traffic consultant for the Boulder Bay EIS (reference "Project Alternatives Trip Generation Summary", Fehr & Peers, March 11, 2011, attached herein as Appendix A, and referenced in the TRPA staff summary for the Governing Board hearing for Boulder Bay). Of the 3,895 daily external trips, 320 occur during the PM peak hour.

The 3,895 daily trips do not include "pass-by" trips, which are trips generated on the site driveways by vehicles already present on SR 28 "passing-by" the Biltmore site as part of a longer trip. For example, a driver traveling around Lake Tahoe who stops by a restaurant at the Biltmore site would be making a pass-by trip. In this case, the restaurant land use would have generated one inbound plus one outbound trip on the site driveway but would not have generated new traffic on SR 28. Based on the analysis for the approved Baseline Biltmore use, the number of pass-by trips generated by the previous use is 184 daily pass-by trips, with 15 occurring during the PM peak hour. To estimate the total trips crossing the site driveways, the pass-by trips are added to the external trips. This results in a total of 4,079 daily trips and 335 PM peak-hour trips crossing the site driveways. Detailed calculations are provided in Appendix A.

Trip Generation of Boulder Bay

The daily trip generation approved for Boulder Bay is 3,891 daily vehicle trips. This was the figure presented to the TRPA Governing Board during the hearing when the project was approved. It was provided by Fehr & Peers as the lead traffic consultant for the Boulder Bay EIS (reference "Project Alternatives Trip Generation Summary", Fehr & Peers, March 11, 2011, attached herein as Appendix B, and referenced in the TRPA staff summary for the Governing Board hearing for Boulder Bay). The 3,891 daily trip number was derived by Fehr & Peers by applying trip generation rates to the Boulder Bay land use quantities and applying reductions for internal trips, non-auto trips, and pass-by trips. Of the 3,891 daily trips, 294 occur during the PM peak hour. The 3,891 daily trips are one-way external trips on the surrounding roadway network. This does not include pass-by trips. The number of pass-by trips generated by Boulder Bay is 574 daily pass-by trips, with 37 occurring during the PM peak hour. To estimate the total trips crossing the site driveways, the pass-by trips are added to the external trips. This results in a total of 4,465 daily trips and 331 PM peak-hour trips crossing the site driveways. Detailed calculations are provided in Appendix B.

Trip Generation of Proposed WALT

The proposed WALT land uses and land use quantities are shown in Table 2. The land use types are based on the categories identified in the ITE *Trip Generation* manual. Standard daily and peak-hour trip generation rates are drawn from the Institute of Transportation Engineers (ITE) *Trip Generation, 11th Edition* manual (ITE, 2021), with the exception of the casino, as discussed below. The trip generation rates are based on the following methodology and assumptions:

- *Lodging/Residential Trip Generation* – The number of available units is increased from 111 previously existing hotel/motel units to 191 proposed lodging and residential units, including 14 employee housing units. In comparison with the approved Boulder Bay project, the number of units has decreased by 157 (from 374 to 191).

- *Hotel Residential Units* – These units will be available for participation in a rental pool operated by the hotel, and they will be served by hotel employees. As such, these units are treated as commercial lodging units, rather than residential condos. In addition, 100 percent of lock-off units are assumed to be locked-off, to remain conservatively high in the analysis of trip generation and VMT impacts. For purposes of this analysis, 36 "base" units plus 22 lock-off units are assumed, for a total of 58 keys.

- *Trip Generation of WALT Shuttle Service* – According to the previous approvals, the project proponent will provide a shuttle service as an amenity available to WALT residents and guests upon request, with service to/from public beaches (excluding Speedboat Beach) in summer and to/from Northstar California Resort in winter. Some level of shuttle service will be provided year-round, with adjustments made for summer and winter peak seasons. During busy summer days, one proposed shuttle vehicle is assumed to make round trips between the WALT and nearby beaches for 12 hours a day, departing the Resort once an hour. The shuttle vehicle trips crossing the WALT site driveways are shown as a separate line item under the lodging/ residential category in Table 2.

- *Casino Trip Generation* – With implementation of the proposed project, casino floor area would be reduced from 22,400 to 10,000 square feet (reduced by roughly half), similar to Boulder Bay. As typical hotels do not contain a casino, the casino gaming area is analyzed individually. The trip generation of the casino is estimated based upon the TRPA-approved trip rates of 265.88 daily one-way trips per thousand square feet of gaming floor area and 16.67 PM peak-hour trips per thousand square feet. These trip rates match the casino trip rates in the approved EIS.

- *Restaurant/Bar Trip Generation* – The proposed WALT provides about twice as much restaurant floor area as the Baseline Biltmore and Boulder Bay programs. Convenience dining and bar/lounge uses within the hotel have been integrated into the "Hotel" rate, according to the Institute of Transportation Engineers (ITE) definition of a "Hotel" use. (The ITE definition for a hotel is as follows: "A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room.")

TABLE 2: Waldorf Astoria Lake Tahoe (WALT) - Trip Generation Analysis

Description	Land Use	ITE Land Use Code	Quantity	Unit	Trip Generation Rates[1] Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Percent Reduction for Trips Internal to Project Site	Percent Reduction for External Non-Auto Trips	Site-Generated External One-Way Vehicle Trips Crossing Site Driveways: Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Percent Reduction for Pass-by Trips[2]	Site-Generated External Vehicle Trips on Roadway Network: Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
PROPOSED WALT																												
LODGING/RESIDENTIAL																												
Hotel Units	Hotel	310	76	Units	8.07	0.26	0.20	0.46	0.30	0.29	0.59	34%	34%	267	9	6	15	10	10	20	0%	267	9	6	15	10	10	20
Hotel Residential[3]	Hotel	310	58	Keys	8.07	0.26	0.20	0.46	0.30	0.29	0.59	34%	34%	204	7	5	12	7	8	15	0%	204	7	5	12	7	8	15
Granite Place (≤3 floors)[4]	Multifamily Housing (Low-Rise)	220	18	DU	6.74	0.10	0.30	0.40	0.32	0.19	0.51	34%	34%	53	1	2	3	3	1	4	0%	53	1	2	3	3	1	4
Exclusive Residential (>3 floors)	Multifamily Housing (Mid-Rise)	221	25	DU	4.54	0.09	0.28	0.37	0.24	0.15	0.39	34%	34%	50	1	3	4	3	1	4	0%	50	1	3	4	3	1	4
Employee Housing	Multifamily Housing (Low-Rise)	220	14	DU	6.74	0.10	0.30	0.40	0.32	0.19	0.51	25%	30%	49	1	2	3	2	2	4	0%	49	1	2	3	2	2	4
Shuttle Vehicle	N/A (vehicle-trip analysis)	N/A	1	vehicle	24	1	1	2	1	1	2	0%	0%	24	1	1	2	1	1	2	0%	24	1	1	2	1	1	2
Subtotal Lodging/Residential			*191*	*Units*										*647*	*20*	*19*	*39*	*26*	*23*	*49*		*647*	*20*	*19*	*39*	*26*	*23*	*49*
CASINO	Gaming (Non-Restricted)	N/A	10	KSF	265.88	8.39	6.59	14.97	11.82	4.85	16.67	45%	12%	1,287	41	32	73	57	24	81	0%	1,287	41	32	73	57	24	81
MEETINGS/EVENTS																												
RESTAURANT																												
Café/Fast Food	Fast Food, No Drive Through	933	2.235	KSF	450.49	25.04	18.14	43.18	16.61	16.61	33.21	26%	12%	656	36	27	63	24	24	48	43%	374	21	15	36	14	13	27
Casual Dining	High Turnover - Sit Down Restaurant	932	12.280	KSF	107.2	5.26	4.31	9.57	5.52	3.53	9.05	26%	12%	857	42	35	77	44	28	72	43%	488	24	20	44	25	16	41
Subtotal Restaurant			*14.52*	*KSF*										*1,513*	*78*	*62*	*140*	*68*	*52*	*120*		*862*	*45*	*35*	*80*	*39*	*29*	*68*
RETAIL/COMMERCIAL																												
Retail	Strip Retail Plaza (<40k)	822	4.2	KSF	54.45	1.42	0.94	2.36	3.30	3.30	6.59	55%	9%	94	2	2	4	6	5	11	5%	89	2	2	4	6	4	10
RECREATION																												
County Park[5]	Public Park	411	3.07	acres	0.78	0.01	0.01	0.02	0.06	0.05	0.11	20%	10%	1	0	0	0	0	0	0	0%	1	0	0	0	0	0	0
TOTAL PROPOSED USE												**36%**		**3,542**	**141**	**115**	**256**	**157**	**104**	**261**		**2,886**	**108**	**88**	**196**	**128**	**80**	**208**
Trip Generation of Baseline Biltmore														4,079	118	94	212	172	163	335		3,895	118	94	212	166	154	320
PROJECT NET IMPACT (WALT minus Baseline Biltmore)														***-537***	***23***	***21***	***44***	***-15***	***-59***	***-74***		***-1,009***	***-10***	***-6***	***-16***	***-38***	***-74***	***-112***
% Change Compared to Baseline Biltmore														***-13%***			***21%***			***-22%***		***-26%***			***-8%***			***-35%***
Trip Generation of Approved Boulder Bay														4,465	148	125	273			331		3,891	117	101	218			294
PROJECT NET CHANGE BETWEEN APPROVED BOULDER BAY AND PROPOSED WALT (WALT minus Boulder Bay)														*-923*	*-7*	*-10*	*-17*			*-70*		*-1,005*	*-9*	*-13*	*-22*			*-86*
% Change Compared to Approved Boulder Bay														***-21%***						***-21%***		***-26%***						***-29%***

