TAHOE SOUTH EVENTS CENTER

Project Applicant:

169 US Highway 50

Stateline, NV 89449

Tel: (775) 588-5900

TAHOE-DOUGLAS VISITORS AUTHORITY

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Stateline, Nevada 89449

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

TRPA PERMIT APPLICATION

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

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Property Owner:

PO Box 2249

EDGEWOOD COMPANIES

Lake Tahoe, NV 89449

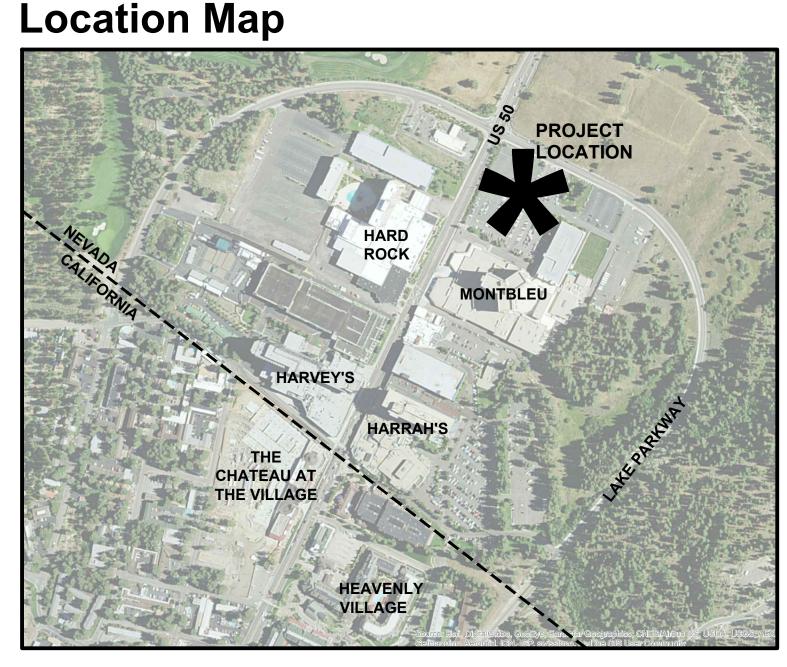
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Project Description:

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

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

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

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

| | ng Arrangement and Location (DCIS Standards) | How has this have a literature |
|-----------|--|---|
| ection | Standard (shall)/Guideline (should) | How has this been addressed in the development of the Tahoe South Even Center |
| .1.1 | Mixed-Use buildings shall be oriented with the primary entry and façade toward the street or the | conforms |
| .1.2 | primary drive aisle. In multi-building commercial and private recreational developments, the buildings shall be clustered | N/A |
| .1.3 | creating pedestrian shopping plazas, corridors and open spaces. Where clustering is impractical, a visual link between the buildings shall be incorporated. This link can be accomplished by the use of an arcade system, trellises or other similar open structures. | |
| | Buildings shall be located in a manner that will complement adjacent structures and properties. Sites should be developed in a coordinated manner to provide order and diversity, and avoid and "unplanned" development look. | conforms |
| 1.4 | Loading areas or docks shall be located to the rear or the side of the building, away from public rights-of-way, and cannot interfere with the on-site circulation. All loading and unloading shall take place on site. Street servicing is discouraged. The loading areas/docks shall be designed so their visibility is minimal by using features such as wing walls and landscaping. The location and orientation of the building must consider accessibility to the loading areas. | conforms |
| 1.5 | Automotive repair/service buildings or other uses which provide mechanical services should be arranged so that the bay entries/exits are not fronting a primary street. | N/A |
| 1.6 | The existing natural features on a site such as trees, slopes and rock outcroppings should be retained and incorporated into the site layout to create more interesting and unique designs that are integrated with the natural existing environment. | acknowledged project site is currently a parking lot |
| 1.7 | Buildings shall be designed and sited with consideration of solar exposure, climate, noise, safety, fire protection and privacy. Outdoor spaces shall be designed to create interesting gathering spaces with opportunities for year-round event programming. | conforms |
| 1.8 | Setbacks shall be consistent with the Tahoe Area Plan Regulations (Chapter 20.703.070 South Shore Area Plan in the Douglas County Development Code). | conforms Ref. 20.703.080 South Shore Area Plan Development Standards |
| 1.9 | Detached storage buildings, service yards, maintenance yards, warehousing and outdoor storage areas shall be located in areas that are not highly visible from major transportation corridors, scenic turnouts, public recreation areas, or the waters of Lake Tahoe. | conforms |
| .1.10 | Buildings must be arranged or designed so that they do not create a "blind corner" and/or impair visibility. Specific consideration and design alternatives must be evaluated for corner lots and instances where there are existing and adjoining driveways. | conforms |
| ew Soutl | a. Site plans are encouraged to incorporate Low Impact Development techniques to reduce the impact | acknowledged |
| | of built areas and promote naturally functioning systems. The following practices may be integrated with the overall design of landscape areas to combine the functions of stormwater treatment with aesthetically pleasing landscape features: 1. Pervious pavement materials that allow water to pass though the paving and infiltrate into the ground are encouraged for pedestrian applications. Other pavement surfaces may incorporate pervious pavements but shall be designed in conjunction with the site's BMPs. Pervious pavements are defined as materials with 10% voids that allow the pavement to create no surface run-off in combination with a water collection zone under the paving. 2. Preserving existing trees should be planned for with efforts on preserving large groups of forest rather than individual trees that are subjected to changes of runoff, grades, or surface coverage. The protection zone for trees extends to the drip-line of the tree's canopy. 3. As part of surface water management, small areas of infiltration catchments are to be incorporated into the final contour of the landscape. These features will offer the reduction in run-off from each site. | roof runoff captured and treated, reduction of impervious surface |
| 1.12 | Building design and placement should preserve and enhance views from public areas towards Lake Tahoe and mountain ridgelines. | acknowledged additional setback from Hwy 50, building roof structure designed to minimize overall building height |
| 1.13 | Building design and placement shall promote a visual balance between the various elements both on and adjacent to the site. Building arrangements shall neither create monotonous or overpowering forms nor should they dominate the visual composition. | conforms |
| 1.14 | New buildings adjacent to existing lower scale residential development shall respect the scale and privacy of adjacent properties by varying the massing within a project and incorporating architecture designs and building treatments that transition to smaller scale buildings. | N/A |
| 1.15 | Properties along US Highway 50 with ground level retail and commercial uses shall provide primary pedestrian access directly to the street. The intent of this retail/pedestrian street requirement is to present a dynamic, fragmented street front to outdoor spaces, rather than uniform blocks of building mass. | conforms |
| 1.16 | Buildings that are 8 stories or higher, should be sited so their longest frontages are perpendicular to the primary street. Lower buildings located on the primary street frontage are encouraged to address the street so that their longest frontage is parallel to the street edge. | N/A |
| 1.17 | The travel route of Hwy 50 has a "canyon effect" because the existing tower structures are located too close together with inadequate setbacks. Within a given property, 80% of the buildings fronting Hwy 50 shall not exceed 56 feet in height when an existing building or buildings are being replaced within 100 feet of the right-of-way. 20% of the building or buildings frontage my be constructed to a maximum height of 95 feet. Redeveloped towers up to the maximum allowable height shall be sited behind buildings fronting on Hwy 50. Lower buildings at the street level will reduce the visual dominance of the towers and improve the visual condition along the Highway 50 travel route by creating a pedestrian scale street section by shifting the tower height away from the immediate area of the street. Existing buildings with non-conforming height are allowed to do frontage improvements up to their existing height. | conforms |
| 1.18 | Redevelopment of the existing towers is contingent on the creation of new and additional open space that will replace a portion of the surface parking with a landscape setting. Additional open space would improve the travel route rating with the development of a visually attractive landscape. | N/A |
| 2 Circula | tion and Parking (DCIS) | |
| .2.1 | The on-site circulation must be logical and provide convenient, safe and direct flow of pedestrians and | conforms |
| 2.2 | vehicles. All parking areas, driveways, parking aisles and sidewalks shall be graded, drained and paved in accordance with the Development Code and Part II of the Douglas County Design Criteria and Improvement Standards. | conforms Ref 20.692.080 Douglas County Development Code |
| .2.3 | New surface parking areas are discouraged within view of US Highway 50. New parking areas should be situated behind buildings and screened from street views. | acknowledged |
| 2.4 | Parking aisles shall be arranged to direct pedestrians parallel to moving cars thereby minimizing the need for pedestrians to cross parking aisles and landscape areas. As an alternative, separated pedestrian walkways should be incorporated in the parking lot design. | conforms |
| 2.5 | Whenever parking areas/drive aisles are connected to adjacent sites, the circulation must provide for similar direction of travel (both vehicular and pedestrian) and parking stalls to reduce conflict at points of connection. | conforms |
| 2.6 | To promote efficient and safe vehicular and pedestrian circulation, curb cuts and private driveways shall be kept to a minimum. | conforms |
| .2.7 | In cases where one-way traffic aisles are provided, one-way traffic signs shall be clearly posted and one-way arrows shall be painted and maintained within the drive aisle. | N/A |
| 2.8 | The turning radii for drive aisles and loading areas shall meet the AASHTO standards for turning movements. | conforms |
| 2.9 | Parking spaces abutting structures must be separated by a 6 foot wide sidewalk or landscape planter. | conforms |
| 2.10 | Parking stalls shall be located so that vehicles do not back-up into primary ingress driveways. The first parking stall parallel to a driveway shall be separated by a landscape planter a minimum of 20 feet in width, one car length. | |
| 2.11 | Loading/unloading areas shall be clearly identified by installing no parking signs and/or striping of the space. The areas must be located in the rear or the sides of the building and shielded so that they are not visible from the street. The size and number of the loading/unloading areas must be consistent with the requirement of the Development Code. | conforms Ref 20.692.090 Off-Street Loading and Unloading, Douglas County Development Code |
| 2.12 | Parking areas abutting properties residentially used or designated shall be separated by a landscape buffer a minimum of 10 feet in width. In addition to landscaping, perimeter earth bearming is recommended as an effective way to reduce the visual impact of surface parking lots. | N/A |
| .2.13 | All parking and drive aisles shall be designed to provide sufficient emergency vehicle access and maneuverability. | conforms |
| .2.14 | All parking shall comply with the most current American with Disabilities Act (ADA) standards and regulations. | conforms |
| .2.15 | Establishments that typically require or generate frequent passenger loading and unloading shall provide specifically designated loading/unloading stopping bays. Direct ingress and egress should be provided so that vehicles are not directed into the on-site drive aisles. | acknowledged |
| lew Soutl | 1 Shore Guidelines and Standards (Parking and Circulation) The number of required parking and loading spaces shall be consistent with the Taboe Area Plan | Ref 20.703.150 South Shore Area Plar |
| ∠.10 | The number of required parking and loading spaces shall be consistent with the Tahoe Area Plan Regulations (Chapter 20.703.150, Parking and Loading). | Ref 20.703.150 South Shore Area Plar Parking and Loading Standards |

