



# Planning Commission Staff Report

Meeting Date: May 2, 2107

Subject: Special Use Permit Case Number WSUP17-0004  
Applicant: Lake Tahoe School  
**Agenda Item Number: 8A**  
Project Summary: Modify Special Use Permit SW02-008 to increase the size of the school by adding a new 13,906 square foot multi-purpose building,  
**Recommendation: Approval with Conditions**  
Prepared by: Eva M. Krause - AICP, Planner  
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## Description

**Special Use Permit Case Number WSUP17-0004 (Lake Tahoe School)** – For possible action, hearing, and discussion to approve a modification of Special Use Permit SW02-008 which approved the operation of a kindergarten through 9<sup>th</sup> grade private school in an existing commercial building. The modification will permit the construction of a 13,906 square foot multi-purpose building. As proposed the new building will require the relocation of the access road that serves Lake Tahoe School and provides access to the Tahoe Racquet Club, a residential subdivision, from Tahoe Boulevard. The current access is located approximately 725 feet northwest from the intersection of Country Club Boulevard and Tahoe Boulevard. The access easement is proposed to be relocated approximately 200 feet further to the northwest (the new access will be approximately 925 feet northwest of the same intersection).

- Applicant: Lake Tahoe School
- Property Owner: Lake Tahoe School
- Location: 955 Tahoe Boulevard
- Assessor's Parcel Numbers: 127-581-01 and 127-030-21
- Parcel Size: 4.11 acres (total)
- Master Plan Category: Commercial (C)
- Regulatory Zone: Tourist Commercial
- Area Plan: Incline Village Tourist Commercial
- Citizen Advisory Board: Incline Village/Crystal Bay
- Development Code: Authorized in Article 810, Special Use Permit
- Commission District: 1– Commissioner Berkbigler
- Section/Township/Range: Section 15, T16N, R18E, MDM, Washoe County, NV

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## **Special Use Permit**

The purpose of a Special Use Permit is to allow a method of review to identify any potential harmful impacts on adjacent properties or surrounding areas for uses that may be appropriate within a regulatory zone; and to provide for a procedure whereby such uses might be permitted by further restricting or conditioning them so as to mitigate or eliminate possible adverse impacts. If the Planning Commission grants an approval of the Special Use Permit, that approval is subject to Conditions of Approval. Conditions of Approval are requirements that need to be completed during different stages of the proposed project. Those stages are typically:

- Prior to permit issuance (i.e. a grading permit, a building permit, etc.)
- Prior to obtaining a final inspection and/or a certificate of occupancy on a structure
- Prior to the issuance of a business license or other permits/licenses
- Some Conditions of Approval are referred to as "Operational Conditions." These conditions must be continually complied with for the life of the business or project.

The Conditions of Approval for Special Use Permit Case Number WSUP17-0004 are attached as Exhibit A, to this staff report and will be included with the Action Order if the application is approved by the Planning Commission.

The subject property has a regulatory zone of Tourist Commercial (TC) and is located within the Incline Village Tourist Community Plan. In January 2002, a Comprehensive Plan amendment was proposed to permit Schools, Kindergarten through Secondary Schools, by Special Use Permit, in the Incline Village Tourist Community Plan Area. The use was found to be compatible and in conformance with the Community Plan. The Washoe County Board of County Commissioners adopted the amendment on May 14, 2002. The TRPA Governing Board approved the amendment on July 24, 2002.

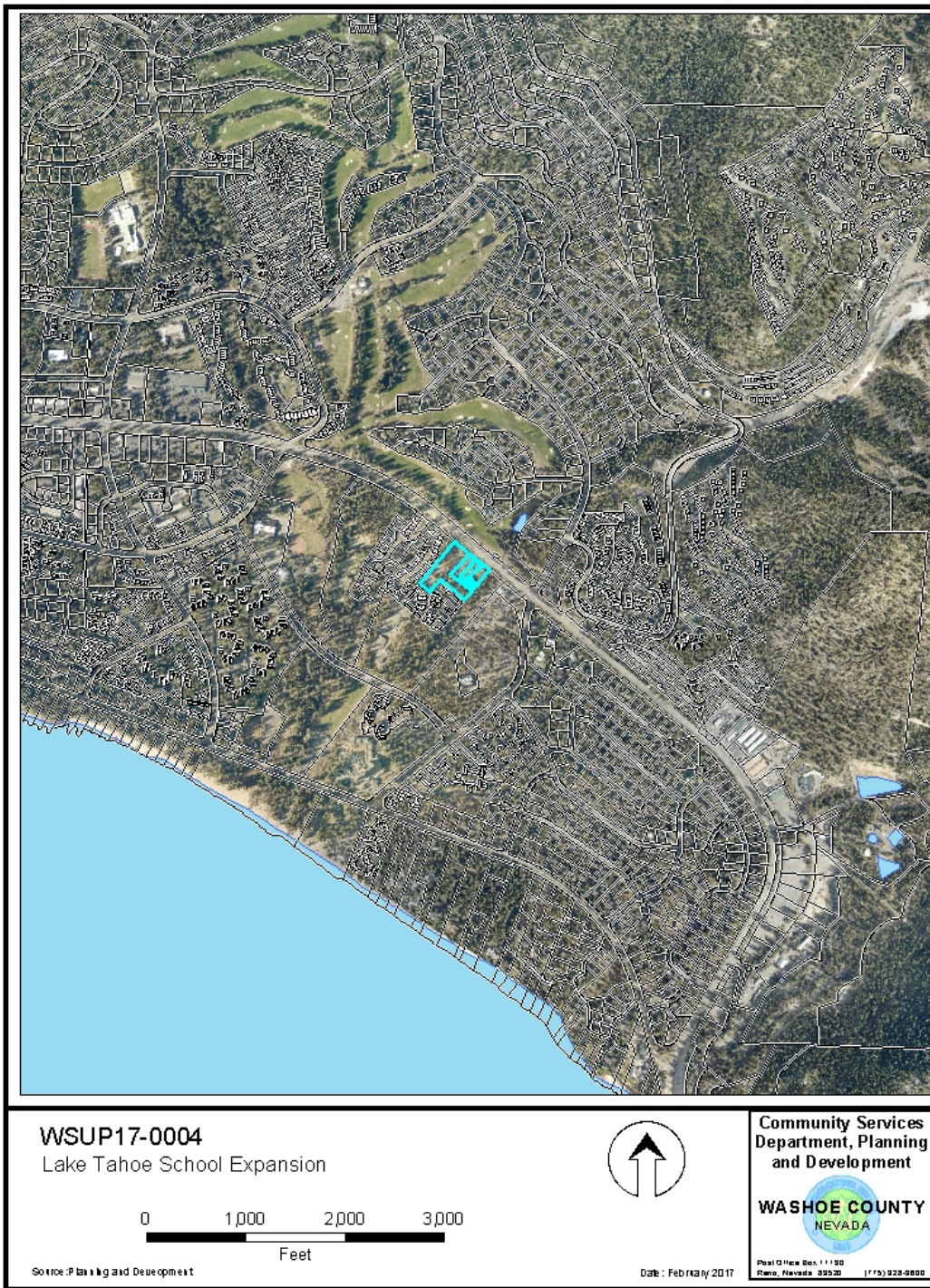
On August 6, 2002 a Special Use Permit was approved to develop a kindergarten through ninth grade private school as authorized in Washoe County Code (WCC) Section 110.810. The project is located at 995 Tahoe Boulevard approximately 500 feet west of the intersection of Tahoe Boulevard and Country Club Drive, Incline Village.

On April 2, 2013, a Modification of the Special Use Permit was approved the Director of Community Development as permitted by WCC Section 110.810.60. The use did not involve expansion of the building or an increase in student population, intensification or change of the use.