DU= Dwelling Unit. KSF = 1,000 Square Feet
Note 1: Standard trip rates are provided in the ITE Trip Generation, 11th Edition manual (2021), except casino trip rates are based on TRPA-approved rates. At the time of this study, the 11th edition is the most recent trip generation manual to date.
Note 2: Passby percentages taken from the ITE Trip Generation Handbook 3rd Edition (2017). At the time of this study, the 3rd edition is the most recent trip generation "handbook" to date, and it is a supporting document to the 11th edition "manual".
Note 3: The 58 keys for "hotel residential" includes 36 "base" units plus 22 lock-off units. 100% of lock-offs are assumed to be locked-off.
Note 4: Although these 18 low-rise units were recently constructed (Granite Place condominiums), they are included in the WALT uses.
Note 5: Although this park was recently constructed, it is included in the WALT uses.
Source: LSC Transportation Consultants, Inc. and Institute of Transportation Engineers Trip Generation (11th Edition)

- *Retail Trip Generation* – The WALT retail commercial floor area is only about one-third of the Boulder Bay retail use, excluding the accessory uses within the hotel. The service retail uses are included in the ITE "Hotel" rate, by definition.

- *Meeting Space Trip Generation* – The trip generation of the WALT meeting space is included in the ITE "Hotel" rate, by definition.

Reductions for Internal Trips

As is typical of a mixed-land use development, some persons generating a trip at the site would visit more than one of the land uses at the site during the same "trip." Common traffic engineering practice dictates that a reduction in total trip generation can be applied to the project, as some of the persons generating trips at one of the land uses can generate a trip at another of the included land uses without generating an additional vehicle trip at the common site access point(s). As an example, a portion of the trips generated by a property with both retail and restaurant uses would be internal to the property, as some restaurant customers also visit the retail shops, or retail employees frequent the restaurant. Some of the restaurant customers would also be patrons of the hotel or other on-site amenities. The portion of the persons generating a trip at a mixed-use development that would visit two or more uses within the development is based on the types of uses within the development, the size of the individual uses, and the distances between them.

The proportion of trips that remain internal to the site (such as lodging guests visiting the casino) are based upon surveys conducted of the previous Biltmore site lodging guests, casino guests, and employees in 2007, a review of the trip internalization assumptions in the approved EIS, and the guidance provided in the ITE *Trip Generation Handbook* regarding internal capture within a mixed-use development. The 2007 Biltmore surveys (as applied in LSC's 2008 Boulder Bay Resort traffic study) were reviewed, along with other available data (such as the EIS and other similar resort hotel/casino trip generation analyses) to estimate the trip internalization of the WALT[1]. Next, the number of trip-ends leaving one use and entering another use on the site were reviewed and "balanced", to ensure that the internal trip-ends generated by one use actually have another on-site use to go to/from. (If the trip internalization is not balanced, then some internal trip-ends would be made to/from nowhere.) As shown in the middle column of Table 2, about one-third of the trips generated by the lodging uses are expected to be made to/from another on-site use. This assumption is reasonable, based on the standard daily trip generation rate of about 8 one-way trips per day, per hotel room, the expected portion of lodging trips that would be regional access trips, and the propensity for lodging guests to patron the on-site dining options.

About 45 percent of trips made to/from the casino are estimated to be made internally to the site. This is less than the casino internal trip percentage in the approved Boulder Bay analysis, given that the WALT has fewer lodging units and therefore fewer casino patrons staying onsite. Approximately 26 percent of restaurant trips and 55 percent of retail trips would be made internally.[2] Overall, 35

[1]The ITE Trip Gen Handbook provides internal capture rates for some WALT uses, such as hotel/residential, restaurant and retail. The project's internal capture based on these rates was evaluated (along with the NCHRP 684 Internal Trip Capture Estimation Tool) and used as one of the data points in developing the WALT internal capture rates.

[2] 35% of WALT retail trips are estimated to be made to/from on-site lodging/residential uses, plus 10% to/from on-site restaurants, plus 10% to/from WALT casino, for a total of 55% internal trips to/from WALT retail uses.

percent of WALT trips would be made internally. In comparison, the trip generation analysis for Boulder Bay indicates 33 percent of overall site-generated trips would be internal. The overall internal trip percentage for the WALT is slightly higher than for Boulder Bay, which is consistent with the fact that the WALT has twice as much restaurant area to attract patrons from other uses on the site.

Reductions for Non-Auto Modes

Nearly all data presented in the ITE *Trip Generation* manual volumes have been collected at low-density, single-use, homogeneous, general urban or suburban developments with little or no public transit service and little or no convenient pedestrian access (ITE *Trip Generation Handbook, 3rd Edition,* pg. 6, 2017, which is the current version of the handbook). Additional reductions for non-auto modes are based on the characteristics of the community, and on the quality and quantity of bicycle, pedestrian, and transit facilities. The project site is currently served by Tahoe Truckee Area Regional Transportation (TART) transit service (including TART Connect microtransit), the North Lake Tahoe Express, and employee shuttles.

The proportion of external trips made via non-auto modes (walking, bicycling, transit) is based upon surveys conducted of the previous Biltmore site lodging guests, casino guests, and employees in 2007[3]. In particular, guests walking between the site uses and other nearby properties (such as the Crystal Bay Club) results in a relatively high proportion of non-auto trips in the North Stateline area. Additionally, data from the TRPA 2018 Summer Travel Surveys conducted at recreational and commercial sites in Crystal Bay (before the TART Connect microtransit service was implemented) suggest that approximately 27 percent of trips made in the area are by non-auto modes.

The approved Boulder Bay analysis assumed 23 percent of external trips made to/from the lodging uses were made via non-auto modes. This figure is increased by 5 percent to reflect the TART Connect microtransit service (as well as the free fares on the TART mainline), which was not in operation at the time of the Biltmore surveys. TART Connect currently provides direct service from the WALT site west to Tahoe Vista (the “Kings Beach/Tahoe Vista” zone), and from the WALT site east to Incline Village (the “Incline Village/Crystal Bay" zone). Based on TART Connect ridership data from 2021 and 2022, the average daily ridership in the summer season increased from 149 to 411 riders per day (or a 276-percent increase) in the Kings Beach/Tahoe Vista zone and from 323 to 489 (151-percent increase) in the Incline Village/Crystal Bay zone. TART Connect ran 7 days a week from 8 AM to Midnight in the past two summers and winters, with evening service in the fall and spring. It is expected to be an attractive option for some guests, residents, customers, and employees traveling to/from the WALT site. Of the 3 zones served by TART Connect microtransit, the Incline Village Zone is the most productive. As the WALT project would increase the number of calls for TART Connect, this would increase the potential for shared rides. As such, the number of vehicle trips would not be expected to increase due to TART Connect microtransit, as this is an existing service, and the project is anticipated to increase the number of groups on the shuttle vehicles.