| | <u> </u> | <u> </u> |
|---------------------------|---|--|
| 2.2.17 2.2 Park | Parking lots shall be located and designed with BMPs to capture, treat and infiltrate storm water. ing Structures (DCIS) | conforms |
| 2.3.1 | The exterior surface materials of the parking structure must be compatible and complementary to the | N/A |
| 2.3.2 | main structure. The exterior façade facing a public right-of-way must be articulated by the use of one or more of the | N/A |
| | following features; complimentary colors, stepping of floors, arrangement of façade elements and/or alternative building materials. | |
| 2.3.3 | Solid screening elements shall be provided on a portion of each floor of the parking structure to sufficiently screen parked vehicles. Ground floor screening elements shall include landscape planters. | N/A |
| 2.3.4 | A minimum 5-foot wide landscape planter area shall be provided between the structure and a road, | N/A |
| 2.3.5 | sidewalk or internal drive aisle. The planter shall include live plant material including but not limited to shrubs, trees, and vines. | 21/2 |
| 2.3.3 | The location of entrance and exit driveways shall be located/designed so that the impacts to vehicular and pedestrian traffic are minimized to the extent possible. Exit driveways shall be designed so that "blind corners" are avoided. | N/A |
| 2.3.6 | Sidewalks must be provided along the full length of the building featuring customer entrances and along any façade facing public parking areas. | N/A |
| | along any laçade facing public parking areas. | |
| New Sou | Locate new parking structures so they do not interfere with the opportunity to create a pedestrian | NI/A |
| | oriented streetscape. Access to parking structures from US Hwy. 50 is allowed, but parking only structures fronting US Hwy. 50 are strongly discouraged. | N/A |
| | | |
| 2.4 Vehi 2.4.1 | Cular Access (DCIS) Vehicular access points shall be kept to a minimum. However, the number and location of driveway | conforms |
| | curbs must be adequate to allow efficient traffic flow. Joint access between adjacent sites shall be utilized whenever possible to reduce traffic hazards and necessary curb cuts. | |
| .4.2 | Driveways are to be designed and located to meet the AASHTO standards for turning movements. | conforms |
| .4.3 | The distance between driveways and intersection corner clearance must be consistent with the | |
| | standards provided in Part II, Engineering Design and Criteria and Improvement Standards of the Douglas County Design Criteria and Improvement Standards. | |
| .4.4 | Two-way traffic along Hwy 50 (or Main Street when Hwy 50 is realigned) is encouraged. | acknowledged |
| | | |
| 5 Pede .5.1 | estrian Access (DCIS) All sidewalks shall be constructed of Portland cement concrete or other similar concrete material. | conforms |
| .5.2 | Separate vehicular and pedestrian systems shall be provided. Pedestrian linkages between uses | conforms |
| | within development, surrounding developments and trails/bikeways shall be provided and emphasized, including distinct pedestrian access from parking areas to the building. Walkways should include enhanced paying treatments. A continuous and | |
| .5.3 | include enhanced paving, trellis structures or enhanced landscaping treatments. A continuous and direct sidewalk shall be provided from the street to the on-site sidewalk. Sidewalks should be provided along the full length of the building featuring customer entrances and | a almanula de a d |
| | Sidewalks should be provided along the full length of the building featuring customer entrances and along any façade facing public parking areas. | acknowledged |
| .5.4 | On-site sidewalks must be a minimum of 4-feet wide. When parking stalls directly abut a sidewalk, the sidewalk shall be a minimum of 6-feet wide. If exterior stairways are used with the stairway | conforms |
| .5.5 | landings on the sidewalk, the sidewalk shall be a minimum of 6-feet wide. All pedestrian areas shall comply with the most current American with Disabilities Act (ADA) | conforms |
| | standards and regulations. Particular attention shall be given to ramps, accessible paths of travel, level landings and handrails. | |
| .5.6 | Hotel, resort and institutional uses which have frequent loading and unloading of passengers are to provide a port-cochere or other similar feature at the passenger loading/unloading area. | conforms |
| low Sou | uth Shore Guidelines and Standards (Pedestrian Access) | |
| .5.7 | Site designs and building arrangements shall promote pedestrian activity by providing enhanced | conforms |
| | design features along public roadways. Enhanced design features to be considered include increased setbacks, stepped heights, increased building articulation, and/or higher quality building materials. | _ |
| .5.8 | Promote alternative transportation modes such as walking, bicycling, transit use, and shared parking strategies which at a minimum shall include continuous sidewalks or other pedestrian paths and bicycle facilities along both sides of all highways with connections to other major activity centers. | conforms |
| 2.5.9 | To support an active pedestrian environment, buildings along US Hwy. 50 should provide covered | acknowledged |
| | overhead protection in the form of recessed arcades or protruding canopies. Public entrances to buildings shall ensure protection from unloading roof snow. | ŭ |
| 6 Ricy | cle Access (DCIS) | |
| .6.1 | When required by the development code, bicycle racks shall be installed close to building entrance(s). Within multi-building projects, the racks shall be placed so that they are convenient to all building/ | Ref 20.692.080 Douglas County Development Code |
| | entrances. | 20 bike racks provided |
| .6.2 | Bicycle racks shall be aesthetically treated. Such treatments can include inverted "U" shaped bollards, metal piping ribbons, planter, etc. All racks shall be permanently affixed and not obtrusive to pedestrian and vehicular circulation. | acknowledged |
| .6.3 | Bicycle linkages to any adjacent bikeways and/or routes shall be provided. | acknowledged |
| | | |
| .6.4 | Site designs shall integrate multimodal transportation improvements (pedestrian, bicycle and transit | conforms |
| | facilities) consistent with the TRPA/TMPO Regional Transportation Plan, Mobility 2035. | |
| . .7 Ope i | High intensity open spaces such as playgrounds, picnic areas, etc. that generally generate noise levels | NI/A |
| ./.1 | High intensity open spaces such as playgrounds, picnic areas, etc. that generally generate noise levels above the normal levels associated with the surrounding neighborhood, should be located so that they are not directly adjacent to noise sensitive uses such as adjoining residences. | N/A |
| .7.2 | Low Intensity open spaces such as greenways, pedestrian paths, etc. should be located around the perimeter of the site. This can serve as a buffer to the adjacent properties, particularly residential, as | N/A |
| .7.3 | well as assist the project in meeting the required on-site landscaping. Whenever possible, open space areas should be located on the south and/or west sides of the | conforms |
| | building and site. This allows the areas to receive maximum sunlight which accelerates melting of snow and ice. Deciduous trees are to be used to provide shade in summer months. | |
| .7.4 | The location of the open space areas should give consideration to the wind exposure. If necessary appropriate screening features such as walls, landscaping, trellises, etc. should be incorporated into | conforms |
| | the project design. | |
| lew Sou | uth Shore Guidelines and Standards (Open Space Areas) | |
| .7.5 | Site plans shall include strategies for protecting undisturbed sensitive lands and, where feasible, establish park or open space corridors connecting undisturbed sensitive areas within Centers to | acknowledged |
| | undisturbed areas outside of Centers. | |
| .8.1 | v Storage (DCIS) | oonform- |
| .0.1 | Each development shall incorporate snow melt and/or provide an area for snow storage. The snow storage area should be unobstructed by buildings so that the snow can receive direct sunlight to accelerate the snow melt. | conforms |
| .8.2 | Adequacy and location of snow storage shall be approved by Douglas County. | acknowledged |
| | | |
| . LAND | DSCAPE DESIGN | |
| 3.1 Gene | eral (DCIS) | |
| lew Sou | uth Shore Guidelines and Standards (Landscape Design) | |
| 3.1.1 | Native vegetation should be utilized whenever possible, consistent with TRPA Landscape Standards and Fire Defensible Space Requirements (Table 5-2: Site Type Recommended Species List, TRPA BMP | conforms |
| 4.2 | Handbook). | |
| 3.1.2 | Vegetation shall be used to screen parking, alleviate long strips of parking space, and accommodate storm water runoff where feasible. | conforms |

| 3.1.3 | Vegetation should be used to give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture. | acknowledged |
|-------|--|--|
| 3.1.4 | Minimize grading and preserve existing vegetation whenever possible. | acknowledged Site grading has enhanced pedestrian accessibility by connecting the US 50 sidewalk to the Event Center |
| 3.1.5 | Landscape designs should respond to the seasonal environmental conditions to encourage outdoor spaces that are comfortable year-round. | acknowledged |
| 3.1.6 | Create a quality built environment with the inclusion of amenities such as street furnishing, plantings, art works, and water features to enhance the places that people will walk, gather, or recreate. | acknowledged |
| 3.1.7 | Landscapes shall be irrigated to establish planting and provide the correct water levels to support the long term growth of landscape. Irrigation systems must use efficient water methods, group planting into similar hydro-zones, and use moisture sensors to control the use of water. | acknowledged |

| style of the Lake Tahoe Region. Highly reflective materials are considered undesirable, because of their tendency to create uncomfortable glare conditions. 4.1.3 Building height shall be consistent with the Tahoe Area Plan Regulations (Chapter 20.703.070 of the Development Code). 4.1.4 Hotel, resort or institutional uses which propose a passenger loading and unloading area, a porte-cochere, or other similar feature should be provided and may be required. The design of an attached or detached port-cochere must contain the same architectural features and building materials as the primary building. 4.1.5 The use of standardized "corporate" architectural designs associated with chain or franchise buildings (prevalent with restaurants, service stations and retail stores) is strongly discouraged and alternative designs consistent with this design manual may be required. New South Shore Guidelines and Standards (General Building) 4.1.6 Predominate building colors shall be of earth tones, but may be accented with brighter colors. This will provide color variation, punctuation, and a sense of festivity appropriate to the resort destination. 4.1.7 Architectural designs should include functional and visual responses to climate considerations such as solar orientation with warm decks and view windows, protection from prevailing winds, sheltered entries and pedestrian areas, roof overhangs and thermal protections. 4.1.8 Buildings that exemplify "green building" design are desirable. This includes vegetated roofs, rainwater collection systems, designs that preserve existing trees and use of recycled, reclaimed or sustainably harvested materials. 4.1.9 Open spaces, walkways and alleys are encouraged to break up building mass, allow access through developments and create visual breaks. 4.1.10 Larger developments that group retail, hotel, multi-unit residential and/or office buildings are encouraged to shape distinct and memorable public spaces. 4.1.11 If a sign is intended, the building façade shall be designed to ac | |
|--|---|
| their surroundings. They should be compatible with the surrounding buildings and should incorporate similar architectural elements or facades. 4.1.2 Buildings shall employ authentic, textured materials, compatible with the traditional and rustic resort style of the Lake Tahoe Region. Highly reflective materials are considered undesirable, because of their tendency to create uncomfortable glare conditions. 4.1.3 Building height shall be consistent with the Tahoe Area Plan Regulations (Chapter 20.703.070 of the Development Code). 4.1.4 Hotel, resort or institutional uses which propose a passenger loading and unloading area, a prote-cochere, or other similar feature should be provided and may be required. The design of an attached or detached port-cochere must contain the same architectural features and building materials as the primary building. 4.1.5 The use of standardized "corporate" architectural designs associated with chain or franchise buildings (prevalent with restaurants, service stations and retail stores) is strongly discouraged and alternative designs consistent with this design manual may be required. New South Shore Guidelines and Standards (General Building) 4.1.6 Predominate building colors shall be of earth tones, but may be accented with brighter colors. This will provide color variation, punctuation, and a sense of festivity appropriate to the resort destination. 4.1.7 Architectural designs should include functional and visual responses to climate considerations such as solar orientation with warm decks and view windows, protection from prevailing winds, sheltered entries and pedestrian areas, roof overhangs and thermal protections. 4.1.8 Buildings that exemplify "green building" design are desirable. This includes vegetated roofs, rainwater collection systems, designs that preserve existing trees and use of recycled, reclaimed or sustainably harvested materials. 4.1.9 Open spaces, walkways and alleys are encouraged to break up building mass, allow access through developments and creat | |
| style of the Lake Tahoe Region. Highly reflective materials are considered undesirable, because of their tendency to create uncomfortable glare conditions. Building height shall be consistent with the Tahoe Area Plan Regulations (Chapter 20.703.070 of the Development Code). Ref. 20.703.070 of the powelopment Code). Hotel, resort or institutional uses which propose a passenger loading and unloading area, a porte-cochere, or other similar feature should be provided and may be required. The design of an attached or detached port-cochere must contain the same architectural features and building materials as the primary building. 4.1.5 The use of standardized "corporate" architectural designs associated with chain or franchise buildings (prevalent with restaurants, service stations and retail stores) is strongly discouraged and alternative designs consistent with this design manual may be required. New South Shore Guidelines and Standards (General Building) 4.1.6 Predominate building colors shall be of earth tones, but may be accented with brighter colors. This will provide color variation, punctuation, and a sense of festivity appropriate to the resort destination. 4.1.7 Architectural designs should include functional and visual responses to climate considerations such as solar orientation with warm decks and view windows, protection from prevailing winds, sheltered entries and pedestrian areas, roof overhangs and thermal protections. 4.1.8 Buildings that exemplify "green building" design are desirable. This includes vegetated roofs, rainwater collection systems, designs that preserve existing trees and use of recycled, reclaimed or sustainably harvested materials. 4.1.9 Open spaces, walkways and alleys are encouraged to break up building mass, allow access through developments and create visual breaks. 4.1.10 Larger developments that group retail, hotel, multi-unit residential and/or office buildings are encouraged to shape distinct and memorable public spaces. 4.1.11 If a sign is intended, the building | acknowledged |
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| | N/A |
| 4.1.13 Up to four levels of occupied space will be allowed at the setback line from US Hwy. 50. | N/A |
| 4.1.14 Redeveloped towers shall include design improvements such as strong pedestrian bases creating an orientation to the street, a mid-section with the potential to incorporate shadow lines and relief, articulation at the roof line aligned with the vernacular character of the region and building articulation to improve on the monolithic square shapes of the existing structures. These design features will have better proportions, comprise variety in design expression, and improve the appearance over the existing designs which do not demonstrate these characteristics. | conforms |