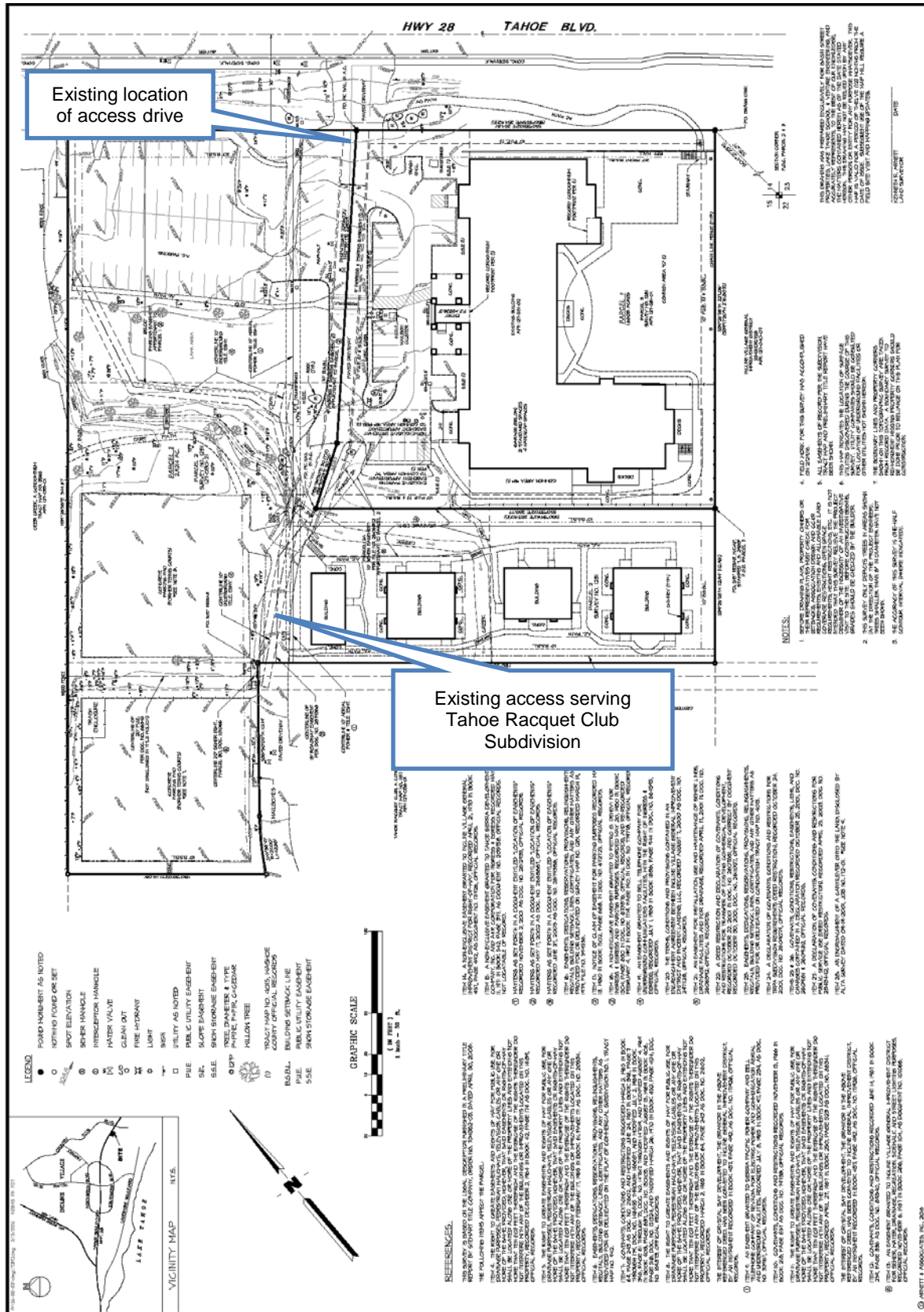
The current request is to build a new building to serve the approved student population. The new building will increase the floor area of the development by more than 10%, therefore, a new Special Use Permit application is required to modify the approved permit.

The Tahoe School is on property zoned Tourist Commercial (TC) and qualifies as an Education use type under the Development Code's use classification system. WCC 110.304.20(g). Table 110.302.05.2 specifies that an Education use type in a TC zone requires a Board of Adjustment Special Use Permit. However, the original SUP for the Tahoe School was approved by the Washoe County Planning Commission in August of 2002. Additionally, the Planning Commission has since approved at least 2 Amendment of Conditions cases for the Tahoe School's SUP since the original permit approval. WCC 110.810.60 provides that modifications of the terms of an SUP must be approved using the same procedure as the original application.

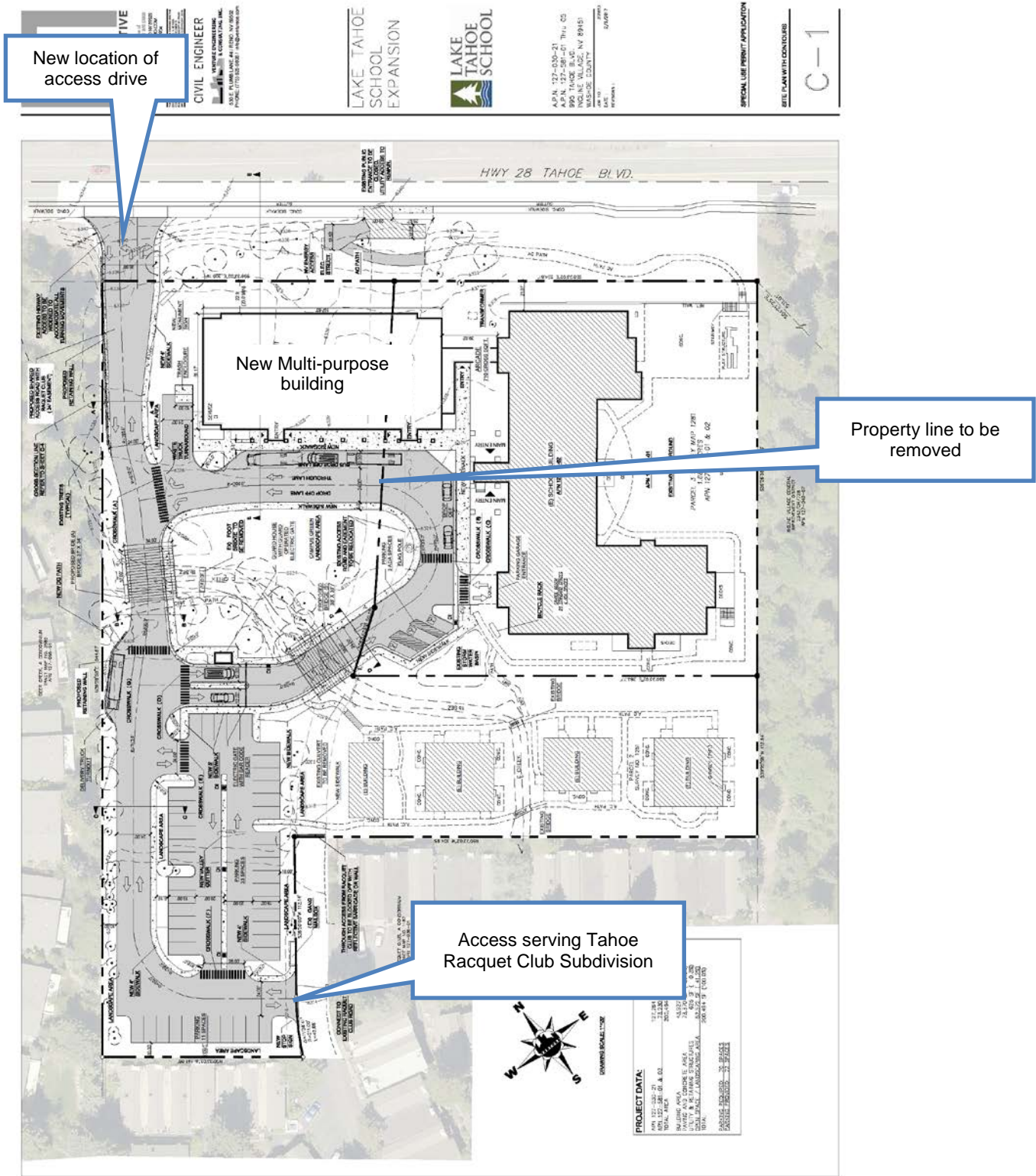
Accordingly, this modification has been brought before the Planning Commission, rather than the Board of Adjustment, because the Planning Commission originally approved the permit.