Additionally, based on the extent of service assumed for the WALT beach shuttle service, it is estimated to reduce vehicular trips to/from the WALT lodging and condominium uses by an additional 6 percent. (This equates to a reduction of 56 one-way vehicle trips made by

[3]The 2007 Biltmore surveys were used in determining the proportion of external trips made via non-auto modes, as applied in LSC's 2008 Boulder Bay Resort traffic study. This is one of the data points used in estimating the external non-auto trips for the WALT.

lodging/residential groups over the course of the day. Considering the beach shuttle is assumed to make 24 one-way trips over the course of the day, it's assumed to carry approximately 2.3 groups per one-way trip, on average (56 divided by 24). The resulting percent reduction for external trips made to/from the lodging and residential units via non-auto modes is 34 percent. Smaller reductions for non-auto travel (ranging from 9 percent to 12 percent) are applied to the remaining land use types, as shown in the middle column of Table 2. These reductions are well below the non-auto mode split indicated by the TRPA surveys, to remain conservative in this analysis.

Trip Generation at Site Driveways

Applying the trip generation rates to the WALT land use quantities and applying reductions for non-auto travel and internal trips yields a total vehicular trip generation crossing the site driveways of approximately 3,542 daily one-way vehicle-trips, of which 261 (157 entering and 104 exiting) occur during the PM peak hour. The peak-hour trips are relatively low compared to total daily trips, as casino-related traffic typically peaks later in the day, after the peak hour of traffic along SR 28.

Comparing the daily trip generation of the WALT and that of the Baseline Biltmore indicates that the WALT would result in a net reduction of 537 daily vehicle-trips (or a 13-percent reduction) at the site access driveways over the course of a peak summer day. During the key PM peak hour, the WALT would reduce vehicle-trips at the driveways by 74, or 22 percent.

Trip Generation on Roadway Network

Not all trips on the site driveways are new trips on area roadways. A reduction for pass-by activity is appropriate for some commercial land uses, but not for lodging or employment land uses that are the primary purpose of a trip. In addition, as a recreational destination, no pass-by reduction is assumed for the casino land use. Site-specific data on pass-by rates is not available at this time. The ITE *Trip Generation Handbook, 3rd Edition* (ITE, 2017, which is the current version of the handbook) and the *Trip Generation Manual 11th Edition, ITE 2021 Pass-by Rates* spreadsheet presents data collected from many sites regarding the proportion of pass-by trips by land use category, which were applied to the total driveway trip volumes. As shown in the far-right columns of Table 2, this factor reduces the WALT program's overall vehicle-trip generation on adjacent roadways to 2,886 daily one-way vehicle-trips, including 208 during the PM peak hour. Considering the impact on regional roadways such as SR 28 away from the site access driveways (reflecting reductions for pass-by trips), the WALT would result in an overall net reduction in trip generation of 26 percent over the course of a day, and 35 percent over the key PM peak hour, compared to the Baseline Biltmore use.

Note that even if the percent reductions for internal and non-auto trips were reduced by 15 percent (or multiplied by a factor of 0.85) across the board, the WALT total trip generation would still be less than the Baseline Biltmore trip generation.

Trip Generation Comparison Between WALT and Boulder Bay

Comparing the daily external trip generation of the WALT and the approved Boulder Bay project land uses indicates that the WALT would result in a net reduction of 923 daily vehicle-trips (or a 21-percent reduction) at the site access driveways over the course of a peak day. The reduction in PM peak-hour trips in comparison with Boulder Bay would also be 21 percent. The impact on the

regional roadways (after reductions for pass-by trips) equates to a 26-percent reduction in daily trips and a 29-percent reduction in PM peak-hour trips.

VEHICLE MILES TRAVELED

Vehicle Miles Traveled (VMT) is evaluated in accordance with TRPA's *Project Impact Assessment Guidelines* (TRPA, June 2021). VMT analysis is conducted on an annual average daily basis, reflecting that it is a basis for overall greenhouse gas emissions. VMT for each scenario is calculated by multiplying daily trip generation by an annual-to-peak daily factor and multiplying by the average trip length within the Tahoe Basin. First, the VMT of Boulder Bay is compared to that of the Baseline Biltmore use. Next, the VMT of the WALT is compared to that of the Baseline Biltmore use. Finally, the VMT of the WALT is compared to that of Boulder Bay.

Annual Average Daily Trip Factors

It is necessary to convert peak daily trips to annual average daily trips, to coincide with the TRPA's new impact guidelines for the proposed use. Factors are estimated that reflect the ratio of average daily activity (and thus trip generation) to peak daily activity. These factors are defined as follows:

- *Lodging Uses*—The North Lake Tahoe Resort Association (now called North Tahoe Community Alliance) provides monthly occupancy data for North Tahoe lodging sites. The annual average monthly occupancy rate for 2022 is calculated and divided by the peak month occupancy, to estimate the average-to-peak day factor. The same calculation is performed for 2021. The average of the 2021 and 2022 data is applied in this analysis. The resulting average-to-peak day factor is 0.69. In other words, the daily trip generation of the lodging uses on an annual average day is assumed to be 69 percent of that on a peak summer day.

- *Casino* – The Nevada Gaming Control Board website provides monthly gaming wins for the Washoe County North Shore Lake Tahoe Area gaming locations. Based upon a review of the variation in monthly gaming wins for the 12-month period from December 2021-November 2022, the average-to-peak day factor for casino trip generation is estimated to be 0.78.

The average-to-peak day factors for remaining uses are based on the lodging factor.

Average Trip Length

The final data element needed to define VMT is the average vehicle-trip length (in miles). These values for the Baseline Biltmore and Boulder Bay are calculated based on the VMT summary provided in Table 4.8-16 of the approved EIS dated November 2009, attached as Appendix C. Dividing the VMT for each alternative by the daily trips yields the average trip length. The Baseline Biltmore use has an estimated average trip length of 5.94 miles (based on EIS Alternative A), while Boulder Bay has an average trip length of 6.79 miles (based on EIS Alternative C). The average trip length is longer for Boulder Bay than the Baseline Biltmore because Boulder Bay has substantially more visitor trips, which have a longer average trip length in the Basin than residential trips. (The EIS assumed average trip lengths of 7.77 miles for visitors and only 4.42 miles for residents.)

Boulder Bay has more lodging, dining, and retail trips than the Baseline Biltmore. Most trips made to/from these uses are made by visitors.

WALT Average Trip Length

The average vehicle-trip length for trips made to/from the WALT is based on the following data and assumptions:

- *Lodging*—These land uses generate two types of trips: regional access trips (to and from Tahoe) and local trips. The proportion of total trips generated by the regional access trip (travel between Tahoe and the visitor's home) is first calculated. The average length of stay during the summer months is assumed to be approximately 2.9 days, based on the average of 2015 data from the Ritz-Carlton Hotel (2.46 days) and North Lake Tahoe Resort Association (now North Tahoe Community Alliance) 2003-2016 hotel/motel/B&B visitor data (3.4 days). This is equivalent to 0.69 access trips per lodging unit per day. For the WALT uses, the portion of the total lodging trips that are regional access trips is calculated to be 20 percent. None of the regional access trips are assumed to be by non-auto modes.

  Table 3 presents an analysis of the average trip length for these regional access trips, assuming that the preponderance of such trips come from residents of Nevada and California. As shown in the lower portion of the table, the average trip length within the Tahoe Basin for regional access trips is 7.48 miles. For local trips, the weighted average trip length identified by TRPA (using the TRPA's Project Impact Assessment tool) for the VMT analysis zone encompassing the project site (6.52 miles) is used. The weighted average of the regional access and local trip lengths is calculated to be 6.71 miles. This trip length is applied to the WALT lodging line items.

TABLE 3: WALT - Lodging Average Trip Length

Description	Percent of External Trips	Average Trip Length within Tahoe Basin (mi)	Proposed WALT
Regional Access Trip Origin/Destination			
Reno/Sparks/RTIA	20%	9	
Sacramento	15%	5	
Bay Area	43%	5	
Central Valley	8%	5	
Los Angeles	10%	17	
Las Vegas	2%	17	
San Diego Region	2%	17	
Percent of Total Lodging Trips: Regional Access Trips			20%
Percent of Total Lodging Trips: Local Trips			80%
Weighted Average Trip Length: Regional Access Trips (mi)			7.48
Average Trip Length: Local Trips (mi)			6.52
Total Lodging Average Trip Length			**6.71**

Source: LSC Transportation Consultants, Inc.