| | mercial, Institutional and Mixed-Use Building Elevations (DCIS) | |
|--------|--|---------------|
| 4.2.1 | Commercial, Institutional and Mixed-use buildings are to be designed on a "human scale" by using architectural enhancements. Such features should include windows, awnings, arcades, provide plazas and courtyards, and/or roof overhangs. | acknowledged |
| 4.2.2 | Commercial, Institutional and Mixed-use buildings of "box like" appearance are prohibited. The exterior walls shall be varied in depth and/or direction. | conforms |
| 4.2.3 | Varying portions of a building façade, particularly blank walls without windows or varying building materials, shall be articulated by the use of color, arrangement of façade elements, and/or change in material. These elements/materials shall include but are not limited to false windows, awnings, parapet eaves, trellises, arcades, siding, stone, or brick. | conforms |
| 4.2.4 | Awnings, parapet eaves or other similar decorative features shall provide a minimum vertical clearance of 8-feet. | conforms |
| 4.2.5 | Commercial, Institutional and Mixed-use metal buildings are not acceptable. | conforms |
| New So | uth Shore Guidelines and Standards (Commercial, Institutional and Mixed-Use Building | g Elevations) |
| 4.2.6 | Building design shall be coordinated on all elevations in regards to color, material, form and detailing in order to achieve design harmony and integrity. Parapet walls should be treated as part of the building design, not as unrelated visual elements. Elevations need not look alike for a sense of overall architectural continuity to be present. | conforms |
| 4.2.7 | Development within the Town Center District shall incorporate buildings with varied heights and densities. | N/A |
| 4.2.8 | Properties along US Highway 50 with ground level retail and commercial uses shall provide primary pedestrian access directly to the street, in order to ensure an enjoyable and interesting visual experience for pedestrians. Long expanses of inactive building frontage shall be avoided by utilizing architectural elements such as transparent window surfaces, arcades, internal building uses that flow outdoors, and frequent building entry points. | conforms |
| 4.2.9 | The scoring of vividness, intactness, unity and variety shall be improved with new building elevations and better design in the built environment. The existing conditions have an appearance characterized by repetitive wall surfaces, clutter in the foreground and disassociated design. Redeveloped towers will create opportunities to generate visual interest, articulate the space, and create entries. Replacement of contrasting colors, monotonous wall surfaces, and the outdated design will also be design improvements over the existing conditions. | conforms |
| 4.2.10 | Dominate blank building walls shall be replaced with an open and more transparent building façade. Shops and restaurants oriented to the street will help establish a lively pedestrian promenade. | conforms |

| 4.3.1 | Industrial buildings shall be articulated by the use of varying colors, materials and textures. Features such as windows, decorative/false windows, recessed windows, building projections or recesses, and entryway treatments are to be incorporated in the building elevation(s) which face a parking lot or street. | N/A |
|-------|---|-----|
| 4.3.2 | Industrial metal buildings are permitted provided that any façade, visible from a street, is improved to include at least one of the following, but not limited to: wood or vinyl siding, stucco, brick or stone treatment. Windows shall have a minimum 4 inch trim or decorative window shutters. | N/A |

| 4.4 Roofs (DCIS) | | |
|------------------|--|--------------|
| 4.4.1 | Roofs for buildings other than towers, must have at least one of the following features around the entire building: 1) stepping parapet roofs concealing flat roofs, 2) overhanging eaves, and/or 3) sloped roof. Up to 25% of roof surface may be flat. | conforms |
| 4.4.2 | For buildings other than towers, height of the building should be varied so that distinctive roof lines are created. | acknowledged |
| 4.4.3 | All roof-top equipment including, but not limited to, satellite receiving dishes, communication equipment and HVAC units shall be screened from view. | conforms |
| 4.4.4 | Reflective, untreated metal roofs are prohibited. All exposed metal surfaces shall be painted in a flat, non-glossy paint to complement or match the color of the exterior roof building material. | conforms |

| 4.5 Multiple Tenant Buildings (DCIS) | | |
|--------------------------------------|--|-----|
| 4.5.1 | Multi-Building/Tenant developments shall have consistent color schemes and wall textures, roofs, roof slopes, awning, arcades and other similar architectural features. | N/A |
| 4.5.2 | Smaller retail stores that are part of a multi-tenant commercial building shall have display windows and separate entrances. The principal building must have a clearly defined, visible customer entrance features such as but not limited to canopies, arcades, arches, wing walls and planters. | N/A |

DESIGNWORKSHOP

Landscape Architecture • Land Planning
Urban Design • Tourism Planning

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Stateline, NV 89449-5666 (775) 588-5929

Facsimile: (775) 588-1559

TAHOE DOUGLAS VISITORS AUTHORITY

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ISSUE DATE:___

JANUARY 17, 2018

TRPA PERMIT APPLICATION

PROJECT NUMBER: 5797

DESIGN CRITERIA

SHEET NUMBER

G1-00

| 5.SIGN: | S (Sign Application to be submitted at a later date) | |
|---------|---|---|
| 6.LIGH | TING | |
| | eral (DCIS) | |
| 6.1.1 | Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading/unloading, pedestrian pathways and working areas. Excessive use of lighting fixtures is prohibited. | acknowledged |
| 6.1.2 | Fixture style and location must be compatible with the building's architecture, site design and landscape design. Decorative fixtures are highly recommended and where warranted, may be required. Light fixture style is to be consistent throughout the project. | acknowledged |
| 6.1.3 | Light fixtures shall be located facing away from adjacent sites (particularly residential parcels) so that the light does not spill-over onto abutting properties. Parking and building light fixtures must be cut-off luminaries that have less than 90-degree cut-off so that the light is not emitted horizontally or upward. | conforms |
| 6.1.4 | Projects located near residential or open space areas shall use low intensity/wattage lights and all lighting is to be extinguished or reduced in intensity 30 minutes after the close of business. | N/A |
| 6.1.5 | Wall pack, flood and other light fixtures which illuminate upwards or horizontally are prohibited. | conforms |
| 6.1.6 | A site photometric plan denoting candle illumination on a specific grid, both within the project and off-site, may be required where the project is located adjacent to residential uses and site lighting design indicates a potential for nuisance light impacts to the abutting property. | acknowledged photometric plan has been developed |
| 6.1.7 | The overall height of parking lot light fixtures shall be not more than 15-feet in or within 100-feet of residential districts and not more than 25-feet (per TRPA code) within non-residential districts. Pedestrian walkway lights shall be of appropriate scale and are encourage to be low intensity bollard type fixtures with a maximum height of 10-feet. | conforms |
| 6.1.8 | Off-site street lighting may be required over driveways to provide safe entrances and exits. | acknowledged |
| New So | uth Shore Guidelines and Standards (Lighting) | |
| 6.1.9 | Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety, and should be consistent with the architectural design. | acknowledged |
| 6.1.10 | Exterior lighting shall utilize cutoff shields that extend below the lighting element to minimize light pollution and stray light. | conforms |
| 6.1.11 | Lights shall not blink, flash, or change intensity except for temporary public safety signs. | acknowledged |
| 6.1.12 | The level of illumination shall be set at the minimum level required for use and even distribution of the light. This will prevent wide contrast levels between light sources and prevent uneven light dispersion. Refer to the following types of lighting and their associated illumination levels. a. Street lighting is intended to address safety concerns along primary and secondary streets for vehicular and pedestrian transportation needs. Levels of illumination for street lighting shall not exceed 3.0 foot candles, measured within one foot of the base at ground level. b. Pedestrian zone lighting is intended for those areas where pedestrians are encouraged to gather such as outdoor plazas, outdoor dining areas, building entries, and pedestrian thoroughfares. Levels of illumination shall not exceed 5.0 foot candles in pedestrian spaces or approved locations unless approved by the Douglas County Planning Commission. c. Safety and security lighting is intended for secondary pedestrian areas or landscape zones that require illumination for security and pedestrian safety. Levels of illumination shall not exceed 2.5 foot candles, measured within one foot of the base at ground level. | |
| 6.1.13 | Landscape lighting is allowed to highlight elements of the landscape through the use of down lighting with concealed fixtures or fixtures with lens hoods to screen the light source. Landscape lighting fixtures shall be painted with dark colors including brown, gray, black or green. | conforms |
| 6.1.14 | The entire lighting assembly (pole and fixture) shall be constructed with timber or painted a dark color such as brown, gray, black or green. | conforms |
| 6.1.15 | Lighting shall be limited to Incandescent, High Pressure Sodium, Metal Halide, Compact Florescent, or LED type lighting in all applications for exterior use. | conforms |
| 6.1.16 | Lighting which directs light downward shall be used in all applications except for the applications described in the Accent Lighting Standards. | conforms |
| 6.1.17 | Accent Lighting may be included as part of a lighting plan to prevent dark, uninviting, and oppressive building surfaces above the first floor. Illumination shall be for selective architectural features that serve to landmark, or otherwise highlight design features. Specifically, lighting of distinguished architectural features such as entries, arcades, chimneys, cornices, balconies, exterior trusses, highly textured material, knee braces, enriched architectural facades or landmark features are permitted. Wall lighting of blank wall or repetitive wall facades shall not be permitted. Up to 35% of vertical architectural surfaces may have accent lighting. This may include low angle or upward lighting. (20.703.170 indicates that hight of illuminated area may not exceed 25' above grade on a vertical wall.) | conforms Ref. 20.703.170 South Shore Area Plan Lighting Standards |

| 7.1 General (DCIS) | | |
|--------------------|--|---|
| 7.1.1 | Any outdoor mechanical equipment such as transformers, HVAC units, electrical boxes, back flow preventers, etc. located on the ground must not be visible from the street or the main drive aisle. To the extent possible, use of subterranean vaults is recommended. In any event, such structures shall be screened from view. The method of screening shall be integrated with the adjacent structure in terms of landscaping, wall material/color, shape and size. | conforms |
| 7.1.2 | All roof-top equipment shall be screened from view as identified with the architectural guidelines of this manual. | conforms |
| 7.1.3 | Storage areas accessory to the permitted use(s) and visible from the public right-of-way, shall be screened from view by the use of a concrete block wall or similar opaque structure. Storage areas not visible from the public right-of-way may be screened by the use of chain-link fence with metal or plastic slating. | N/A |
| 7.1.4 | Trash enclosures shall be constructed of masonry block consistent in color and texture with the primary building. Steel grates shall be hung from individual steel posts imbedded in concrete in accordance with Appendix A of the Douglas County Design Criteria and Improvement Standards. Trash enclosures visible from a street shall be screened with landscaping including, but not limited to evergreen trees or columnar shrubs. | Trash will be contained in a trash compactor in a location that will not be visible from a street |
| 7.1.5 | Accessory structures which are used for screening/storage purposes shall be architecturally compatible with the primary building(s). | N/A |

| 7.2 Walls and Fences (DCIS) | | |
|-----------------------------|---|--------------|
| 7.2.1 | Chain-link fencing with metal, wood or plastic slats is not permitted within the front yards. | conforms |
| 7.2.2 | Walls must be designed to blend in and be compatible with the building color and material. Landscaping, including vines, should be planted to soften the wall elevation and limit graffiti to the extent feasible. | conforms |
| 7.2.3 | Long wall surfaces must offset and be designed to prevent monotony. Wall and fence design must be consistent with Title 20. Walls and fences not used for screening of storage areas shall provide pedestrian opening if adjacent to sidewalks. | acknowledged |