**Vicinity Map**



**Existing Site Plan**



**Proposed Site Plan**

## **Previous Actions**

- March 19, 2002, Washoe County Planning Commission recommended adoption of Comprehensive Plan Amendment CP02-002 to add “Schools – Kindergarten to Secondary” as permissible use with a Special Use Permit in the Incline Village Tourist Community Plan.
- May 14, 2002, Washoe County Board of County Commissioners adopted Comprehensive Plan Amendment CP02-002
- July 24, 2002, Tahoe Regional Planning Agency approved an amendment to the Incline Village Tourist Community Plan to permit by special use “Schools – Kindergarten to Secondary.
- August 6, 2002, Washoe County Planning Commission approved Special Use Permit SW02-008 – Approving a private school for 150 students.
- September 5, 2006, Washoe County Planning Commission approved the Amendment of Conditions AC06-006 - Increasing the allowable pre-K enrollment from 15 to 25.
- September 3, 2013, Washoe County Planning Commission approved the Amendment of Conditions AC13-007 - Increasing pre-k enrollment from 25 to 40, and increasing total student population from 150 to 200.
- April 2, 2013, In accordance with WCC Section 110.810.60 Modifications of a Special Use Permit, Washoe County Community Development Department Director modified Special Use Permit SB13-001 – converting the remaining 2,270 square feet of commercial space to school use.

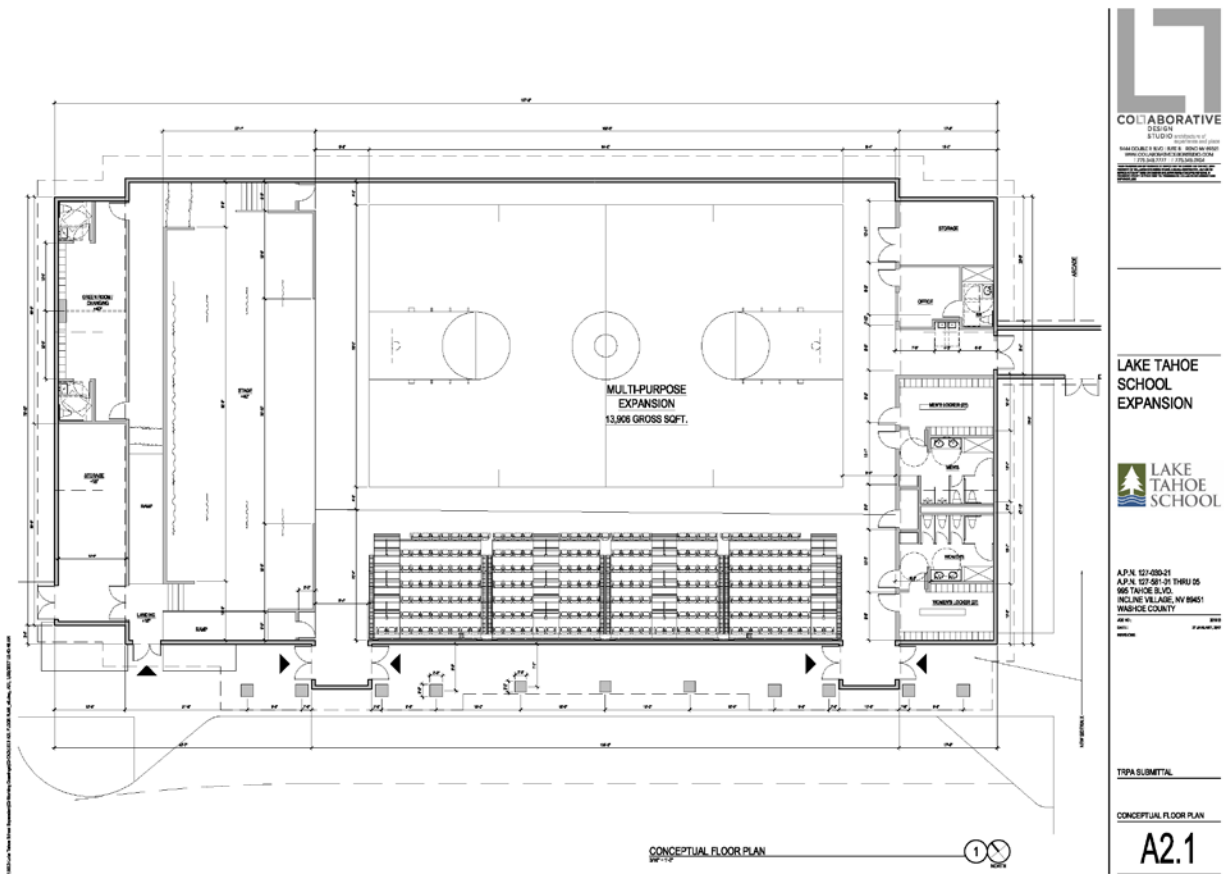
## **Project Evaluation**

The subject property is a 4 acre site with a two story building used as the school and 14 residential units in four buildings on the rear of the property. The property has a regulatory zone of Tourist Commercial. The surrounding properties are zoned as Tourist Commercial to the northwest [Deer Creek] and west [Tahoe Racquet Club], and Public Semi-Public to the southeast [Incline Village General Improvement District].

The applicant is proposing to build a multi-purpose building which can be used as a gymnasium, auditorium and assembly hall for the Lake Tahoe School (School). As stated in the Traffic Report, *“Many different types of events are planned for the multi-purpose building, although the building will generally be used by Lake Tahoe School students, parents and friends only. That is, no community-wide events are anticipated to occur there.”*

The School is not proposing to change operational condition or to increase student enrollment; however it does propose to increase the size of the project floor area and building foot print by more than 10%. Therefore, to modify the approved special use permit the applicant is required to file a new application and following the same procedure required for the initial permit.

The operational conditions approved in 2002 related to the use of the school, traffic and parking shall continue to apply. Operational conditions that were related to the commercial uses in the building are proposed to be removed because all commercial use has been removed from the property.



In order to build the multi-propose building, the School has begun the process of a reversion to acreage of the subject parcels so the new building does not cross a property line. In order to add the new building and improve traffic circulation, the applicant is proposing to reconfigure the access drive that serves the School and the Tahoe Racquet Club (Racquet Club) subdivision. The reconfiguration will increase safety by reducing the interaction between vehicles and children and limiting public access to the school site. The proposal is to move the access drive to the west side of the property and then crossing the rear of the property to access the Racquet Club subdivision. This will provide residents of the Racquet Club unrestricted access to their properties, while directing the daily school traffic to the east on the circular drive in front of the school building. The location of the multi-purpose building is currently a parking lot. This parking lot will be relocated to the rear of the property, where the decommissioned tennis courts are currently located.

The multi-purpose building is designed to be compatible with the existing school building, using similar materials and colors. The renderings give the appearance that the buildings are close to the road. The proposed building is setback 23 feet from the property line and there is approximately 50 feet of NDOT right-of-way between the property line and the edge of the highway pavement.





Street View - Looking South (approximate)

Existing School



Street View - Looking North (approximate)

COLLABORATIVE  
DESIGN  
STUDIO collaborators of experience and place

Lake Tahoe School Expansion

January 2017

Rendering of School and Multi-purpose building fronting on Tahoe Boulevard  
(Additional renderings are included in the application)

**Access.** The issue of access to Racquet Club was brought up in many of the public comments.

When Lake Tahoe School was approved, the School bought the adjoining property and tore down the commercial structure on the property. The parking lot and a second driveway were retained, so there are two driveways from Tahoe Boulevard that provide access to the subject property. The driveway closest to the school building is the driveway that currently is designated as the access to the Racquet Club. The School is proposing to remove that driveway, and to relocate the access easement to the other driveway. The relocation of the easement is permitted by a Grant of Easement giving Racquet Club residents access through the School's property for 50 years (until May 10, 2021). The Grant of Easement made between A&R Corporation, and Tahoe-Sierra Development Company, Inc., states "*the location of said walkways and driveways shall be determined by the grantor [A&R Corporation and future owners] in its sole discretion and determination, and such location may be changed from time to time without the consent of any of the owners of all or any portion of Parcel B*" [Racquet Club].