- *Shuttle Vehicle*—For the WALT shuttle vehicle, the weighted average trip length is estimated to be 5.42 miles, assuming the shuttle travels to/from a point in Tahoe Vista during the non-summer months and to/from the Village at Northstar during the winter months.

- The TRPA average trip length for the project's VMT analysis zone (Zone 72) of 6.52 is applied to the remaining WALT uses.

VMT of Baseline Biltmore

The VMT analysis for the Baseline Biltmore use is summarized in Table 4. The peak-summer daily external trip generation for the Baseline Biltmore is 3,895 one-way vehicle trips, as discussed above. It is important to note that this figure represents trip generation during the busiest season of each land use (summer). Only "non-pass-by" trips are considered, as pass-by trips do not result in additional regional VMT. Applying the annual average-to-peak day factor (0.69) to the summer daily trips yields 2,688 average daily external vehicle trips. Multiplying the average daily trips by the average trip length for the Baseline Biltmore yields a total annual average daily VMT of 15,967 within the Tahoe Basin. This is considered the baseline for use in measuring the VMT impacts of the other programs.

Table 4: Baseline Tahoe Biltmore VMT

Total Daily External Trip Generation after Pass-by Reduction	3,895
Annual Average -to- Peak Day Factor	0.69
Average Daily Vehicle Trips	2,688
Tahoe Basin Average Trip Length (Miles)	5.94
Annual Average Daily Tahoe Basin VMT	15,967

Source: LSC Transportation Consultants, Inc.

VMT of Boulder Bay

The VMT analysis for Boulder Bay is summarized in Table 5. The peak-summer daily external trip generation for Boulder Bay is 3,891 one-way vehicle trips, as discussed above. Similar to Baseline Biltmore, this figure represents trip generation during the busiest season of each land use (summer). Applying the annual average-to-peak day factor (0.69) to the summer daily trips yields 2,685 average daily external vehicle trips. Multiplying the average daily trips by the average trip length for the Boulder Bay yields a total annual average daily VMT of 18,230 within the Tahoe Basin.

TABLE 5: Boulder Bay VMT	
Total Daily External Trip Generation after Pass-by Reduction	3,891
Annual Average -to- Peak Day Factor	0.69
Average Daily Vehicle Trips	2,685
Tahoe Basin Average Trip Length (Miles)	6.79
Annual Average Daily Tahoe Basin VMT	18,230

Source: LSC Transportation Consultants, Inc.

VMT of WALT

The VMT analysis for the WALT is summarized in Table 6. For this multi-use project, each land use is analyzed independently and then summed. As shown in the lower portion of Table 6, the total daily external vehicle trips on an average day is calculated to be 2,109. Multiplying this figure by the average trip length for each use category and summing over all categories yields a total annual average daily VMT generated by the WALT of 13,794 VMT within the Tahoe Basin. Of this total, almost half (48 percent) is generated by the casino, while 28 percent is generated by the restaurant uses. The lodging and residential uses generate 22 percent of the total VMT.

VMT Impacts Comparison

Table 7 presents a comparison across the three program scenarios.

VMT Impacts of Boulder Bay

As indicated, approved Boulder Bay would result in a net increase in annual average Tahoe Basin daily VMT of 2,263 (or a 15-percent increase). The EIS indicated Boulder Bay would result in a reduction in VMT over the approved Biltmore uses (EIS Alternative A). However, Alternative A is not the same as Baseline Biltmore. (Alternative A has a much higher level of trip generation than Baseline Biltmore and Boulder Bay, because Alternative A trips were estimated by applying trip generation rates to the approved Biltmore land use quantities, assuming full capacity and optimum operations. On the other hand, Baseline Biltmore trips are based on actual traffic counts conducted at the site driveways, adjusted to Year 2006 conditions.) The EIS did not calculate the VMT of the Baseline Biltmore (2006 conditions) scenario. A VMT comparison of Boulder Bay and Baseline Biltmore is not provided in the EIS. Furthermore, the EIS did not address impacts on an annual average day, because the annual average standard did not exist at that time.

VMT Impacts of WALT

As shown in Table 7, the proposed WALT would result in a net reduction in annual average Tahoe Basin daily VMT of 2,173 (or a 14-percent reduction) compared to the Baseline Biltmore. In

TABLE 6: WALT - VMT Analysis

Description	ITE Use Category	Quantity	Land Use Units	Daily Non-Passby Trips [1]	Annual Average -to-Peak Day Factor	Average Daily Vehicle Trips	Tahoe VMT Analysis: Tahoe Basin Average Trip Length (Miles)	Tahoe VMT Analysis: Annual Average Daily Tahoe Basin VMT	Tahoe VMT Analysis: % of Total Project Avg Daily VMT
PROPOSED WALT									
LODGING/RESIDENTIAL									
Hotel Units	Hotel	76	Units	267	0.69	184	6.71	1,235	9.0%
Hotel Residential3	Hotel	58	Keys	204	0.69	141	6.71	946	6.9%
Granite Place (≤3 floors) [2]	Multifamily Housing (Low-Rise)	18	DU	53	0.69	37	6.52	241	1.7%
Exclusive Residential (>3 floors)	Multifamily Housing (Mid-Rise)	25	DU	50	0.69	35	6.52	228	1.7%
Employee Housing	Multifamily Housing (Low-Rise)	14	DU	49	0.69	34	6.52	222	1.6%
Shuttle Vehicle	N/A (vehicle-trip analysis)	1	vehicle	24	0.69	17	5.42	92	0.7%
Meeting Space	Accessory Use					Accessory Use to Hotel			
Convenience Dining	Accessory Use					Accessory Use to Hotel			
Bar/Lounge	Accessory Use					Accessory Use to Hotel			
Service Retail	Accessory Use					Accessory Use to Hotel			
Daycare Center	Accessory Use					Accessory Use to Hotel			
Spa/Fitness Center	Accessory Use					Accessory Use to Hotel			
Subtotal Lodging/Residential		*191*	*Units*	*647*		*448*		*2,964*	*21.6%*
CASINO	Gaming (Non-Restricted)	10	KSF	1,287	0.78	1,004	6.52	6,546	47.5%
MEETINGS/EVENTS									
RESTAURANT									
Café/Fast Food	Fast Food, No Drive Through	2.24	KSF	374	0.69	258	6.52	1,682	12.2%
Casual Dining	High Turnover - Sit Down Restaurant	12.28	KSF	488	0.69	337	6.52	2,197	15.9%
Subtotal Restaurant		*14.52*	*KSF*	*862*		*595*		*3,879*	*28.1%*
RETAIL/COMMERCIAL									
Specialty Retail	Strip Retail Plaza (<40k)	4.2	KSF	89	0.69	61	6.52	398	2.9%
RECREATION									
County Park [3]	Public Park	3.07	acres	1	0.69	1	6.52	7	0.1%
TOTAL PROPOSED WALT				**2,886**		**2,109**	6.54	**13,794**	100%
VMT of Baseline Biltmore								15,967	
PROJECT NET IMPACT ON VMT (WALT minus Baseline Biltmore)								**-2,173**	
% Change Compared to Baseline Biltmore								***-14%***	
VMT of Boulder Bay								18,230	
PROJECT NET CHANGE BETWEEN BOULDER BAY AND WALT (WALT minus Boulder Bay)								*-4,436*	
% Change Compared to Boulder Bay								***-24%***	

DU= Dwelling Unit. KSF = 1,000 Square Feet
Note 1: Reference Table 2 for trip generation of Waldorf Astoria at Lake Tahoe (WALT).
Note 2: Although these 18 low-rise units were recently constructed (Granite Place condominiums), they are included in the proposed uses.
Note 3: Although this park was recently constructed, it is included in the proposed uses.
Source: LSC Transportation Consultants, Inc.