| | <u> </u> | <u> </u> |
|----------------------------|---|--|
| | onsolidated Development Code - Applicable Design Standards -Street Parking and Loading | |
| ection | Requirement | How has this been addressed in the |
| | | development of the Tahoe South Event Center |
| | 20.692.050 Size and access Residential. Each off-street parking space for single-family structures in a residential zoning district | N/A |
| | shall have an area of not less than 180 square feet, exclusive of driveways or drive aisles. The interior width of each space shall not be less than 9 feet and the interior length of not less than 20 feet. Each | 1,7,6 |
| | space must be provided with adequate ingress and egress and the parking spaces are not be allowed within any required front yard or side of street yard building setback area. This restriction does not | |
| | apply to property in the Residential Office (RO) overlay zoning district. | |
| | Commercial, industrial, institutional, and multi-family. Each off-street parking space for commercial, in residential uses must have adequate ingress and egress and must be properly striped to the following s | |
| 1 | Each space must have an area of not less than 180 square feet, exclusive of driveways or drive aisles. The width of each space must be a minimum of nine feet and the length must be a minimum of 20 | conforms |
| | feet. | |
| 2 | Up to 25 percent of the required off-street parking for multi-family and non-residential uses may be designated as small car or compact spaces. These spaces shall be nine feet wide by 18 feet long and | acknowledged parking lots do not include compact |
| | must be identified as compact car spaces. Compact car spaces must be distributed evenly throughout the entire parking lot. | spaces |
| 3 | 50 percent of the available on-street parking spaces adjacent to the exterior boundaries of the property may be deducted from the required total off-street parking facilities. | N/A |
| 4 | Parallel parking spaces must have a minimum length of 22 feet and a minimum width of 10 feet. | acknowledged |
| | | parking lots do not include parallel spaces |
| 5 | Parking spaces that are adjacent to a side wall of greater than three feet in height must provide a minimum width of 10 feet. | conforms |
| | Access drive. | |
| 1 | When access is from a paved public street, alley, or private easement, a paved driveway approach, a minimum of ten feet in length and 12 feet in width shall be provided to each residential property. The | N/A |
| | drive approach shall be paved with two inches of asphaltic concrete or other similar material and four inches of aggregate base material. | |
| 2 | Where ingress and egress to an industrial, commercial, or institutional development is required from a | conforms |
| | paved public street, alley, or private easement, a 30 foot wide, measured curb to curb, ten foot long paved access drive shall be provided. The access drive shall be paved with a minimum of two inches of | |
| | asphaltic concrete or other similar material and six inches of aggregate base material as per required by the county. | |
| | Parking lot design. Parking layout design must provide ample stall and aisle widths, and adequate | conforms |
| | turning radii for maneuvering. To ensure the safety in maneuvering of vehicles and trucks, all parking lots shall meet or exceed the parking stall dimensions noted in Table 20.692.2. | 90 (degree): 9'x20' with 25' drive aisle |
| | 20.692.080 Parking lot - General requirements, access, design, and ma | intenance |
| 1 | The following standards shall apply to all off-street parking areas: All required off-street parking and loading areas, driveways, and parking aisles shall be graded, | conforms |
| т | drained, paved, and permanently maintained. | contorms |
| 2 | All off-street parking areas shall be striped so that individual spaces and driving lanes are clearly indicated. Directional markers shall be painted on the driveway surface. | conforms |
| 3 | Any off street parking area, other than that provided for a single-family residential unit, shall comply | conforms |
| 4 | with the parking lot landscape standards identified in paragraph C, below. All parking areas shall provide accessible parking spaces in accordance with the American National | conforms |
| | Standards Institute, Inc. (ANSI). | |
| 5 | Access drives within parking lots shall have a minimum width of 12 feet for a one-way drive aisle and a minimum width of 25 feet for two-way drive aisle. | conforms 25' drive aisle provided |
| 6 | On-site circulation shall be designed in such a manner that all parking spaces are useful for the | conforms |
| | intended purposes and the internal circulation pattern is safe and efficient for motorists and pedestrians. | |
| 7 | All parking areas, including driveways associated with a single-family residence, shall be used solely for vehicle parking and maneuvering with no sales, storage of inoperable or unlicensed vehicles, repair | conforms |
| | work, dismantling or servicing of any kind. | |
| 8 | Driveways or other areas required to move cars in or out of parking spaces shall not be considered in meeting off-street parking space requirements. | conforms |
| 9 | No truck, commercial trailer, recreational vehicle, house or camp trailer or other motor vehicular | conforms |
| | equipment of a commercial or industrial nature may be parked on a lot in any district except where permitted as a use in a commercial or industrial district where specifically provided for or as follows: | |
| | a. Parking of agricultural equipment is permitted without limitation where accessory to a permitted agricultural use. | N/A |
| | b. Parking of pickup trucks or single-panel vans, when used for transportation, is permitted in any | N/A |
| | district. c. Parking of recreational vehicles per section 20.660.150.C.4.d. | N/A |
| | d. Parking of vehicles and trailers in accordance with chapter 20.616 with an approved home | N/A |
| 10 | occupation permit. A two foot vehicle overhang into a landscape area is permitted when the landscape area has a | conforms |
| | minimum eight foot width. Wheel stops are not permitted anywhere. | |
| 11 | When parking is proposed to the rear of a building, public and pedestrian access must be provided to the front building entrances through the use of walk-thought, plazas, or open corridors. | conforms |
| 12 | Internal pedestrian walkways shall be provided through parking lot landscape areas and in all parking lots where pedestrian and vehicle conflicts may occur. | conforms |
| 13 | All grocery stores with over 20,000 square feet of gross floor area must provide adequate bays for | N/A |
| | returned shopping carts. These areas shall be separated from the parking stalls by piped fencing or other all-weather material and be striped and signed accordingly. | |
| 14 | In commercial districts, parking lots with 100 or more spaces require 4 RV spaces. These spaces shall | conforms |
| 15 | be a minimum of 14 feet wide and 40 feet long, and be designated as RV parking spaces. Parking aisle length shall not exceed 350 feet without a cross aisle for vehicle circulation. | conforms |
| | Adequate clear throat distance shall be provided at all parking lot entrance and exit driveways. | conforms |
| 17 | The arrangement of parking spaces shall avoid backing of vehicles onto ring roads, perimeter roads, or major aisles. | conforms |
| 18 | Tangent or long radius sections of aisles along the perimeter of buildings shall be less than 400 feet. | conforms |
| | Adequate driver sight distance shall be provided throughout all parking areas. | conforms |
| 20 | Each development shall contain at least one clearly designated route for pedestrians connecting the street, the parking area, and the main building entrance(s). Access for people with disabilities shall be | conforms |
| | provided in accordance with state and federal statutes, and shall provide a convenient and efficient circulation system for these individuals. | |
| 21 | All parking lot areas used exclusively for parking and turnarounds shall be designed and improved with a grade not exceeding 5 percent. | conforms |
| 22 | All driveways within a parking lots used exclusively for ingress and egress or interior parking lot | conforms |
| າວ | circulation shall be designed and improved with grades not to exceed a ten percent slope. Parking areas, aisles, and access drives shall be graded and drained to dispose of surface water | conforms |
| 23 | without damage to private or public properties, streets, or alleys. All parking and circulation areas shall be designed with an adequate drainage system and improvements shall meet county engineering | |
| | design standards, and shall conform to all applicable stormwater treatment and discharge standards. | |
| 24 | Open parking of cars accessory to a residential use are limited to those actually used by the residents, or for temporary parking of guests. | N/A |
| | Parking lot lighting. All developments including outside parking and lighting shall conform to the follow | - |
| 1 | Any exterior lighting (photometric) plan consisting of point-by-point foot candle layout (based on a ten-foot grid center) extending a minimum of 20 feet outside the property lines required by the | conforms |
| | director shall be prepared by an electrical engineer registered in the state. | |
| | | |
| 2 | Maximum overall height of fixtures shall be not more than 15 feet in or within 100 feet of a residential district, and not more than 25 feet in non-residential districts. Parking lot lighting shall be limited to | conforms |
| 2 | Maximum overall height of fixtures shall be not more than 15 feet in or within 100 feet of a residential district, and not more than 25 feet in non-residential districts. Parking lot lighting shall be limited to pole-type fixtures. | |
| 3 | Maximum overall height of fixtures shall be not more than 15 feet in or within 100 feet of a residential district, and not more than 25 feet in non-residential districts. Parking lot lighting shall be limited to | conforms conforms conforms |
| 3 4 | Maximum overall height of fixtures shall be not more than 15 feet in or within 100 feet of a residential district, and not more than 25 feet in non-residential districts. Parking lot lighting shall be limited to pole-type fixtures. Fixtures shall possess sharp cut-off qualities at property lines. There shall be no illumination or glare from the exterior lighting system onto adjacent properties or streets. | conforms |
| 3 4 5 | Maximum overall height of fixtures shall be not more than 15 feet in or within 100 feet of a residential district, and not more than 25 feet in non-residential districts. Parking lot lighting shall be limited to pole-type fixtures. Fixtures shall possess sharp cut-off qualities at property lines. There shall be no illumination or glare from the exterior lighting system onto adjacent properties or | conforms conforms conforms |
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| 2 3 4 5 | Maximum overall height of fixtures shall be not more than 15 feet in or within 100 feet of a residential district, and not more than 25 feet in non-residential districts. Parking lot lighting shall be limited to pole-type fixtures. Fixtures shall possess sharp cut-off qualities at property lines. There shall be no illumination or glare from the exterior lighting system onto adjacent properties or streets. Flashing lights are prohibited. Pedestrian lighting. All developments that contain outside pedestrian walkways and lighting shall conformation (photometric) plan consisting of point-by-point foot candle layout (based on a ten-foot grid center) extending a minimum of 20 feet outside the property lines may be required by the director. | conforms conforms conforms orm to the following requirements: |
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| | (9) | (1) |
|---|--|---|
|) | Parking lot landscape standards. The objective of this section is to improve the appearance of certain se vehicular parking areas, and to protect and preserve the appearance, character, and value of surrounding the general welfare by providing for installation and maintenance of landscaping for screening and aest | ng neighborhoods and thereby promote |
| | · · · · · · · · · · · · · · · · · · · | • |
| 1 | At least 15 percent of the total area devoted to parking and driveway areas must be offset by pervious areas of landscape material (new or preserving existing trees and shrubs). All landscaping must be provided with proper irrigation systems as approved by the department. All parking lot landscaping shall be maintained free of weeds and debris. | conforms parking/driveway area = 223,500 SF Req. Pervious Landscape = 33,525 SF Proposed Landscape = 153,760 SF |
| 2 | A minimum of one tree for every eight spaces shall be planted in all parking areas. All parking lot trees shall be of a deciduous variety, a minimum two-inch caliper with a five-foot spread at the time of planting, shall be of a type that can reach maturity within 15 years from the planting and shall shade 40 percent of the lot within 15 years. The landscape plan shall depict the required growth at the end of 15 years. Parking lot trees must follow the approved county tree species list. | conforms 367 parking spaces Req. Deciduous Trees = 46 Proposed Parking Lot Trees = 47 |
| 3 | All landscape areas abutting driveways, drive aisles, and parking stalls shall be protected by a six-inch by six-inch concrete curb. Where needed, wheelchair access may be provided by using a rounded curb. | conforms |
| 4 | Planting areas for parking lot trees and landscape fingers shall have a minimum 25 square feet of protected planting space (five feet by five feet). This measurement shall be from inside of curb. | conforms |
| 5 | Landscape fingers a minimum six feet in width, shall be provided for every eight parking spaces. | conforms |
| 6 | Off-street parking areas, including drive-aisles, which abut residential properties shall be separated from such property by a minimum ten-foot-wide dense planting screen and a six-foot-high masonry block wall, or other alternative material, measured from the grade of the finished surface of the lot closest to the contiguous residential district, provided that along the required front yard of the residential district, the wall shall not exceed three feet in height. Off-street parking areas, which face residential properties, shall provide a ten-foot dense planting screen which includes beaming, low retaining walls, or a combination thereof to buffer the residential use. Off-street parking areas which abut non-residential properties shall follow standard design criteria. | conforms |
| | Bicycle parking. Non-residential and multi-family developments containing 10 or more automobile parking bicycle parking facilities in conformance to this title. | ing spaces shall be required to provide |
| 1 | Development containing over 10 parking spaces shall provide a minimum of two bicycle rack spaces for the first 50 parking spaces, and two additional bicycle rack spaces for each additional fifty parking spaces. Fractional requirements of 0.5 or greater shall be considered as a full bicycle rack space. | conforms 367 surface spaces requires 9 bike rack spaces, 20 bicycle parking spaces provided |
| 2 | Bicycle parking shall be located in such a manner as not to interfere with pedestrian or vehicular traffic. | conforms |
| 3 | Safe and convenient access shall be provided from the external circulation system to the bicycle parking facilities on site. | conforms |
| 4 | Bicycle parking racks must include components that lock the back wheel, frame, and front wheel, without the removal of the front wheel. (Ord. 801, 1997; Ord. 763, 1996; Ord. 641, 1994; Ord. 167, 1968) | acknowldeged |
| | 20.692.090 Off-street loading and unloading | |
| Α | For the purposes of this title, all loading and unloading shall take place on site and be of a size and numl encountered on an average business day under the intended use, but in no case shall be less than the m section. | |
| 1 | For non-residential uses identified in this title, off-street loading and unloading spaces must be provided for in addition to the required off-street parking spaces. If a particular use requires off-street loading and unloading, the minimum requirement may be found in Table 20.692.1. Additional requirements based on square footage may be found in the following table: | conforms 4 Loading spaces provided for building size = 138,549 sqft |
| 2 | Each off-street loading space must be at least 12 feet wide by 45 feet long and have a minimum height clearance of 14 feet. Driveways, drive aisles, or vehicle parking spaces cannot be considered as loading areas. Loading spaces are not permitted within the building setback areas as required by this title. | conforms |
| 3 | Backing onto the site from a public right of way for loading and unloading or maneuvering purposes is prohibited. | conforms |
| 4 | Each off-street loading space must be striped and signed for loading purposes and have adequate maneuvering areas for the type of deliveries associated with the land use. For purposes of this title, all driveways and drive aisle widths and turning radii must meet AASHTO requirements. | conforms |
| 5 | Off-street loading space must be located to the rear or the side of the site and must be suitably screened from any adjacent properties by a combination of landscaping, beaming, walls, or other screening measures acceptable by the department. | conforms |
| 6 | Loading doors shall not open toward public streets | conforms |
| 7 | No off-street loading space shall be located closer than 30 feet to any residential property, unless wholly within a completely enclosed building, or unless properly screened with a minimum fifteen-foot-wide dense landscape buffer with beaming and a six-foot-high block wall, or enclosed on three sides by a solid wall or building not less than ten feet in height. (Ord. 1238, 2008; Ord. 763, 1996; Ord. 641, 1994; Ord. 167, 1968) | conforms |