In addition, several residents of the Deer Creek subdivision, whose property abuts the Schools property, state that the driveway proposed to be used as the new access is too close to their private street access. Because both of these developments are located on a state highway, Nevada Department of Transportation (NDOT) is responsible for determining if the access can be used as proposed.

**Secondary Access.** Another issue brought up by the Tahoe Racquet Club is their lack of a secondary access. While Fire Codes require a secondary access for the School, the code does not require one property owner to provide access to a neighboring property owned by someone

else. In order for the Racquet Club to obtain a secondary access to their development, they will have to negotiate with one of the adjoining property owners to obtain an easement or purchase land to create the access. Lake Tahoe School is only one of three properties adjacent to the Racquet Club. Staff does not believe it appropriate for the county in this instance to require the School to continue to allow its property to be used as a secondary access for another group of private property owners.

**Parking.** Parking requirements for a school are one space per employee during peak shift, and 0.25 per student of driving age. In addition there are 14 residential units in 4 buildings between the school building and the Racquet Club. Multi-family dwellings require 2.1 spaces per unit.

No students are of driving age. There are 31 staff members at peak shift, 5 of whom live on the property. The total required parking is 60 spaces [0+31+29] or 55 spaces subtracting the 5 spaces for employees who live on site. The school is providing 73 parking spaces.

The traffic report also looked at the need for additional parking for activities with an expected attendance of 100 people. The report states that if events start after 4:00 p.m. there would be sufficient parking. Based on the traffic report, and because it did not include estimates for activities for large attendance, staff is recommending conditions regarding starting times for events, and the requirement for a parking mitigation plan for large events.

In addition, because Lake Tahoe is a very popular vacation spot, traffic often peaks during the holidays in the summer and winter. In order to avoid increasing traffic on Tahoe Boulevard during prime season holidays, staff is recommending a condition that states the multi-purpose building may not be used for public events on the following holidays: New Year's Day, President's Day, Fourth of July, Labor Day, and Thanksgiving.

**Parking for the Racquet Club.** Much of the public comments state they object to the project because it would eliminate parking for Racquet Club residents. Lake Tahoe School has leased a portion of their property to the Tahoe Racquet Club for overflow parking and as a location for Racquet Club's trash dumpsters for several years. While the parking lease has helped alleviate some of the Racquet Club's parking issues, the School has no obligation to continue to allow parking, trash or snow storage for the Racquet Club subdivision on their property. The current lease is set to expire in 2020.

**Landscaping.** When a civic use adjoins a residential use, the Development Code requires a landscape buffer. The buffer shall be the width of the required yard (10 feet for Tourist Commercial regulatory zone) for the entire width of the property line. It shall include at least one tree every 20 feet. In addition a solid 6 to 7 foot decorative wall or fence shall be erected on the common property line. This requirement applies to the full length of the Deer Creek Subdivision property line, and the area around the rear parking lot adjacent to the Racquet Club subdivision. The buffer requirement is optional between the four residential buildings on the School's property and the Racquet Club's property.

**Lighting.** The lighting standards require that all lighting within 100 feet of a residential regulatory zone shall not exceed twelve feet in height. While there are no residential regulatory zones surrounding the property, there is residential development on two sides of the School property, within the Tourist Commercial regulatory zone. Since the lighting standards were designed to minimize impact on residential uses, staff is recommending that the same standard be applied to this project regardless of the zoning designation. All other lighting standards found in Article 414, apply to the proposed development.

**Noise.** Several people voiced their concerns about construction noise. It is given that construction is a noisy undertaking. In order to permit any development, redevelopment,

remodeling or repair work to be undertaken, it is necessary to permit construction noise. WWC Section 110.414.21 specifically states that construction activities occurring between 7:00 a.m. and 7:00 p.m. on any day except Sunday are exempt from complying with noise limits.

**Snow Storage.** Some property owners have asserted that there is not enough snow storage on the property, and the School cannot store snow adjacent to their property line. The school site is 4 acres in size, with the school building, existing residential buildings and the proposed multi-purpose room; however only 21.5% of the site is covered by structures. There are landscaped areas, the “Campus Green” inside the loop drive and areas near the residential units, besides the excess parking spaces where snow can be stored on site. Washoe County requires a 7.5 foot snow storage area along public streets, so staff does not see any reason why a 10 foot wide landscape strip is not adequate for storing snow from a private driveway. Washoe County does not require any property owner to design their home or project for “catastrophic events”.

### **Incline Village/Crystal Bay Citizen Advisory Board (IV/CBCAB)**

The proposed project was heard at the regularly scheduled March 27, 2017 Incline Village/Crystal Bay Citizens Advisory Board. There was a lot of discussion and public comment regarding parking, moving of the access easement, the size of the building and other items.

Kevin Lyons moved to forward comments to Washoe County with minutes [Exhibit B, CAB Memo] with the following: “As a school project, we would recommend approval as it is an appropriate use. Andrew Wolf seconded. Pete Todoroff opposed. Motion passed 4 to 1”.

### **Public Comment**

Staff has received numerous written comments from property owners in the area. The comments came mainly from property owners of Deer Creek subdivision [Exhibit C] and the Tahoe Racquet Club subdivision [Exhibit D].

While there were many different comments, several items were repeated in many of the letters and emails. Those were:

- The location of the access road is too close to Deer Creek
- Loss of parking for the Racquet Club
- Increase in traffic from activities and events in the Multi-purpose building
- Size of building
- Noise during construction

All letters and emails are included as exhibits to this report.

### **Reviewing Agencies**

The following agencies received a copy of the project application for review and evaluation.

- Washoe County Community Services Department
  - Planning and Development Division
  - Engineering and Capital Projects Division

- Washoe County Health District
  - Air Quality Management Division
  - Environmental Health Services Division
- Regional Transportation Commission
- Nevada Department of Transportation
- Incline Village General Improvement District
- North Lake Tahoe Fire Protection District
- Nevada Tahoe Conservation District

Five out of the nine above listed agencies/departments provided comments and/or recommended conditions of approval in response to their evaluation of the project application. A **summary** of each agency's comments and/or recommended conditions of approval and their contact information is provided. The Conditions of Approval document is attached to this staff report and will be included with the Action Order if the special use permit is approved by the Planning Commission.

- Washoe County Planning and Development Division provided standard conditions for site development and restated that operational conditions for the school, approved under SW02-008, are still required.

**Contact:** Eva Krause, 775.328.3628, [ekrause@washoecounty.us](mailto:ekrause@washoecounty.us)

- Washoe County Health District provided standard conditions requiring Air Quality Permits, and environmental services plan review.

**Contact:** Wes Rubio, Environmental Health Services Division, 775.328.2635, [wrubio@washoecounty.us](mailto:wrubio@washoecounty.us) and

Mike Wolf, Air Quality Management Division, 775.784.7206, [mwolf@washoecounty.us](mailto:mwolf@washoecounty.us)

- Incline Village General Improvement District must approve all utility plans prior to construction. All utilities to be designed to State and IVGID standards, plans must show all easements.

**Contact:** Tim Buxton, 775.832.1246, [Tim\\_Buxton@ivgid.org](mailto:Tim_Buxton@ivgid.org)

- North Lake Tahoe Fire Protection District requires emergency vehicle access be provided to the residential units on the rear of the School's property; secondary access; installation of fire hydrant and no parking signs on all access roads less than 26 feet in width.

**Contact:** Mark Regan, 775.461.6200, [mregan@nltpd.net](mailto:mregan@nltpd.net)

- Nevada State Department of Transportation supports the relocation of the access driveway. The applicant is required to apply for a new encroachment permit for the relocation of the access easement and to conform to all NDOT Access management

Systems and Standards. NDOT also requires additional information on grading and vehicle circulation.