TABLE 7: WALT - Trip Generation and VMT Impacts Comparison

	Trip Generation at Site Driveways	Trip Generation on External Roadways (After Reductions for Pass-by Trips)		Annual Average Daily Tahoe Basin VMT
	Summer Daily	Summer Daily	Average Daily	
Baseline Biltmore Land Uses	4,079	3,895	2,688	15,967
Approved Boulder Bay Land Uses	4,465	3,891	2,685	18,230
Proposed WALT Land Uses	3,542	2,886	2,109	13,794
Net Change from Baseline Biltmore to Boulder Bay	386	-4	-3	2,263
Net Change from Baseline Biltmore to WALT	-537	-1,009	-579	**-2,173**
Net Change from Boulder Bay to WALT	-923	-1,005	-576	**-4,436**
% Change from Baseline Biltmore to Boulder Bay	9%	-0.1%	-0.1%	14%
% Change from Baseline Biltmore to WALT	-13%	-26%	-22%	**-14%**
% Change from Boulder Bay to WALT	-21%	-26%	-21%	**-24%**

Source: LSC Transportation Consultants, Inc.

comparison with Boulder Bay, the WALT project would generate 4,436 fewer VMT (or a 24-percent reduction in VMT). The project is therefore considered to be a low-VMT proposal that is not considered significant. Based on current TRPA standards, there is no need to evaluate specific mitigation measures to reduce VMT associated with the WALT, beyond those measures included in the approved Boulder Bay permit.

Attachments: Appendix A – Baseline Biltmore Trips
Appendix B – Boulder Bay Trips
Appendix C – Baseline Biltmore and Boulder Bay Trip Lengths

Appendix A

BASELINE TAHOE BILTMORE TRIP GENERATION

Appendix A: Baseline Tahoe Biltmore Trip Generation

	Daily	PM Peak Hour
Trip Generation from Counts		168
PM Peak Hour/Daily Trip Generation Ratio (6.4%)	2,625	
Tahoe Biltmore Overflow Parking Lot Trip Generation	114	57
Operating Conditions Adjustment (28% decline)	1,068	87
Pass-By Trips[1]	-184	-15
Crystal Bay Motel Trip Generation	186	11
Crystal Bay Office Trip Generation	86	12
Total Trip Generation at Site Driveways (without Pass-by Reduction)	**4,079**	**335**
Total Trip Generation on External Roadways (after Pass-by Reduction)	**3,895**	**320**

Note 1: Pass-by Trips Updated per Alternative Pass-by Calculation memo by Fehr & Peers (March 11, 2011)
Source: Boulder Bay Alternative Baseline Existing Conditions Traffic Volumes (May 17, 2010)

Appendix A:
Reference for Baseline Biltmore DVTE

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PROJECT ALTERNATIVES TRIP GENERATION SUMMARY				
Alternative	Trip Generation (with Original Pass-By Calculations)		Trip Generation (with New Pass-By Calculations)	
	PM Peak Hour	Daily	PM Peak Hour	Daily
Existing Conditions (Based on 2008 Traffic Counts)[1]	234	2,846	237	2,880
Baseline Existing Conditions[2]	315	3,849	320	3,895
Alternative A	373	5,853	381	5,934
Alternative B	504	7,870	513	7,957
Alternative C	274	3,501	294	3,891
Alternative C (Reduced)	260	3,389	281	3,766
Alternative D	302	3,948	330	4,419
Alternative E	554	8,468	566	8,609

Notes: [1] Includes trip generation estimates of the Tahoe Biltmore overflow parking lot, Crystal Bay Motel, and Crystal Bay office space.

[2] Includes an adjustment factor to account for the economic conditions at the time the traffic volumes counts were collected.

Sources: Fehr & Peers, 2011

As shown in the table, Alternative C and Alternative C (Reduced) generate fewer daily and PM peak hour trips than Alternative A (TRPA Significance Standard) and the Alternative Baseline Existing Conditions (Appendix AA) (calculations provided in the Final EIS). Therefore, the conclusions in the FEIS are unchanged (i.e. no additional impacts identified).

Appendix A:
Reference for Baseline Biltmore Pass-By Trips

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TABLE 8
BASELINE TAHOE BILTMORE DAILY TRIP GENERATION

	PM Peak Hour	Daily
Trip Generation from Counts	168	
PM Peak Hour/Daily Trip Generation Ratio (6.4%)		2,625
Tahoe Biltmore Overflow Parking Lot Trip Generation	57	114
Operating Conditions Adjustment (28% decline)[1]	87	1,068
Pass-By Trips[2]	(-20)	(-230)
Crystal Bay Motel Trip Generation[3]	11	186
Crystal Bay Office Trip Generation[3]	12	86
Total	315	3,849

Notes: [1] Adjustment is applied to counted volumes and Tahoe Biltmore overflow parking lot volumes because the Tahoe Biltmore overflow parking lot information provided was specific to the time that the traffic count data was collected and employee levels represent the 2008 operating conditions of the Tahoe Biltmore.
[2] Pass-by trips only apply to traffic count volumes and the growth applied to the traffic count volumes.
[3] The 2006 adjustment was not applied to the Crystal Bay Motel or Crystal Bay office space, as these trips were estimated based on TRPA Trip Table and ITE trip generation rates.
Source: Fehr & Peers, 2010

BASELINE AND PROJECT ALTERNATIVES TRIP GENERATION COMPARISON

Project Alternatives Trip Generation

Tables 9, 10, 11, 12 and 13 show the trip generation estimates for Boulder Bay project alternatives A, B, C, D, and E, respectively. The Crystal Bay Motel and Crystal Bay office will remain part of the project site for Alternatives A, B, and E, and have been included in the trip generation estimates for these alternatives to provide a direct comparison to the existing trip generation of the site. Alternatives C and D will remove the Crystal Bay Motel, therefore this use was not included in the trip generation estimates for these alternatives.

Appendix B

BOULDER BAY TRIP GENERATION

Appendix B: Boulder Bay Trip Generation

Land Use	Density	Unit	Daily	PM Peak Hour
Whole Owndership (Condo)	59	DU	346	31
Employee Housing (Apartment)	14	DU	94	9
Hotel	301	Rooms	2,685	211
Casino	1	KSF	2,659	167
Meeting Space	21.253	KSF	Accessory Use to Hotel	
Spa	19.089	KSF	Accessory Use to Hotel	
Fitness Center	9.86	KSF	Accessory Use to Hotel	
Daycare Center	1.665	KSF	Accessory Use to Hotel	
Convenience Dining	1.25	KSF	Accessory Use to Hotel	
Café/Fast Food	1.25	KSF	895	33
Casual Dining (High Turnover Sit-Down Restaurant)	3.398	KSF	432	38
Fine Dining (Quality Restaurant)	4.825	KSF	434	36
Bar/Lounge	2.25	KSF	Accessory Use to Hotel	
Specialty Retail	9.272	KSF	411	25
Service Retial	3.65	KSF	Accessory Use to Hotel	
County Park	3.07	Acres	7	0
Crystal Bay Office Space	7,772	KSF	86	12
Total "Raw" Trip Generation			8,049	562
Alternative Mode Trips			-959	-69
Internal Capture Trips			-2,625	-162
Pass-By Trips[1]			-574	-37
Total Trip Generation at Site Driveways (without Pass-by Reduction)			**4,465**	**331**
Total Trip Generation on External Roadways (after Pass-by Reduction)			**3,891**	**294**

DU = Dwelling Units; KSF = 1,000 square feet

Note 1: Pass-by Trips Updated per Alternative Pass-by Calculation memo by Fehr & Peers (March 11, 2011)

Source: Boulder Bay Alternative Baseline Existing Conditions Traffic Volumes (July 6, 2010)

Appendix B:

Boulder Bay (Alternative C) DVTE

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PROJECT ALTERNATIVES TRIP GENERATION SUMMARY				
Alternative	Trip Generation (with Original Pass-By Calculations)		Trip Generation (with New Pass-By Calculations)	
	PM Peak Hour	Daily	PM Peak Hour	Daily
Existing Conditions (Based on 2008 Traffic Counts)[1]	234	2,846	237	2,880
Baseline Existing Conditions[2]	315	3,849	320	3,895
Alternative A	373	5,853	381	5,934
Alternative B	504	7,870	513	7,957
Alternative C	274	3,501	294	3,891
Alternative C (Reduced)	260	3,389	281	3,766
Alternative D	302	3,948	330	4,419
Alternative E	554	8,468	566	8,609

Notes: [1] Includes trip generation estimates of the Tahoe Biltmore overflow parking lot, Crystal Bay Motel, and Crystal Bay office space.