| 20.694 Landscape Standards | | | | |
|----------------------------|---|--|--|--|
| Section | Requirement | How has this been addressed in the development of the Tahoe South Event Center | | |
| | 20.694.100 Landscape design standards | | | |
| A | At least 15 percent of the total paved area devoted to parking and driveway areas must be offset by pervious areas of landscape material (e.g., xeriscaping, turf, and/or new or existing trees and shrubs). All landscaping must be irrigated with an irrigation system approved by the department. | conforms | | |
| 3 | Plant materials existing or proposed within public rights-of-way adjacent to a landscaping project shall be included on the landscape plan but will not be counted toward the total required landscape area. | acknowldeged | | |
| | Where a perimeter fence or wall is proposed along a street frontage within a residential subdivision, a minimum five-foot landscape planter area shall be provided outside the fenced area adjacent to the sidewalk. This area shall include street trees and a variety of shrubs and plants to screen the fence and provide an aesthetically pleasing streetscape. | N/A | | |
|) | On multi-family developments, at least 50 percent of the required common open space areas must be landscaped in pervious material, such as xeriscaping, trees, shrubs, and/or turf. | N/A | | |
| | New construction shall provide adequate shade trees in all paved areas and provide an appropriate balance of evergreen and deciduous plantings throughout the site. | acknowldeged | | |
| = | The landscape plans shall show a minimum of one tree for every 400 square feet of required on-site landscaped area. | Req. Pervious Landscape = 33,525 SF Req. Trees = 84 Proposed Trees = 233 | | |
| 3 | In addition to paragraph F above, street trees, with a minimum two-inch caliper and five-foot spread, are required for all new commercial, industrial, public, institutional, or residential subdivisions creating parcels of one-half net acre or less. One tree shall be planted, at a maximum, for each 40 lineal feet of street frontage, on average. Street trees must be planted by the developer and include proper irrigation prior to the issuance of a certificate of occupancy. In single-family residential subdivisions, installation of trees and irrigation system shall occur prior to issuance of a certificate of occupancy for each individual dwelling unit. Street trees must be set back a minimum of ten feet from water and sewer lines, 30 feet from an intersection, and ten feet from any driveway, hydrant, or street sign. Trees which grow to more than 20 feet in height may not be planted under overhead utility lines. Street trees within highway rights-of-way shall limit mature spread to 20 feet. Street trees shall follow the approved street tree list found in the Douglas County Design Criteria and Improvement Standards, Appendix B, "Plant List.". Any exceptions to the list shall be at the discretion of the director. | Linear Street Frontage = 1,744 LF Req. Trees = 44 Proposed Trees = 51 trees along the street frontage (13 Deciduous and 38 Coniferous) | | |
| 1 | All trees must be staked in accordance with the International Society of Arborists standards. | acknowldeged | | |
| | Street trees adjacent to sidewalks, parking lots, or streets must be free of fruit or other elements which litter the ground. All street trees must be heat and cold resistant, tolerant of the urban environment, and insect and disease resistant. | acknowldeged | | |
| | Shrubs and hedges must be a minimum five-gallon size. Hedges, where required, shall be planted and maintained to form a continuous, unbroken, solid, visual screen within three years after planting. Vines shall be a minimum of two feet in height at the time of planting and may be used only in conjunction with fences, screens, or walls to meet physical barrier requirements. | acknowldeged | | |
| | Wherever rock or bark are used as ground cover, the installation must prevent vegetation growth through the ground cover either through the use of herbicides or landscape fabric material. Fabric material must be properly pinned to the soil to avoid lifting. | acknowldeged | | |
| | All required street trees, parking lot trees, and trees required for screening purposes must be a minimum two-inch caliper and five-foot spread. All other landscaped trees may be one and one-half inch caliper for deciduous trees, and six-foot minimum height for evergreen trees. (Ord. 1209; 2007: Ord. 801, 1977; Ord. 763, 1996) | acknowldeged | | |

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W W W.D E S I G N W O R K S H O P.C O M

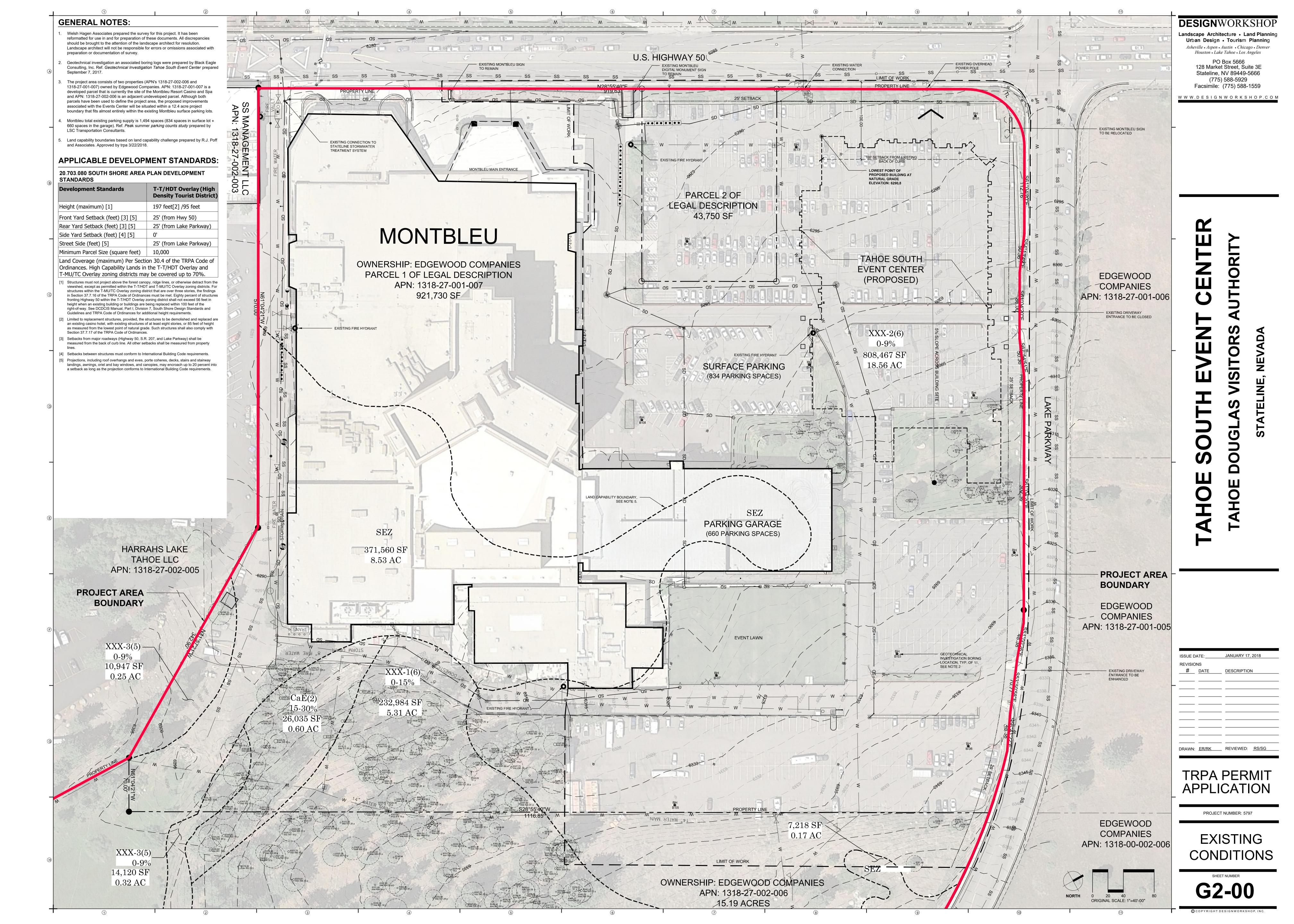
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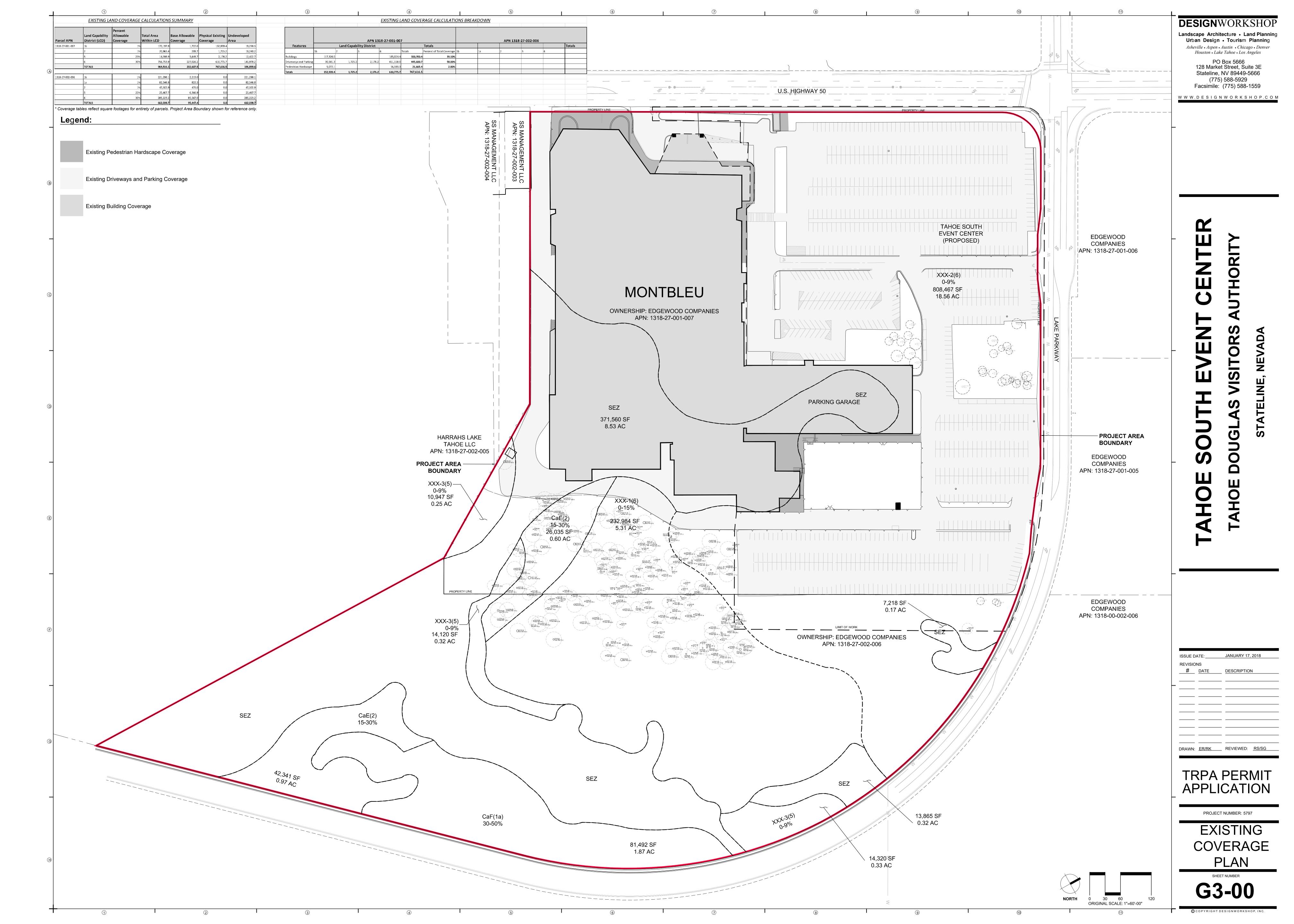
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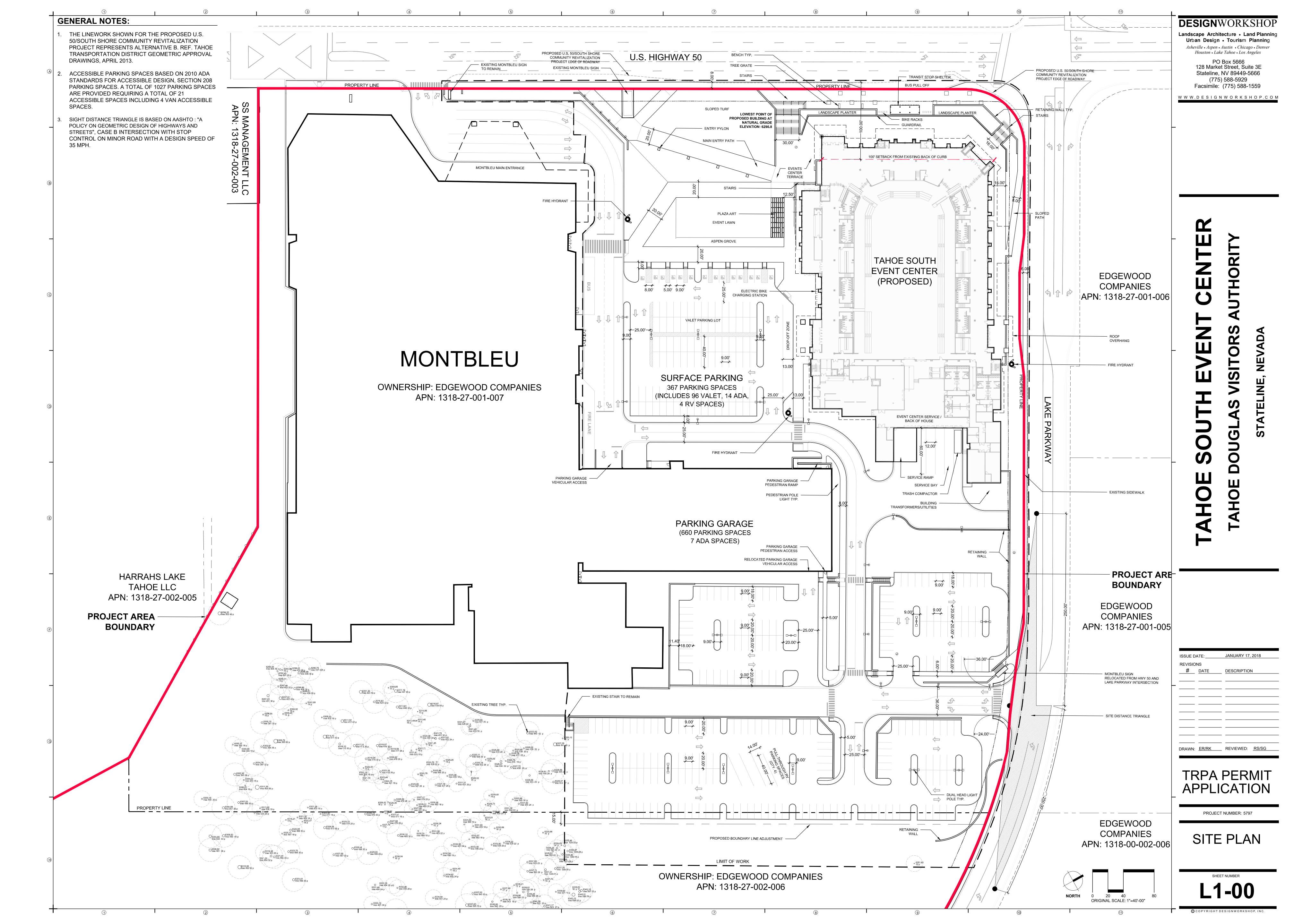
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DESIGN CRITERIA