**Contact:** Jae Pullen, 775.834-8300, [jpullen@dot.state.nv.us](mailto:jpullen@dot.state.nv.us)

### **Staff Comment on Required Findings**

Washoe County Code Section 110.810.30 requires that all of the following findings be made to the satisfaction of the Washoe County Planning Commission before granting approval of the request. Staff has completed an analysis of the special use permit application and has determined that the proposal is in compliance with the required findings as follows.

1. **Consistency.** That the proposed use is consistent with the action programs, policies, standards and maps of the Master Plan and the Incline Village Tourist Commercial Plan.

*Staff Comment: The Incline Village Tourist Commercial plan was amended to permit Schools, Kindergarten through Secondary Schools in the Incline Village Tourist Community Plan Area. The use was found to be compatible and in conformance with the Community Plan.*

2. **Improvements.** That adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, the proposed improvements are properly related to existing and proposed roadways, and an adequate public facilities determination has been made in accordance with Division Seven.

*Staff Comment: The School is proposing to reconfigure the access drive to the Racquet Club subdivision properties to direct traffic away from the school and limiting the interaction between children and vehicles. The access drive shall be built to county standards. The applicant shall be responsible for providing adequate on-site improvements to serve the proposed use. The existing roadway is properly designed for the proposed use. NDOT controls access to Tahoe Boulevard, and may have additional requirements regarding the relocation of the access easement.*

3. **Site Suitability.** That the site is physically suitable for kindergarten through ninth grade private school, and for the intensity of such a development.

*Staff Comment: The site has operated as a private school for over 14 years; the proposed multi-purpose building will redevelop a parking lot that remained after the Incline Creek Business Park was demolished. All required parking lost by the construction of the multi-purpose building has been relocated to the site of the decommissioned tennis courts. Additional parking has been provided for activities in the multi-purposed building when persons other than students and staff are in attendance.*

4. **Issuance Not Detrimental.** That issuance of the permit will not be significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area.

*Staff Comment: The redevelopment of the parking lot and tennis courts, along with the reconfiguration of the access drive will improve public safety and welfare. The access agreement for the Racquet Club states that the location of the access can be moved at*

*the property owner's discretion. The applicant shall provide a landscape buffer between their use and residential development as required by the WCC 110.412.40.*

5. Effect on a Military Installation. Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

Staff Comment: *There are no military installations within the required noticing area.*

### **Recommendation**

Those agencies which reviewed the application recommended conditions in support of approval of the project or provided no comments. Therefore, after a thorough analysis and review, Special Use Permit Case Number WSUP17-0004 is being recommended for approval with conditions. Staff offers the following motion for the Planning Commission's consideration.

### **Motion**

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission approve Special Use Permit Case Number WSUP17-0004 for Lake Tahoe School, with the conditions of approval included as Exhibit A to this matter, having made all five findings in accordance with Washoe County Code Section 110.810.30:

1. Consistency. That the proposed use is consistent with the action programs, policies, standards and maps of the Master Plan and the Incline Village Tourist Commercial Plan;
2. Improvements. That adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, the proposed improvements are properly related to existing and proposed roadways, and an adequate public facilities determination has been made in accordance with Division Seven;
3. Site Suitability. That the site is physically suitable for kindergarten through ninth grade private school, and for the intensity of such a development;
4. Issuance Not Detrimental. That issuance of the permit will not be significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area;
5. Effect on a Military Installation. Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

### **Appeal Process**

Planning Commission action will be effective 10 calendar days after the written decision is filed with the Secretary to the Planning Commission and mailed to the applicant, unless the action is appealed to the Washoe County Board of County Commissioners, in which case the outcome of the appeal shall be determined by the Washoe County Board of County Commissioners. Any appeal must be filed in writing with the Planning and Development Division within 10 calendar days after the written decision is filed with the Secretary to the Planning Commission and mailed to the applicant.

Applicant: Lake Tahoe School  
995 Tahoe Blvd.  
Incline Village, NV 89451

Representatives: Nick Exline  
Midkiff and Associates  
PO BOX 12427  
Zephyr Cove, NV 89448



# Conditions of Approval

Special Use Permit Case Number WSUP17-0004

The project approved under Special Use Permit Case Number WSUP17-0004 shall be carried out in accordance with the Conditions of Approval granted by the Planning Commission on May 2, 2017. Conditions of Approval are requirements placed on a permit or development by each reviewing agency. These Conditions of Approval may require submittal of documents, applications, fees, inspections, amendments to plans, and more. These conditions do not relieve the applicant of the obligation to obtain any other approvals and licenses from relevant authorities required under any other act or to abide by all other generally applicable Codes, and neither these conditions nor the approval by the County of this project/use override or negate any other applicable restrictions on uses or development on the property.

**Unless otherwise specified**, all conditions related to the approval of this Special Use Permit shall be met or financial assurance must be provided to satisfy the Conditions of Approval prior to issuance of a grading or building permit. The agency responsible for determining compliance with a specific condition shall determine whether the condition must be fully completed or whether the applicant shall be offered the option of providing financial assurance. All agreements, easements, or other documentation required by these conditions shall have a copy filed with the County Engineer and the Planning and Development Division.

Compliance with the Conditions of Approval related to this Special Use Permit is the responsibility of the applicant, his/her successor in interest, and all owners, assignees, and occupants of the property and their successors in interest. Failure to comply with any of the conditions imposed in the approval of the Special Use Permit may result in the initiation of revocation procedures.

Operational Conditions are subject to review by the Department of Community Development prior to the renewal of a business license each year. Failure to adhere to the Operational Conditions may result in the Department of Community Development recommending that the business license not be renewed until conditions are complied with to the satisfaction of Washoe County.

Washoe County reserves the right to review and revise the Conditions of Approval related to this Special Use Permit should it be determined that a subsequent license or permit issued by Washoe County violates the intent of this approval.

For the purpose of conditions imposed by Washoe County, “may” is permissive and “shall” or “must” is mandatory.

Conditions of Approval are usually complied with at different stages of the proposed project. Those stages are typically:

- Prior to permit issuance (i.e., grading permits, building permits, etc.).
- Prior to obtaining a final inspection and/or a certificate of occupancy.
- Prior to the issuance of a business license or other permits/licenses.
- Some “Conditions of Approval” are referred to as “Operational Conditions.” These conditions must be continually complied with for the life of the project or business.



**The Washoe County Commission oversees many of the reviewing agencies/departments with the exception of the following agencies.**

- **The DISTRICT BOARD OF HEALTH, through the Washoe County Health District, has jurisdiction over all public health matters in the Health District. Any conditions set by the Health District must be appealed to the District Board of Health.**
- **Nevada Department of Transportation (NDOT) has jurisdiction over all state roads. Any conditions set by NDOT must be appealed to that agency.**

FOLLOWING ARE CONDITIONS OF APPROVAL REQUIRED BY THE REVIEWING AGENCIES. EACH CONDITION MUST BE MET TO THE SATISFACTION OF THE ISSUING AGENCY.

**Washoe County Planning and Development Division**

1. The following conditions are requirements of the Planning and Development Division, which shall be responsible for determining compliance with these conditions.

**Contact – Eva M. Krause, 775.328-3628, [ekrause@washoecounty.us](mailto:ekrause@washoecounty.us)**

- a. The applicant shall demonstrate substantial conformance to the plans approved as part of this special use permit.
- b. The applicant shall submit complete construction plans and building permits shall be issued within two years from the date of approval by Washoe County or the Tahoe Regional Planning Agency. The applicant shall complete construction within the time specified by the building permits.
- c. The applicant shall attach a copy of the action order approving this project to all administrative permit applications (including building permits) applied for as part of this administrative permit.
- d. A note shall be placed on all construction drawings and grading plans stating:

**NOTE**

Should any prehistoric or historic remains/artifacts be discovered during site development, work shall temporarily be halted at the specific site and the State Historic Preservation Office of the Department of Museums, Library and Arts shall be notified to record and photograph the site. The period of temporary delay shall be limited to a maximum of two (2) working days from the date of notification.