[2] Includes an adjustment factor to account for the economic conditions at the time the traffic volumes counts were collected.

Sources: Fehr & Peers, 2011

As shown in the table, Alternative C and Alternative C (Reduced) generate fewer daily and PM peak hour trips than Alternative A (TRPA Significance Standard) and the Alternative Baseline Existing Conditions (Appendix AA) (calculations provided in the Final EIS). Therefore, the conclusions in the FEIS are unchanged (i.e. no additional impacts identified).

Appendix B:
Boulder Bay (Alt. C) Pass-By Trips Source

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Alternative C (Proposed Project)

TABLE 11
ALTERNATIVE C – TRIP GENERATION

Lane Use	Density[1]	Trips			
		Daily	PM	PM In	PM Out
Whole Ownership (Condo)	59 du	346	31	21	10
Employee Housing (Apartment)	14 du	94	9	6	3
Hotel	301 rms	2,685	211	103	107
Casino	10 ksf	2,659	167	75	92
Meeting Space	21.253 ksf	Accessory Use to Hotel			
Spa	19.089 ksf	Accessory Use to Hotel			
Fitness Center	9.86 ksf	Accessory Use to Hotel			
Daycare Center	1.665 ksf	Accessory Use to Hotel			
Convenience Dining	1.25 ksf	Accessory Use to Hotel			
Café/Fast Food	1.25 ksf	895	33	17	16
Casual Dining (High Turnover Sit-Down Restaurant)	3.398 ksf	432	38	22	16
Fine Dining (Quality Restaurant)	4.825 ksf	434	36	24	12
Bar/Lounge	2.25 ksf	Accessory Use to Hotel			
Specialty Retail	9.272 ksf	411	25	11	14
Service Retail	3.65 ksf	Accessory Use to Hotel			
County Park	3.07 acres	7	0	0	0
Total "Raw" Trip Generation		7,963	549	279	270
Alternative Mode Trips		(-959)	(-69)	(-35)	(-34)
Internal Capture Trips		(-2,625)	(-162)	(-88)	(-74)
Pass-By Trips		(-964)	(-57)	(-32)	(-25)
Total External Roadway Trips Created by Tahoe Biltmore Primary Project Site		*3,415*	*262*	*124*	*137*
Crystal Bay Office Space	7,772 ksf	86	12	2	10
Total Alternative C Trip Generation		**3,501**	**274**	**126**	**147**

Notes: [1] du = dwelling units, rms = rooms, ksf = 1,000 square feet
Source: Fehr & Peers, 2010

Appendix C

BASELINE BILTMORE AND BOULDER BAY TRIP LENGTHS

Appendix C: Trip Length Source

Table 4.8-16

VMT Analysis Comparison

Project Alternative	Daily Trip Generation	Project Alternative VMT	Existing Tahoe Biltmore VMT	Total New Project Alternative VMT	Overall Avg Trip Length (mi)
A (currently approved uses)	5,581	33,140	(-33,140)	**0**	5.94
B	7,598	45,675	(-33,140)	**12,535**	
C	3,415	23,185	(-33,140)	**(-9,955)**	6.79
D	3,862	23,335	(-33,140)	**(-9,805)**	
E	8,197	50,891	(-33,140)	**17,751**	

Source: Fehr & Peers, 2009

Mitigation: **TRANS-1: Traffic and Air Quality Mitigation Program**

Boulder Bay shall pay the appropriate air quality mitigation fee in accordance with Chapter 93 – Traffic and Air Quality Mitigation Program of the TRPA Code of Ordinances.

After Mitigation: *Less than Significant Impact; Alternatives B and E*

Implementation of mitigation measure TRANS-1 will reduce the impact to a less than significant level.

Analysis: *Less than Significant Impact; Alternatives C and D*

Alternatives C and D will generate less VMT than the existing (Alternative A) site. Alternative C will generate 9,955 less VMT than the existing Tahoe Biltmore (assuming full operational capacity). Alternative D will generate 9,805 less VMT.

Mitigation: No mitigation is required.

IMPACT: TRANS-3: Will the Project result in changes to existing parking facilities, or demand for new parking?

Analysis: *No Impact; Alternatives A and B*

Alternative A will not include changes to the existing parking supply or locations.

Alternative B will not include changes to the existing parking supply or locations. A Shared Parking analysis, which accounts for internalization between uses and time of day factors, was performed to determine the minimum number of parking spaces that will be needed to adequately serve the uses included in Alternative B. The results show that a minimum of 227 spaces will be needed.

Attachment H

V(g) Findings & Checklist

PROJECT REVIEW CONFORMANCE CHECKLIST & V (g) FINDINGS

(Commercial/Tourist Accommodation/Public Service/Recreation/Resource Mngt.)

Project Name: Waldorf Astoria

Project Type: Mixed Use

APN / Project Number: TRPA File Number CEPP2014- 0138-01, Assessor's Parcel Number (APN) 123-051-02,

Project Review Planner: PN Date of Review: 4.18.23

NOTE: if the answer to question b. on any of the following questions is *no*, please provide a written justification on a separate sheet for making the findings required in subsections 4.4.1 and 4.4.2 of the code. If the answer to question b. is yes or if no answer is required, this checklist shall serve as justifications for making said findings. Any positive impacts of the project on the thresholds that have not been addressed in these questions should also be noted.

CATEGORY: AIR QUALITY

THRESHOLD: CARBON MONOXIDE (CO) INDICATOR: (CO) 8-hr. avg. Stateline CA station

1.	a.	Does the project generate new vehicle trips?	Y ☐	N ☒
	b.	If yes, is the project consistent with Subsection 65.2.4.B.1?	Y ☐	N ☐
2.	a.	Does the project create new points of vehicular access?	Y ☒	N ☐
	b.	If yes, is the project consistent with Subsection 34.3.2?	Y ☒	N ☐
3.	a.	Does the project include combustion appliances?	Y ☒	N ☐
	b.	If yes, is the project consistent with Subsection 65.1.4?	Y ☐	N ☐
4.	a.	Does the project include a new stationary source of CO?	Y ☐	N ☒
	b.	If yes, is the project consistent with Subsection 65.1.6?	Y ☐	N ☐

THRESHOLD: OZONE INDICATOR: Ozone, 1-hr. avg. Lk. Tahoe Blvd station

1.	a.	Does the project increase regional VMT?	Y ☐	N ☒
	b.	If yes, is the project consistent with Subsection 65.2.4?	Y ☐	N ☐
2.	a.	Does the project include new gas/oil space/water heaters?	Y ☒	N ☐
	b.	If yes, is the project consistent with Subsection 65.1.4?	Y ☒	N ☐
3.	a.	Does the project include a new stationary source of NO^2?	Y ☐	N ☒
	b.	If yes, is the project consistent with Subsection 65.1.6?	Y ☐	N ☐

THRESHOLD: PARTICULATE MATTER INDICATOR: Part. Matter, 24-hr. avg. Lk. Tahoe Blvd station

1.	a.	Does the project increase airborne dust emissions?	Y ☐	N ☒
	b.	If yes, is the project consistent with Subsection 60.4.3?	Y ☐	N ☐
2.	a.	Does the project include a new stationary source of particulate matter?	Y ☐	N ☒
	b.	If yes, is the project consistent with Subsection 65.1.6?	Y ☐	N ☐

3. a. Refer to question 1, Ozone, above.

THRESHOLD: VISIBILITY INDICATOR: miles of visibility, veg and subregional path

1. a. Refer to questions 1-3, Particulate Matter, above.

THRESHOLD: TRAFFIC VOLUME INDICATOR: traffic volume, US 50 at Park Ave.
US 50 CORRIDOR, WINTER, 4pm-12am Jan.-Mar. avg., 4pm-12am

1. a. Refer to question 1, CO, above.

THRESHOLD: NO^2 EMISSIONS INDICATOR: VMT

1. a. Refer to questions 1-2, VMT, below.

THRESHOLD: WOOD SMOKE INDICATOR: number of wood heaters

1. a. Does the project include any new wood heaters? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 65.1.4.B? Y ☐ N ☐

THRESHOLD: VMT INDICATOR: changes in number of trips and avg. trip length

1. a. Does the project increase average trip length? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 65.2.4.B? Y ☐ N ☐

2. a. refer to question 1, CO, above.