G1-01

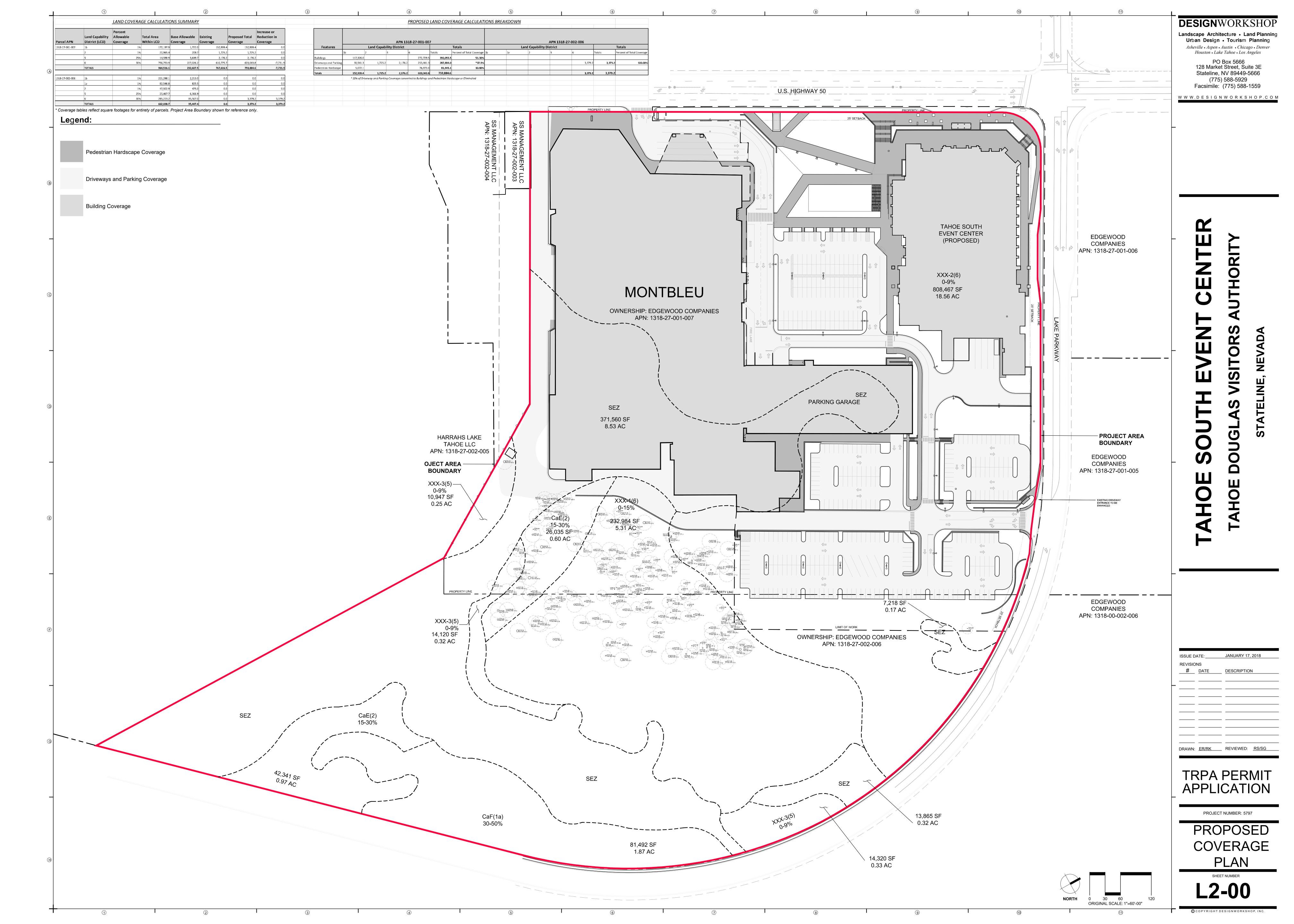


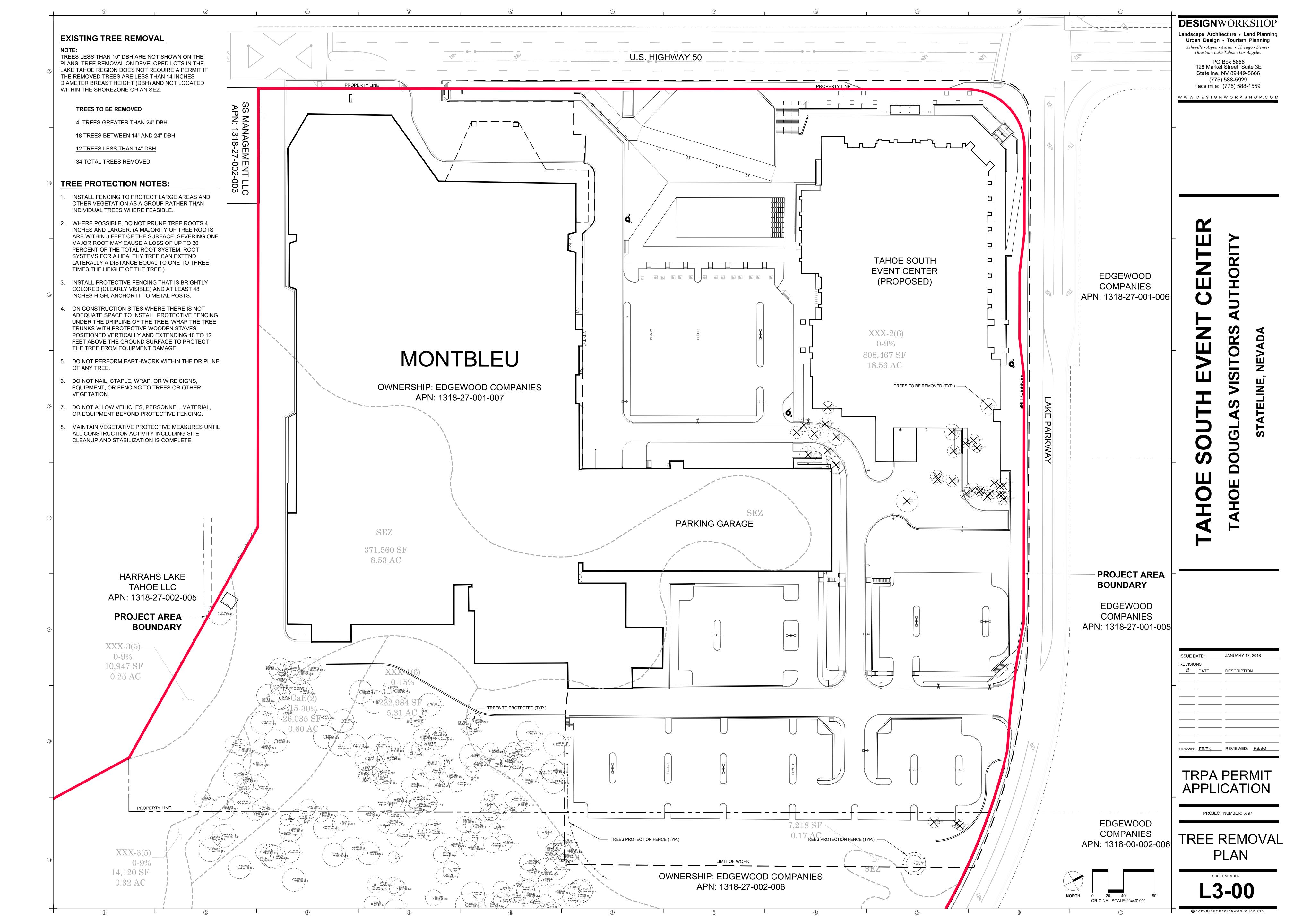


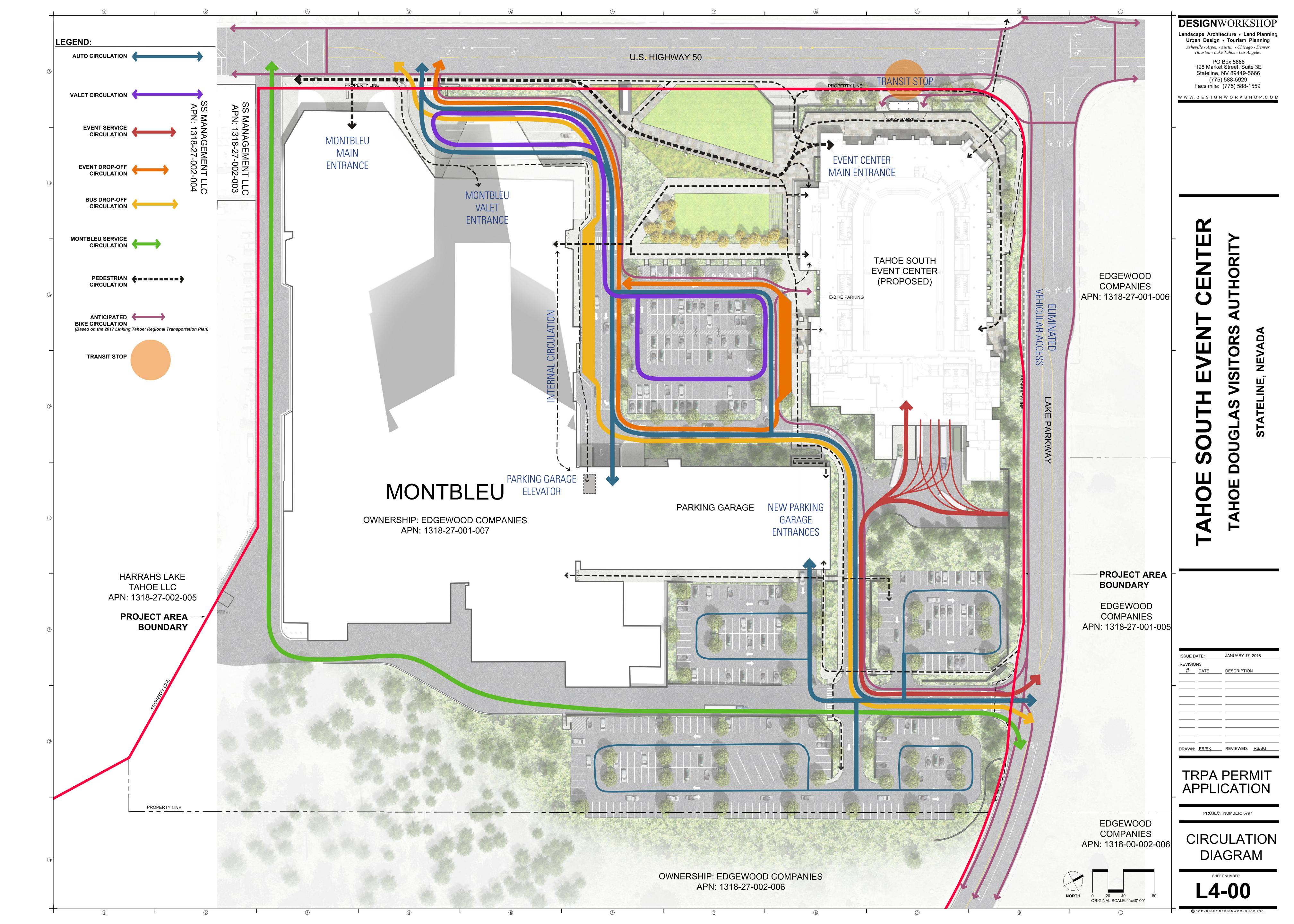


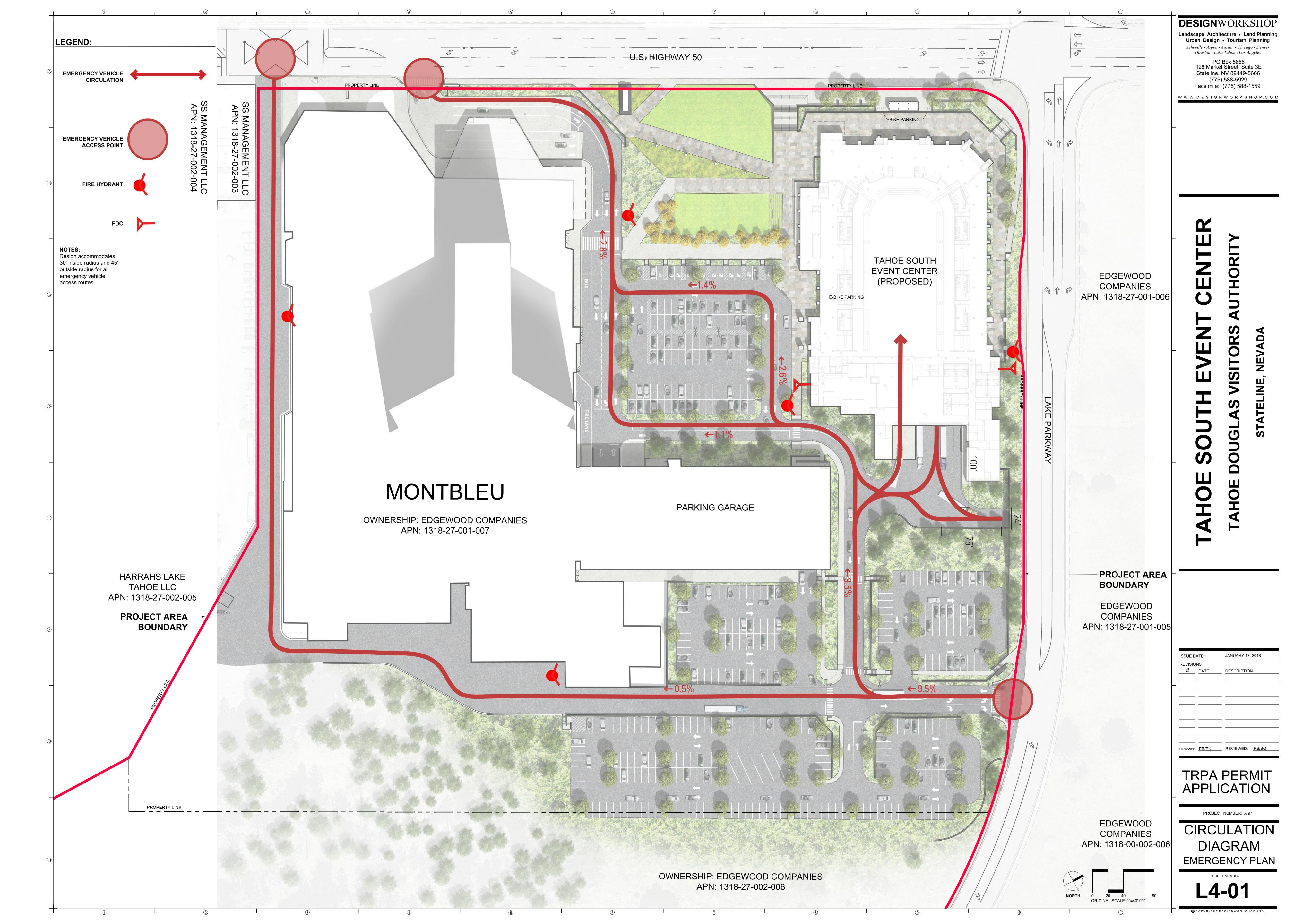


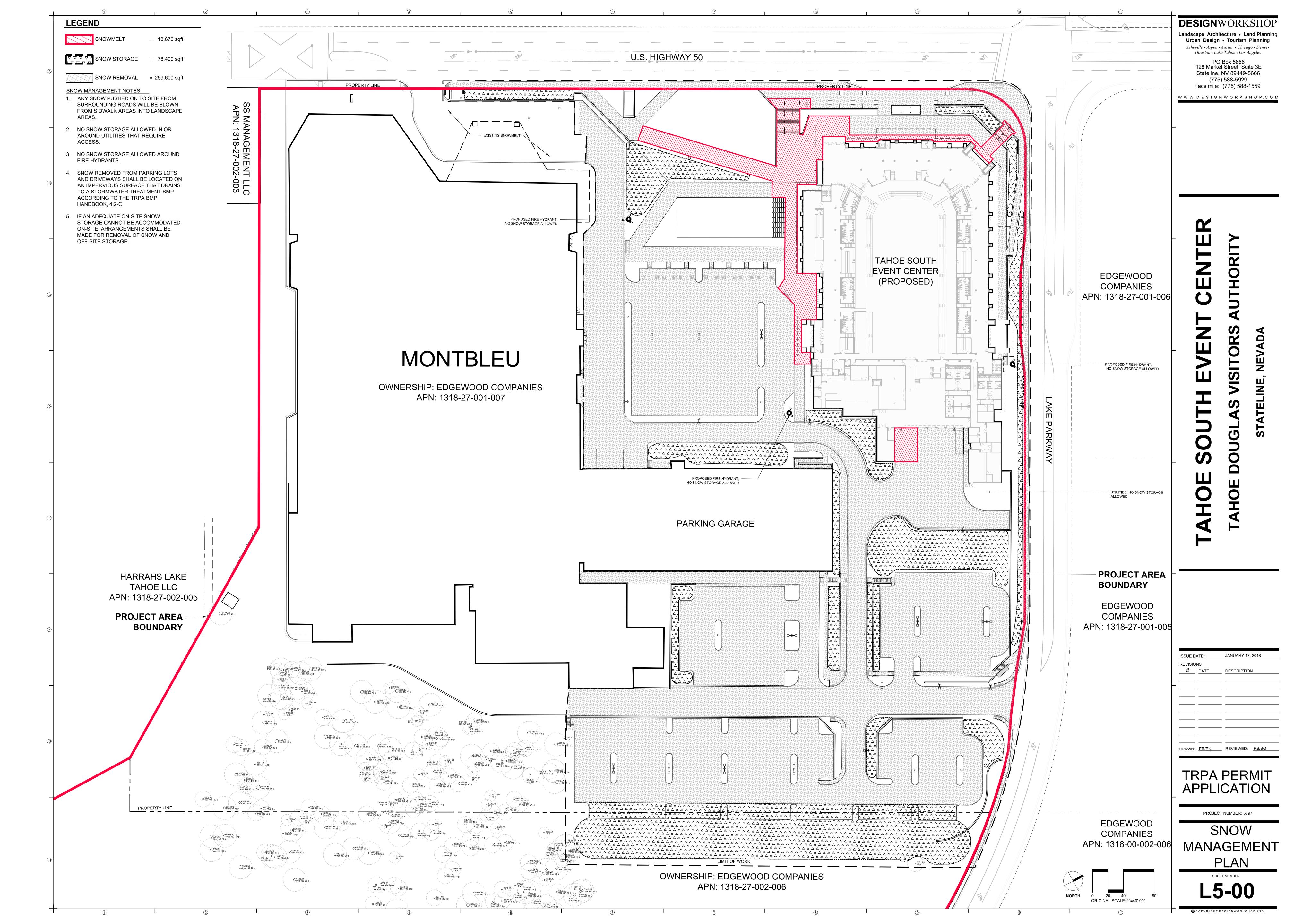


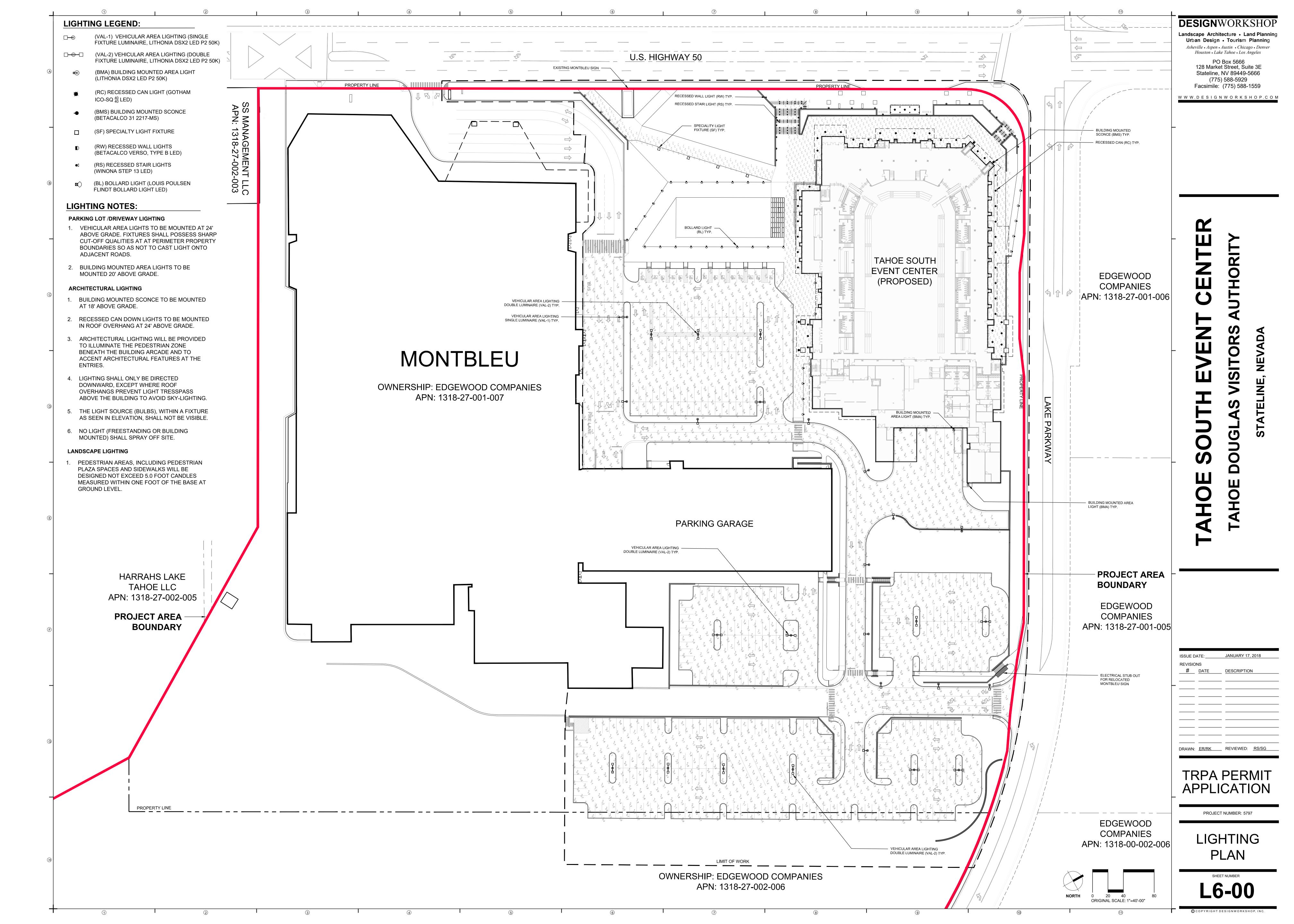


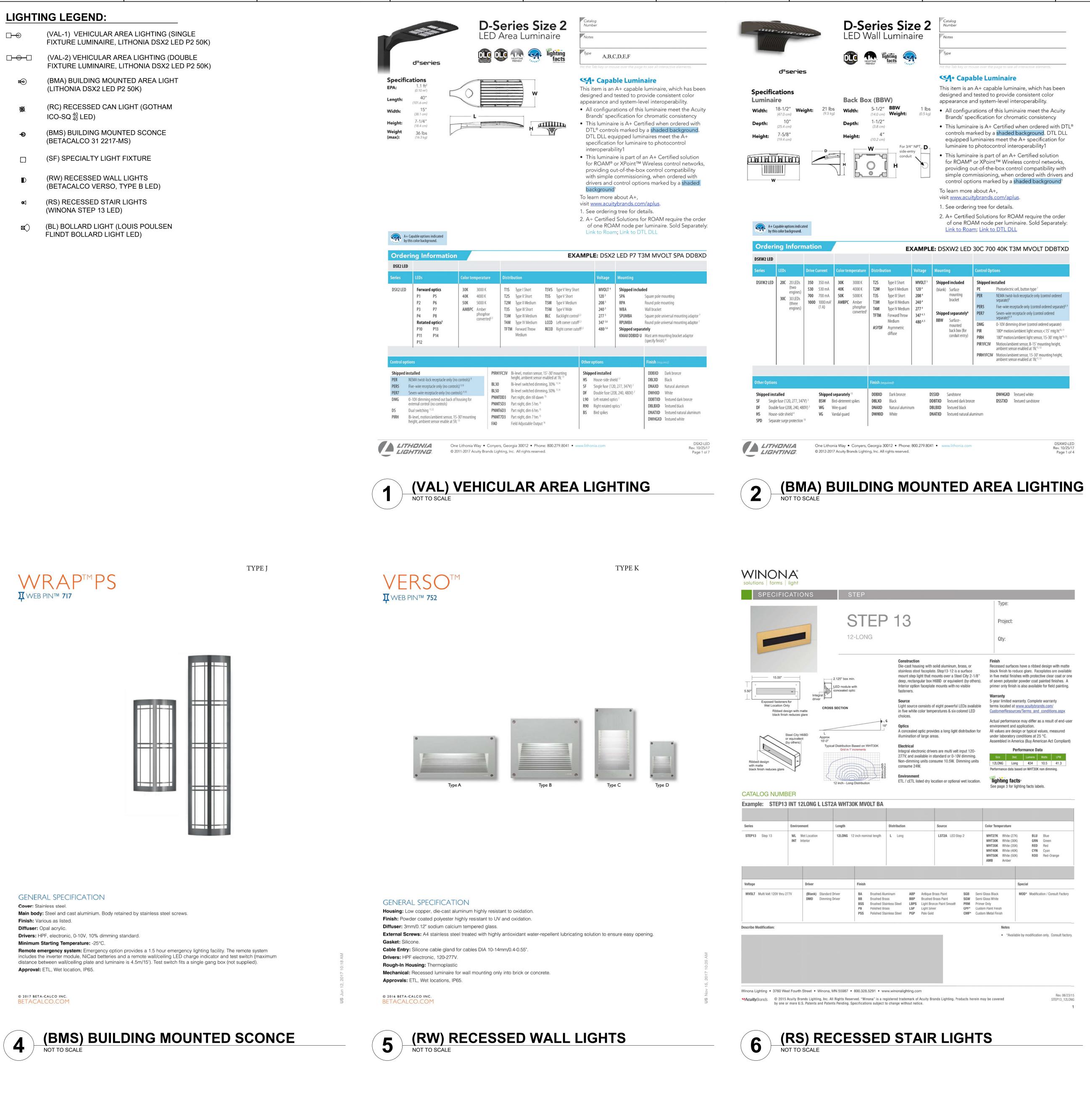


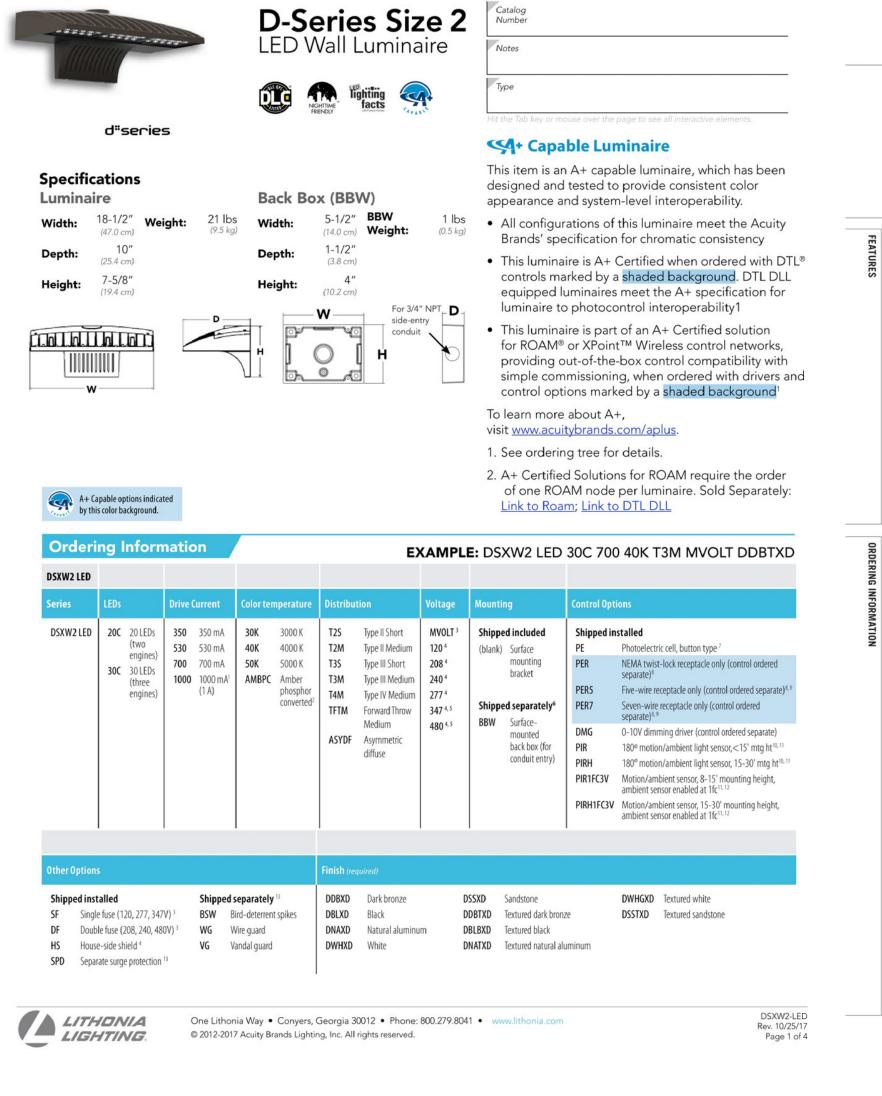












STEP 13

Die-cast housing with solid aluminum, brass, or

stainless steel faceplate. Step13-12 is a surface

Interior option faceplate mounts with no visible

Integral electronic drivers are multi volt input 120-277V, and available in standard or 0-10V dimming. Non-dimming units consume 10.5W. Dimming units

ETL / cETL listed dry location or optional wet location.

BA Brushed Aluminum ABP Antique Brass Paint SGB Semi Gloss Black

BBP Brushed Brass Paint

BSS Brushed Stainless Steel LBPS Light Bronze Paint Smooth PRM Primer Only

illumination of large areas.