- e. Access to the Tahoe Racquet Club subdivision shall be maintained during construction. Temporary closure of access driveway shall be limited to no more than 15 minutes per hour. Temporary closures shall not be permitted between 7:00 am to 9:00 a.m. or 3:30 p.m. and 6:30 p.m.
- f. New Operational Conditions are required:
  - i. The use of the multi-purpose building shall be limited to school sponsored activities and functions. The building shall not be leased or rented for private functions or events. The building shall not be used as Convention and Meeting Facilities commercial use type.

- ii. The use of the multi-purpose building exclusively for student activities is permitted during the school day. Such activities may include all 200 students, school staff and up to 25 non-students (such as friends, family, guest speakers, and entertainers).
  - iii. Activities held in the multi-purpose building that are intended for, or open to public and is expected to draw more than 100 people (except as permitted in condition 1.f.ii), shall not begin before 4:00 p.m. on a school day, and not before 8:00 a.m. on other days.
  - iv. When an activity is open to the public and intended or expected to draw more than 125 people. The school shall prepare and implement a parking plan that provides off-site parking locations and transportation to and from those sites.
  - v. The multi-purpose building shall not be open for public activities during the following holidays: New Year's Day, Presidents Day, Fourth of July, Labor Day and Thanksgiving.
- g. The following **Existing Operational Conditions** shall continue to be required:
- i. This special use permit shall remain in effect until or unless it is revoked or is inactive for one year.
  - ii. Failure to comply with the Conditions of Approval shall render this approval null and void. Compliance with this condition shall be determined by the Planning and Development Division.
  - iii. The applicant and any successors shall direct any potential purchaser and/or the special use permit to meet with the Planning and Development Division to review Conditions of Approval prior to the final sale of the site and/or the special use permit. Any subsequent purchaser/operator of the site and/or the special use permit shall notify the Planning and Development Division of the name, address, telephone number, and contact person of the new purchaser/operator within 30 days of the final sale.
  - iv. The following operational conditions, shall continue to apply:
    - 1. The school operation is limited to Pre-K, and kindergarten through ninth grade. The maximum enrollment [shall] not exceed 200 students in any one enrollment period (quarter, semester or school year) including Pre-K.
    - 2. The applicant shall install directional signs in prominent locations directing people to the handicapped parking and access in the garage.
    - 3. The applicant shall provide a minimum of two staff persons at the front entrance of the building starting a minimum of 15 minutes before and after the beginning and ending of all class periods. One staff person shall be dedicated to directing traffic and the second person shall be responsible for supervising students.
    - 4. The traffic director shall see that a clear driving lane in and out of the parking garage are maintained at all times, no cars will be allowed to stack in front of the parking garage entrance and children shall not be allowed to load or unload from vehicles in this area.
    - 5. The traffic director shall see that at no time shall unattended vehicles be allowed to park in the driving lanes and no vehicle shall be allowed to stand in the driving lane in front of the school more than 5 minutes. Any car waiting

more than 5 minutes in this area shall be directed to the parking lot in the rear of the property.

6. The applicant shall develop and manage an active car-pooling program for both staff and students. This program shall include notices and announcement at informational meetings and create a ride-share board for staff. The school shall also collect information regarding the residential location of students and shall contact parents to notify them of other student households who are in their neighborhoods. The school should provide parent with names and phone numbers of willing participants.
7. ~~(deleted) There shall be 10 parking spaces reserved for urgent care patients, no more than one of which may be designated as handicapped. If the dedicated parking is in the garage than signs direct patents into the garage shall be provided.~~

### **Washoe County Health District**

2. The following conditions are requirements of the Health District, which shall be responsible for determining compliance with these conditions. The District Board of Health has jurisdiction over all public health matters in the Health District. Any conditions set by the Health District must be appealed to the District Board of Health.

**Contact – Wes Rubio, Health District, 775.328.2635, [wrubio@washoecounty.us](mailto:wrubio@washoecounty.us)**

**Mike Wolf, Air Quality, 775.784.7206, [mwolf@washoecounty.us](mailto:mwolf@washoecounty.us)**

- a. Plans must be submitted to the WCHD for review and approval of the proposed building permit.
- b. Dust control permits must be obtained from the Air Quality Management Division (AQMD) prior to start of site improvements
- c. The developer shall contact AQMD regarding the school's HVAC systems during the building permit process.

### **Incline Village General Improvement District**

3. The following conditions are requirements of Incline Village General Improvement District, which shall be responsible for determining compliance with these conditions.

**Contact – Tim Buxton, 775.832.1246, [Tim\\_Buxton@IVGID.org](mailto:Tim_Buxton@IVGID.org)**

- a. Water and Sewer utility plans designed to all State and IVGID construction standards are required
- b. Plans must identify all Easements and Encroachments on this project and be wet stamped by a Nevada Licensed Engineer.
- c. The Incline Village General Improvement District must approve all utility plans before any site work begins.

### **North Lake Tahoe Fire Protection District**

4. The following conditions are requirements of North Lake Tahoe Fire Protection District which shall be responsible for determining compliance with these conditions.

**Contact – Mark Regan, 775.461.6200, [mregan@NLTFPD.net](mailto:mregan@NLTFPD.net)**

- a. Emergency vehicle access shall be provided for the four existing structures nearest the Lake Tahoe School building. The proposed entrance change eliminates access and hose reach to those four structures.
- b. Secondary emergency vehicle access shall be provided to property. 2012 IFC Chapter 5, Section 503
- c. Provide and maintain No Parking-Fire Lane signage for all fire apparatus access roads less than 26' in width. Signage shall be spaced to provide adequate visibility. 2012 IFC Chapter 5, Section 503 and Appendix D
- d. A minimum of two fire hydrants will be required. One near the proposed new building (phase II) and the other near the entrance to Racquet Club (phase I). Additional hydrants would be required if distance between hydrants (TRC) exceeds 500ft. 2012 IFC Chapter 5, Section 507 and Appendix B and C

### **Nevada State Department of Transportation**

5. The following conditions are requirements of Nevada State Department of Transportation, which shall be responsible for determining compliance with these conditions.

**Contact – Jae Pullen, 775.834.8300, [jpullen@dot.state.nv.us](mailto:jpullen@dot.state.nv.us)**

- a. NDOT supports the intent to minimize conflict points between students and vehicles. The proposed structure would change the vehicle parking circulation and reduce high speed collisions.
- b. An encroachment permit is required for facilities within the NDOT right-of-way. Please see the ***Terms and Conditions Relating to Right of Way Occupancy Permits*** booklet available online at [nevadadot.com](http://nevadadot.com). Please contact the Permit Office at (775) 834-8330 for more information regarding the occupancy permit.
- c. Existing approaches are personal and not transferable with the sale of property. If the property changes ownership or use, the property owner will need to apply for an encroachment permit for access to the state highway.
- d. Permits dated prior to 2003 cannot be amended in NDOT's permit system. A new occupancy permit will need to be issued. Contact the Permit Office for more information.
- e. All driveway accesses to the state highway system will be required to comply with the current *NDOT Access Management System and Standards* at the time of application. There is no guarantee that past approved driveways will be approved today. The applicant is encouraged to coordinate with Permit Office and review proposed driveway(s) prior to submitting for a permit.
- f. Prior to any grading adjacent to the NDOT right-of-way, a Drainage Information Form, including a grading plan, must be submitted to the Permit office.
  - i. A Drainage Report shall be submitted for any development or construction that impacts flow to or within State right-of-way.
  - ii. Please contact the Permit Office to coordinate with NDOT's Hydraulic Design Division. It is beneficial to the developer to work with the Hydraulic Design Division early in the design process to answer questions and give guidance.
  - iii. The Drainage Information Form shall be stamped by a professional engineer, unless waived at the discretion of the District Engineer. To request for a waiver, please submit the following: Submit a signed letter addressed to the District Engineer on

official letterhead describing the development or construction activities and provide supporting reasons to approve the waiver.