CATEGORY: WATER QUALITY

THRESHOLD: TURBIDITY INDICATOR: turbidity of indicator stations

1. a. Does the project increase impervious coverage or create permanent soil disturbance? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 60.2.3? Y ☐ N ☐

2. a. Does the project create temporary soil disturbance? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 60.4.3? Y ☒ N ☐

3. a. Does the project require the use of fertilizer? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 60.1.8? Y ☒ N ☐

4. a. Does the project include domestic wastewater discharge to the surface or groundwater? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 60.1.3.B? Y ☐ N ☒

5. a. Does the project disturb or encroach on an existing SEZ? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 30.5? Y ☐ N ☒

THRESHOLD: CLARITY, WINTER (IN LAKE)
INDICATOR: secch depth, Dec.-Mar. avg. TRG index station

1. a. Refer to questions 1-5, turbidity, above.

THRESHOLD: PHYTOPLANKTON PRIMARY PRODUCTIVITY (IN LAKE)
INDICATOR: phyto, primary productivity, ann. Avg., TRG index station

1. a. Refer to questions 1-5, turbidity, above.

THRESHOLD: DIN LOAD, SURFACE RUNOFF
INDICATOR: DIN x discharge, tributary network annual total 1

1. a. Refer to questions 1, 2, 3 and 5, turbidity, above.

THRESHOLD: DIN LOAD, GROUNDWATER
INDICATOR: DIN x discharge, grndwtr. Network, annual total

1. a. Refer to questions 2 & 3, turbidity, above.

THRESHOLD: DIN LOAD, ATMOSPHERIC
INDICATOR: NO3 + HNO, annual avg. Lake Tahoe Blvd station

1. a. Refer to question 4, turbidity, above.

THRESHOLD: NUTRIENT LOADS, GENERAL INDICATOR: sol. P x discharge sol. Fe x

1. a. Refer to questions 1-5, turbidity, above.

THRESHOLD: TOTAL N, P, Fe, (trib.) CA ONLY INDICATOR: single reading, tributary network

1. a. Refer to questions 1, 2, 3, and 5, turbidity, above.

THRESHOLD: DIN; SOL, P, Fe, SS (trib.) NV ONLY INDICATOR: single reading tributary network

1. a. Refer to questions 1, 2, 3 and 5, turbidity, above.

THRESHOLD: DIN, SOL, P, Fe, SS, GREASE/OIL DISCHARGED TO SURFACE WATER FROM RUNOFF INDICATOR: single reading runoff sites

1. a. Does the project route impervious surface runoff directly into Lake Tahoe or a major tributary? Y ☐ N ☒
   b. If yes, is the discharge structure consistent with BMP handbook? Y ☐ N ☒

2. a. Does the project create large impervious areas (e.g. parking lots) which may serve as a source of airborne pollutants, grease or oil? Y ☒ N ☐
   b. If yes, is the project consistent with Subsections 60.4.3, 60.4.6, 60.4.9? Y ☒ N ☐

THRESHOLD: TOTAL N, TOTAL P, TOTAL Fe TURBIDITY, GREASE/OIL DISCHARGE TO GRDWTR FROM RUNOFF INDICATOR: single reading runoff site

1. a. Does the project include infiltration devices to infiltrate impervious surface runoff directly underground? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 60.4.6? Y ☒ N ☐

CATEGORY: SOIL CONSERVATION

THESHOLD: IMPERVIOUS COVERAGE — INDICATOR: area or coverage

1. a. Does the project include new or relocated coverage? Y ☒ N ☐
   b. If yes, is the project consistent with Subsection 30.4, 30.5, 30.6? Y ☒ N ☐

THRESHOLD: NATURALLY-FUNCTIONING SEZ — INDICATOR: area of SEZ

1. a. Does the project disturb or encroach on a naturally-functioning SEZ? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 30.5? Y ☐ N ☐

CATEGORY: VEGETATION

THRESHOLD: PLANT & STRUCTURAL DIVERSITY — INDICATOR: plant & structural diversity

1. a. Does the project create a change in diversity? Y ☐ N ☒
   b. If yes, does the project include vegetation management techniques to increase diversity (reveg., thinning)? Y ☐ N ☒

THRESHOLD: MEADOW & RIPARIAN VEGETATION — INDICATOR: area of meadow & riparian veg.

1. a. Refer to question 5, turbidity, above.

THRESHOLD: DECIDUOUS RIPARIAN VEGETATION — INDICATOR: area of riparian vegetation

1. a. Refer to question 5, turbidity, above.

THRESHOLD: SHRUB ASSOCIATION — INDICATOR: area of shrub association

1. a. Does the project create an increase in the areal extent of the shrub association? Y ☐ N ☒
   b. If yes, has the additional area been calculated, and a determination been made that the total area is less than or equal to 25%? Y ☐ N ☒

THRESHOLD: YELLOW PINE ASSOCIATION (not mature) — INDICATOR: area of yellow pine assoc.

1. a. Does the project create a change in the areal extent of the immature yellow pine association? Y ☐ N ☒
   b. If yes, has the additional area been calculated, and a determination made that the total area in the Region is between 15 and 25%? Y ☐ N ☒

THRESHOLD: RED FIR ASSOCIATION — INDICATOR: area of red fir assoc.

1. a. Does the project create a change in the areal extent of the immature red fir association? Y ☐ N ☒
   b. If yes, has the additional are been calculated, and a determination made that the total area in the Region is between 15 and 25%? Y ☐ N ☒

THRESHOLD: FOREST OPENINGS — INDICATOR: size and location of forest openings

1. a. Does the project create new forest openings? Y ☒ N ☐
   b. If yes, is the new opening less than 8 acres? Y ☒ N ☐

2. a. Does the project create new forest openings adjacent to other openings? Y ☐ N ☒
   b. If yes, are the resultant adjacent openings not of the same relative age class or successional stage? Y ☐ N ☒

THRESHOLD: UNCOMMON PLANT COMMUNITITES INDICATOR: habitat sites

1. a. Will the project impact the habitats for the deepwater sphagnum bog, Osgood Swamp, or the Freel Peak Cushing Plant Community? Y ☐ N ☒
   b. If yes, have modifications been included in the project to protect these plant communities? Y ☐ N ☒

THRESHOLD: SENSITIVE VEGETATION INDICATOR: number of habitat sites

1. a. Will the project impact the habitats of the Carex paucifructus, the Lewis pyomaea longipetala, the Draba asterophora v., or the Rorippa subumbellata? Y ☐ N ☒
   b. If yes, have modifications been included in the project to protect these plant communities? Y ☐ N ☒

CATEGORY: WILDLIFE

THRESHOLD: SPECIAL INTEREST SPECIES INDICATOR: number of habitat sites

1. a. Will the project result in the loss, modification or increased disturbance of habitat site for goshawk, osprey, bald eagle, (winter and nesting), golden eagle, peregrine falcon, waterfowl, or deer, as mapped on official TRPA maps? Y ☐ N ☒
   b. If yes, have modifications been included in the project to protect these habitat sites? Y ☐ N ☒

CATEGORY: FISHERIES

THRESHOLD: EXCELLENT STREAM HABITAT INDICATOR: sites of excellent stream habitat

1. a. Does the project include stream channelization, stream dredging, removal of rock or gravel from a stream, culverts, bridges, or water diversions affecting a stream identified as fish habitat? Y ☐ N ☒
   b. If yes, have modifications been included in the project to offset impacts on stream habitat and contribute to the upgrading of stream habitat? Y ☐ N ☒

2. a. Will the project result in siltation, urban runoff, snow disposal, or litter that may affect water quality in a stream identified as fish habitat? Y ☐ N ☒
   b. If yes, is the project consistent with Subsections 60.4.3 and 60.4.6? Y ☐ N ☒

THRESHOLD: GOOD STREAM HABITAT INDICATOR: miles of good stream habitat

1. a. Refer to questions 1 and 2, above.

THRESHOLD: MARGIANL STREAM HABITAT INDICATOR: miles of marginal stream habitat

1. a. Refer to questions 1 and 2, above.