consume 24W.

Recessed surfaces have a ribbed design with matte

black finish to reduce glare. Faceplates are available

primer only finish is also available for field painting.

Actual performance may differ as a result of end-user

Assembled in America (Buy American Act Compliant)

12LONG Long 434 10.5 41.3

Performance data based on WHT30K non dimming.

5-year limited warranty. Complete warranty

environment and application.

under laboratory conditions at 25 °C.

See page 3 for lighting facts labels.

WHT27K White (27K) BLU Blue

WHT30K White (30K) GRN Green

WHT50K White (50K) RD0 Red-Orange

MOD* Modification / Consult Factory

*Available by modification only. Consult factory.

WHT35K White (35K) RED Red WHT40K White (40K) CYN Cyan

Color Temperature

AMB Amber

SGW Semi Gloss White

CMF* Custom Metal Finish

mount step light that mounts over a Steel City 2-1/8" in five metal finishes with protective clear coat or one

deep, rectangular box H6BD or equivalent (by others). of seven polyester powder coat painted finishes. A

Light source consists of eight powerful LEDs available terms located at www.acuitybrands.com/

A concealed optic provides a long light distribution for All values are design or typical values, measured

12-LONG

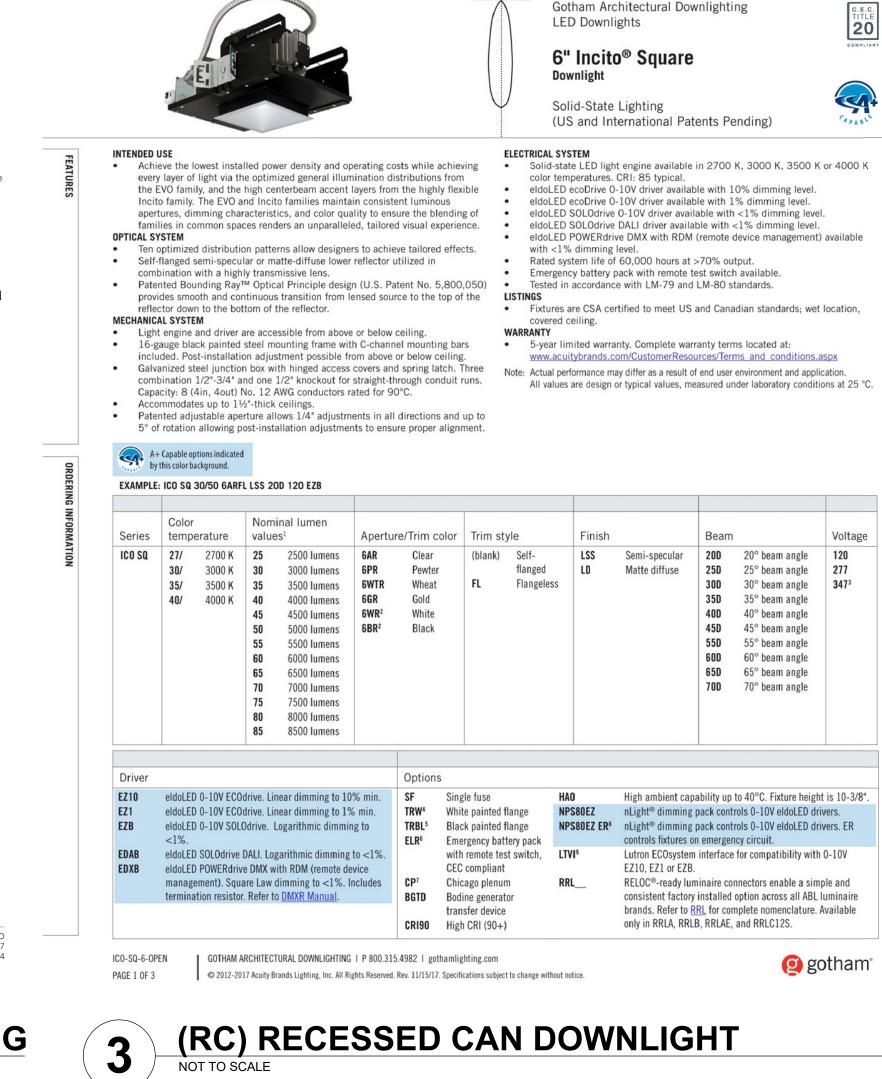
12LONG 12 inch nominal length L Long

BB Brushed Brass

PB Polished Brass LSP Light Silver

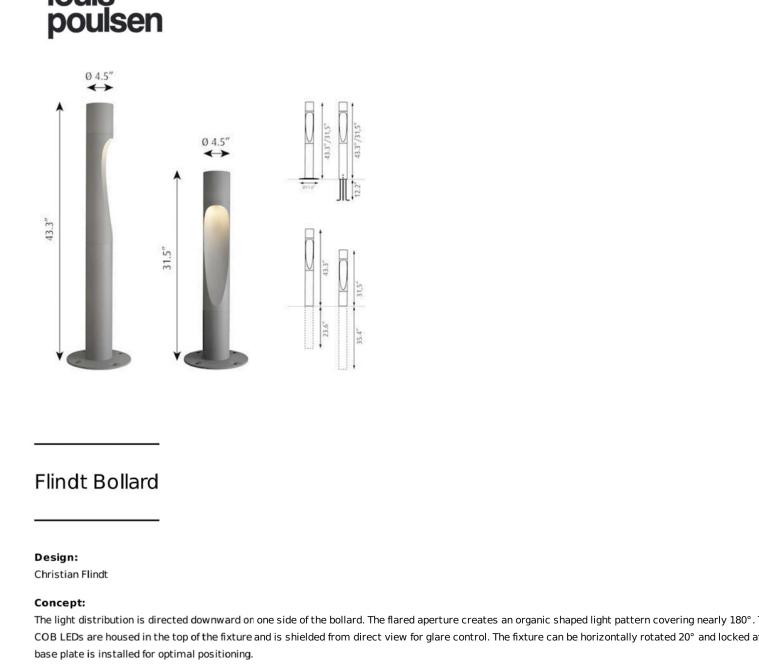
PSS Polished Stainless Steel PGP Pale Gold

WL Wet Location



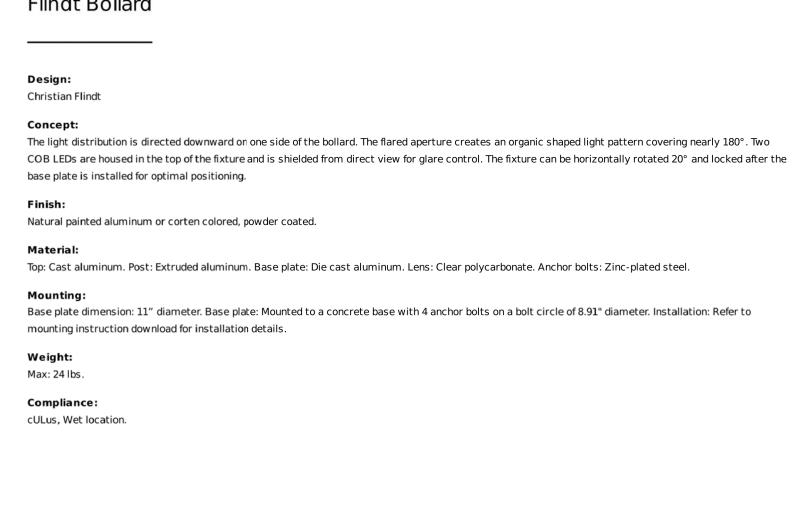
Catalog Number

gotham*



TYPE G

ORIGINAL SCALE: 1"=40'-00"



(BL) BOLLARD LIGHT



DRAWN: <u>ER/RK</u> REVIEWED: <u>RS/SG</u>

JANUARY 17, 2018

ISSUE DATE:_

DATE DESCRIPTION

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PROJECT NUMBER: 5797

LIGHTING **DETAILS**

L6-01