- g. Include FEMA flood maps pertaining to the proposed project location.
- h. Include construction plans or any other supporting documentation.
- i. While the building is anticipated to generate very little traffic trips for the peak a.m. hour and peak p.m. hour volumes, the proposed changes in the access and vehicle circulation through the parking lot needs further consideration.
- j. With the removal of the east driveway, please provide information on the school bus operations such as trip distribution/destination, staging and parking area, and turning templates to demonstrate a school bus can safely enter and exit the driveway.
- k. With the proposed elimination of one driveway, there is a possibility of additional queueing and delay during the morning and afternoon school peak due to buses sharing access. Improvements to the driveway may be necessary.
- l. Street lighting is an important safety strategy at roadway conflict points. Proper use and placement improves vehicle, bicycle, and pedestrian visibility. Has the applicant reviewed the existing lighting infrastructure at the access points?
- m. Any proposed access or design deviating from the NDOT Access Management or NDOT Standards and Specifications should include a compelling argument encouraging the deviation and a reasonable mitigation strategy. Engineering deviation letters of this nature should reference the applicable standard, indicate the proposed alternative with any mitigating features, indicate how the proposal meets the intent of the standard, and indicate why the proposal is reasonable and safe. The letter should also include how denying this deviation would place undue and exceptional hardship on the property owner. Engineering letters should be stamped by a licensed professional engineer. Request to deviate from NDOT Standards and Guidelines are subject to the approval of the NDOT District Engineer.

\*\*\* End of Conditions \*\*\*



# Incline Village/Crystal Bay Citizens Advisory Board

## MEMORANDUM

Date: March 29, 2017  
To: Eva Krause, Washoe County Planner  
Re: Special Use Permit Case Number WSUP17-0004 (Lake Tahoe School)  
From: Misty Moga, Recording Secretary

The following is an excerpt from the Incline Village/Crystal Bay Citizen Advisory Board on March 27, 2017.

**7. DEVELOPMENT PROJECTS** – The project description is provided below with links to the application or you may visit the Planning and Development Division website and select the Application Submittals page:  
[http://www.washoecounty.us/comdev/da/da\\_index.htm](http://www.washoecounty.us/comdev/da/da_index.htm).

**7B. Special Use Permit Case Number WSUP17-0004 (Lake Tahoe School)** – Request for community feedback, discussion and possible recommendation action to amend Special Use Permit SB13-004, to allow for the construction of a 13,906 square foot multi-purpose building and reconfiguration of the access road that serves Lake Tahoe School and the Tahoe Racquet Club subdivision.

- Applicant/Property Owner: Lake Tahoe School
- Location: 955 Tahoe Boulevard
- Assessor's Parcel Numbers: 127-583-05 and 127-030-21
- Staff: Eva M. Krause, 775-328-3628, [ekrause@washoecounty.us](mailto:ekrause@washoecounty.us)
- Reviewing Body: The following case is tentatively scheduled to be heard by the Board of Adjustment on April 6, 2017

Nick E., the project representative, introduced himself. He broke the project into components:

- Site reconfiguration of the project – consists of existing road between school and racquet club. It wasn't desired. Kids have to interact with cars. One component would be to relocate to west in order to remove the conflict with kids and people accessing site to the rear. The people accessing site to the rear have no sidewalks. The proposed project has sidewalks. Site reconfiguration priority is safety, BMPs installed to non-bmp compliant areas and BMP improvements.
- Second component: An addition of a multiple use room building, 14,000 sq ft, in order to improve school experience.
- Third component would be the stream channel. TRPA said the current stream is in poor condition. It takes sediments into the lake. This project would SEZ stream restoration.

Three components:

- School safety
- Functionality and experience
- Environment – stream restoration. Private capital to pay for restoration.

He said he has spoken with the public regarding this project.

Tom Cardinale asked about one story building for the multi use building. Nick said yes, and it's within TRPA parameters. It will appear 8-10 feet lower due to the cut of the building.

Nick said the site has been going through evolution over time. Dilapidated building was removed. Nick showed on a map where the multi-purpose building and proposed driveway would be.

Andrew Wolf asked why a special use permit is required. Nick said TRPA Community Plan Process and Community Plan Statement states what exists and what you can or cannot do on a property. The school site use to be a commercial building. Through the community plan, they legitimized what was on the site and didn't look to the future for what could be built. Schools are under the special use process. Andrew said Deer Creek, Lake Tahoe School, and the Racquet Club are considered commercial through the County. Nick said he didn't know what existed prior at Deer Creek. He said they have been working with County and TRPA to update the Regional Plan Update.

Andrew asked we are here today for the special use permit. The school function is not automatically allowed in that zoning. The application said there is no negative impact to the adjoining properties. Nick said it was a dilapidating structure when it was a former commercial structure and the entitlements were taken away; Nick said we see this as a benefit from where we were. He said we are providing safe access that doesn't currently exist. He said they are looking to mitigate the concerns raised by the neighbors, Deer Creek, including noise, light, and parking, as part of the impacts of the relocation of the driveway down to the club. Nick said we did a parking analysis and it works. He said they have done a study for parking and traffic for the multiuse building. He said he would answer the questions differently after having conversations with the concerned neighbors. He said he is compiling comments and looks to mitigate issues prior to the Board of Adjustment meeting on April 6.

Tom Cardinale asked if the fire department has been included in discussion. Nick said the fire department will review all applications. Tom asked if they have been spoken to. Nick said yes, he has spoken to them. He said it was about defensible space, however. Todd Lankenau introduced himself as the architect for the building. He said they have applied for Special Use Permits in the past. Todd explained Special Use Permits are required on school sites. He said all prior SUP were approved. He said the civil engineer has been to the fire department to review the turning radius, etc. and they approved.

Kevin Lyons asked about the slope of the proposed driveway. Todd explained the slope of the proposed driveway. Kevin said he asked if there is more room at the top of the driveway for cars pulling out onto 28. Todd said yes, probably two cars.

Andrew Wolf asked about the proposed acreage map. He said the Racquet Club has to approve your map to re-align. Todd said he believe it's a floating easement. The way it was written, it's allow to be locating to anywhere on the property per Lake Tahoe School. He said he isn't the surveyor.

Chuck Weinberger said that easement can be relocated as much as we want on our property. He said he doesn't need approval; it's just more of a courtesy.

Gerry Eick asked about the traffic study, which is focused on parking. He asked about the slope and approach road. Have to think about the entering of 28. There is a safe lane across from current driveway. He asked if you have talked to NDOT about the consequences of entering Tahoe blvd from the proposed driveway. Nick said yes, they looked at that, they didn't think a new turn lane was needed. Sarah Tone said NDOT will be reviewing it before final approval. Kevin said there is a bus stop there which blocks the ability to move around cars. Can it be widen it? Nick said we aren't proposing to widen it. NDOT will review this.

Nick reviewed the landscape plan to enhance visual appeal and provide vegetative screening along Deer Creek. Visual enhancement and mitigate scenic impact off the site. Andrew asked if there is room to accomplish what is being requested or does it impede; he asked if there is room for another 5-10 feet. Todd said it's tight on internal dimensions. He said there are 10 feet between road and property line. Todd said if we plant some trees along there, that will help with concerns about screening with headlights and cars noises. That entire roadway will have a speed limit and speed bumps. We won't have cars racing down that road; it's a school zone.

Nick said emergency vehicles require certain turning radius. He said in the overall design, there was a component for enhancing the stream channel. Nick said the setback is predicated on the conditions of the stream channel. Depending on the degradation of the stream, it precludes and prohibits development. With the limitations and the stream, while maximizing safety, we will do the best we can with what is available

Public Comment:

Timothy Kerrigan said he is a Deer Court resident, HOA secretary. He said they don't have a problem with a reasonable sized multi use room, but what they are proposing is a gymnasium. He said it grew to 14,000 sq ft. He said the planned location was originally 12,000 or 10,000 sq ft, and the current access road could stay there. The average multipurpose room is 3,500 sq ft of a school with a larger population. This size overwhelms the property. The functions of the school don't warrant the size of such a room. He said he is a retired principal and consultant of school use in Foster City. He said in a 1,600 kid school in Foster City, he had 3,000 sq ft. multipurpose room. He said he doesn't believe there needs to be a special permit for private school. It's a special permit for a community building. The lawyer said it can be rented to the community; we shouldn't allow it to happen.