THRESHOLD: INSTREAM FLOWS INDICATOR: increase flows

1. a. Does the project include new water diversions? Y ☐ N ☒
   b. If yes, is there evidence in the record to indicate that flows will remain within adopted TRPA standards or, in the absence of adopted standards, that flows will not be diminished? Y ☐ N ☒

2. a. Does the project include new coverage or disturbance that could contribute to uncontrolled runoff reaching a stream identified as fish habitat? Y ☐ N ☒
   b. If yes, is the project consistent with Subsections 60.4.3 and 60.4.6? Y ☐ N ☒

3. a. Refer to question 5, turbidity, above.

THRESHOLD: LAKE HABITAT INDICATOR: area of excellent habitat

1. a. Does the project include development in the shorezone, removal of rock or gravel from the lake, or removal of vegetation in the shorezone? Y ☐ N ☒
   b. If yes, is the project consistent with Chapters 80-86? Y ☐ N ☒

2. a. Does the project increase the potential for siltation, runoff, or erosion entering Lake Tahoe? Y ☐ N ☒
   b. If yes, is the project consistent with Subsections 60.4.3 and 60.4.6? Y ☐ N ☒

CATEGORY: NOISE

THRESHOLD: SINGLE EVENT, AIRCRAFT, DAYTIME
INDICATOR: dBA, LMAX, TRPA ref. points, 8am-8pm, single reading

1. a. Does the project involve the commercial or private operation of aircraft? Y ☐ N ☒
   b. If yes, does the project comply with the Interim Service Agreement affecting aircraft operations at the South Lake Tahoe Airport, or will the project meet the TRPA noise thresholds, or is the project exempt under Code section 68.9? Y ☐ N ☒

THRESHOLD: SINGLE EVENT, AIRCRAFT, NIGHTTIME
INDICATOR: dBA, LMAX, TRPA ref. points, 8am-8pm, single reading

1. a. Refer to question 1, single event, aircraft, above.

THRESHOLD: SINGLE-EVENT, BOATS INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Does the project involve a marina or boat launching facility? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 68.3? Y ☐ N ☒

THRESHOLD: SINGLE-EVENT, MOTOR VEHICLE LESS THAN 6,000 LBS. CVM
INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Does the project include the operation of fleet vehicles or other commercial vehicles? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 68.3? Y ☐ N ☒

THRESHOLD: SINGLE-EVENT, MOTOR VEHICLE GREATER THAN 6,000 LBS. CVM

INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Refer to question 1, single event, motor vehicle, above.

THRESHOLD: SINGLE-EVENT, MOTORCYCLE INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Does the project involve the offering of motorcycles for lease or rent or the operation of a motorcycle course? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 68.3? Y ☐ N ☒

THRESHOLD: SINGLE-EVENT, ORVS INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Does the project involve the offering of ORVs for rent or lease or the operation of an ORV course? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 68.3? Y ☐ N ☒

THESHOLD: SINGLE-EVENT, SNOWMOBILES INDICATOR: dBA, LMAX, at 50 ft., single reading

1. a. Does the project involve the offering of snowmobiles for rent or lease or the operation of a snowmobile course? Y ☐ N ☒
   b. If yes, is the project consistent with Subsection 68.3? Y ☐ N ☒

THRESHOLD: COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

1. a. Does the project involve the creation of a new or relocated land use? Y ☒ N ☐
   b. If yes, is the project consistent with the applicable plan area statement? Y ☒ N ☐

2. a. Is the project located within a transportation corridor as mapped on TRPA maps? Y ☒ N ☐
   b. If yes, does the project include components to reduce the transmission of noise from the corridor, in accordance with the TRPA Design Review Guidelines? Y ☒ N ☐

3. a. Does the project involve a use or activity for which TRPA has received a CNEL related noise complaint and for which TRPA has required remedial action in accordance with Chapter 68? Y ☐ N ☒
   b. If yes, is the project consistent with the remedial action plan? Y ☐ N ☒

CATEGORY: SCENIC RESOURCES

THRESHOLD: ROADWAY AND SHORELINE RATINGS

1. a. Is the project located within, or visible from, a roadway or shoreline unit targeted for scenic upgrading? Y ☒ N ☐
   b. If yes, is the project consistent with the TRPA Scenic Quality Implementation Program (SQUIP)? Y ☒ N ☐

2. a. Is the project located within, or visible from, a roadway or shoreline unit not targeted for scenic upgrading? Y ☐ N ☒
   b. If yes, is there evidence in the record that the project will not cause a significant decrease in scenic quality, and is the project consistent with the TRPA Design Review Guidelines? Y ☐ N ☒

CATEGORY: RECREATION

THRESHOLD: PRESERVE AND ENHANCE THE HIGH QUALITY RECREATION EXPERIENCE

INDICATOR: dispersed rec. capacity

1. a. Is the project located in a conservation or recreation plan area? Y ☐ N ☒
   b. If yes, is the project consistent with the applicable plan area statement? Y ☐ N ☒

THRESHOLD: ESTABLISH FAIR SHARE OF CAPACITY FOR OUTDOOR RECREATION AVAILABLE TO THE GENERAL PUBLIC

INDICATOR: PAOTs

1. a. Does the project require an allocation of PAOTs? Y ☐ N ☒
   b. If yes, is the recreational opportunity involved available to the public? Y ☐ N ☐

CATEGORY: CODE/RULES OF PROCEDURE REQUIREMENTS

1. Does the project require Governing Board Review (Chapter 2)? Y ☒ N ☐

5. Does the project require notice to adjacent property owners (Art. XII Rules of Procedure)? Y ☒ N ☐

6. Is the project consistent with the following:

Chapter 2	(Project Review)	N/A	☐	Y ☒	N ☐
Chapter 6	(Tracking-Data Sheets/Log Book)	N/A	☐	Y ☒	N ☐
Chapter 21	(Permissible Uses)	N/A	☐	Y ☒	N ☐
Chapter 22	(Temporary Uses)	N/A	☒	Y ☐	N ☐
Chapter 30	(Coverage)	N/A	☐	Y ☒	N ☐
Chapter 31	(Density)	N/A	☐	Y ☒	N ☐
Chapter 32	(Basic Service)	N/A	☐	Y ☒	N ☐
Chapter 33.3	(Grading)	N/A	☐	Y ☒	N ☐
Chapter 33.4	(Special Reports)	N/A	☐	Y ☒	N ☐
Chapter 33.5	(Construction Schedule)	N/A	☐	Y ☒	N ☐
Chapter 33.6	(Vegetation Protection)	N/A	☐	Y ☒	N ☐
Chapter 34	(Driveways)	N/A	☐	Y ☒	N ☐
Chapter 34	(Parking)	N/A	☐	Y ☒	N ☐
Chapter 35	(Natural Hazards-Floodplain)	N/A	☒	Y ☐	N ☐
Chapter 36	(Design Standards)	N/A	☐	Y ☒	N ☐
Chapter 37	(Height)	N/A	☐	Y ☒	N ☐
Chapter 38	(Signs)	N/A	☐	Y ☒	N ☐
Chapter 50	(Allocations)	N/A	☐	Y ☒	N ☐
Chapter 51	(Transfers)	N/A	☒	Y ☐	N ☐
Chapter 52	(Bonus Units-MFD only)	N/A	☐	Y ☒	N ☐
Chapter 53	(IPES)	N/A	☒	Y ☐	N ☐
Chapter 60	(BMP's)	N/A	☐	Y ☒	N ☐
Chapter 60.1	(Water Quality)	N/A	☐	Y ☒	N ☐
Chapter 60.2	(Water Quality Mitigation)	N/A	☒	Y ☐	N ☐
Chapter 61.1	(Tree Removal)	N/A	☐	Y ☒	N ☐
Chapter 61.3.6	(Sensitive Plants/Fire Hazard)	N/A	☐	Y ☒	N ☐
Chapter 61.4	(Revegetation)	N/A	☐	Y ☒	N ☐
Chapter 62	(Wildlife)	N/A	☒	Y ☐	N ☐
Chapter 63	(Fish)	N/A	☒	Y ☐	N ☐
Chapter 65.1	(Air Quality)	N/A	☐	Y ☒	N ☐
Chapter 65.2	(Traffic/Air Quality Mitigation)	N/A	☒	Y ☐	N ☐
Chapter 67	(Historic Resource)	N/A	☐	Y ☒	N ☐