John Collins gave a handout of a plot map of the Racquet Club with the history on the back. He said it outlines points of history of the Racquet Club. He said the school site is where the tennis courts use to be, then it became a medical building, and rebuilt into the school. He said we were notified in November last year by Mr. Weinberger. He said he met with Chuck Weinberger to get the details. He said he wanted to keep it confidential and not to be distributed to public or newspaper because the board nor the parents had not been informed and it had not been discussed. He said they met and went over the project without architectural drawings.

Debi Moore, 21 year resident and owner at the Tahoe Racquet Club (TRC), member of Board of Directors of TRC. Owners have concerns of expansion. It will have an effect on the complex. Application has wrong name for the Racquet Club. It has negative impacts on adjacent neighbors. Not enough studies have been conducted. We are landlocked. The school owns portion of the complex that was once the tennis courts. She said it was one development and split up over the years. We have been leasing a tennis court lot from LTS for 40 parking spaces and dumpster space. She said we are losing that space. Public safety is primary concern. She thanked the board for asking about the conversations with NDOT and the fire departments feedback. There is a lot of traffic to the school. She is concerned for safety, especially during winter. More studies are needed. We want to collaborate and meet with them more.

Timothy Heying said he is a Tahoe Racquet Club resident. He said they are not in favor of the right-a-way. He said the way it's designed is drive through the parking lot, it's not very nice. Another thing not mention is their parking area. Right now, he said we lease part of their parking; half that land. He said if they take that from us, we won't have a place to park. He said snow storage is another concern. He asked where will we dump snow in the winter. We lease the snow space now and we won't have it in the future.

Sierra L. said she is a Tahoe Racquet Club homeowner. She said she loves the plan. She said can touch the ceiling of the current multipurpose room. She said it's an appropriate space for them. The current ingress and egress should be located off of Coyote by the Rec Center. We would have a back entrance. They have two roads by Rec Center that would be appropriate for traffic and help with safety with the kids. We would get a gorgeous entrance.

Ralph Kuhn said he has been a Deer Court resident since 2002. He said he received the courtesy notice to participate in the future of the neighborhood. He said he enjoys his deck, and is concerned with the impacts on the homes and the daily life. The proposed ingress/egress would produce noise pollution, car pollution with the daily access by Racquet club, and headlights. Ralph talked about the traffic and the afterschool uses. He stated the Special Use Permits' impact statements. The application states there are no negative impacts. He said they have been kept in the dark. The snow storage is inadequate; it will be filled quickly during storm events. He said no snow can be put into the creek which limits the snow storage. He said spoke to the fire department and he believes they haven't signed off on it and the new proposed vehicle access.

Mike Smith said he lives on Deer Court and is a board member of the association. He said we urge the CAB to reject this application. By moving the access road closer to Deer Court will put the entrance of the two properties 100 feet within each other. He said there isn't enough space for safe traffic. There is grossly inadequate snow storage. He said he is concerned with snow removal onto Deer Court properties and damage to fences. If they have to truck out snow, it will be more noise. He said snow removal will trickle into the stream. Some real estate professionals said it would reduce the property value of 10%. That is over \$1million dollar reduction in value. We ask this project be rejected and a new application be submitted with existing entrance. This safety can be captured with the same entrance.

Harry McVeigh, Deer Court resident, said Lake Tahoe School (LTS) has had been a good neighbor. LTS needs to meet with the Deer Court and the Tahoe Racquet Club. He suggested to get rid of the trash dump and move the road away from the stream. He made suggestions using the map to allow a bigger buffer. Squeeze the building closer to allow space for the road improvements. He said we can work together for much better proposal.

Tom Cardinale asked about capacity limit for multiuse room. Todd said the actual capacity won't change because there will be the same amount of people at the school. Todd said he doesn't recall the number of capacity.

Gerry Eick said he has heard a lot about things that still need to be addressed before going to the Board of Adjustment. He asked if there is an opportunity to revisit this. Nick said approval only happens in steps. Nick said we have to go through the procedural processes. They look at its entirety. Gerry said if this is one step, can you give us an idea of timeline for the additional steps. People are sympathetic to the idea, but people deserve to know when other adjustments can be made and where we go. Nick reviewed the further process including TRPA for final review and approval by the governing board in June. He said the neighbors will be notified. Nick explained the approval process for the road component; multipurpose room; SEZ component TRPA/Army Corp/Nevada Environmental.

Todd said those concerns will be reviewed by the experts by the fire department and NDOT, etc. They will kick it back until it's right. This is limited to the use of the building, not the construction of the building.

Kevin asked about the use of the road— private access road.



Sarah said can take positions to approve, not approve, or no position. You can move to forward the comments to the board. You don't have to segregate the projects.

Nick said he compiled the concerns to see what possible mitigations would work and bring it forward.

Andrew said the new access road is wider than the currently existing road from 18 to 24 plus 5 foot sidewalks. Andrew said this is tourist commercial zoning. There was previous approved Special Use Permits. We are asked to approve expansion of school use. To those who oppose this, what else could be put here. It could be anything within the tourist commercial use. He said we are here to allow the propriety of a use, which is a school use. He said we are not approving anything else. Sarah said the planner is listed on the agenda. Please send Eva Krause any information or concerns regarding this project. To help staff, please send it to them by Friday. Misty will send the memo to the planner.

Kendra Wong recommended the County to get Tahoe Blvd designated as a school zone.

**MOTION: Kevin Lyons moved to forward comments to Washoe County with minutes. As a school project, we would recommend approval as it is an appropriate use. Andrew Wolf seconded. Pete Todoroff opposed. Motion passed 4 to 1.**

RECEIVED  
MAR 20 2017  
WASHOE COUNTY  
COMMUNITY DEVELOPMENT

Robert and Sandra Adams  
2895 Red Arrow Drive  
Las Vegas, NV 89135

March 19, 2017

Washoe County Community Services Department  
Planning & Development  
PO Box 11130  
Reno, NV 89520-0027

Re: WSUP17-0004 Lake Tahoe School

To Whom It May Concern:

We are long time owners of a home at 277 Deer Court, Incline Village, Nevada. We are writing to express our concern about the application from the Lake Tahoe School to construct a multi-purpose building on the property adjacent to Deer Court. The part of the project that is of great concern to us is that the plans call for re-routing of the entrance/exit access road to their school to a location that is up against our complex's property line.

Not only will the road serve as access to the school, it will also serve as access to the Racquet Club Condos. This will create day and night use of the road all year long. Furthermore, it will be the only access for commercial vehicles.

The road will be in full view of the Deer Court units that are adjacent to it and it will have an undesirable impact on the owners' use of their decks due to the noise and exhaust fumes. It is well known that traffic gives off pollutants that decrease air quality.

The negative impact of the re-routed road will not only affect the adjacent owners' property value, it will affect the value of every unit in the complex. We have invested a considerable amount of money in our home and we are concerned that its value will decrease by the re-routing of this road.

Sincerely,



Robert Adams



Sandra Adams

WSUP17-0004  
EXHIBIT C

James & Marliese Baltimore  
275 Deer Court  
Incline Village, NV 89451

March 23, 2017

Incline Village/Crystal Bay Citizen Advisory Board

Via Email – [ekrause@washoecounty.us](mailto:ekrause@washoecounty.us)

RE: WSUP17-0004 Lake Tahoe School

Dear Advisory Board:

We are writing to you to express our concerns about the above-captioned project. Our comments will fall into two categories – the project itself and the approval process that is underway.

We live on the west side of our complex. As we are not direct abutters our issues tend to be somewhat different than those of our neighbors on the Lake Tahoe School side. If the project is approved, as planned in the documents that are available on the Washoe County Planning & Development website, those units will have to deal with the negative consequences of the re-routing of the road on a daily basis. We understand the value of development projects within our community and have supported many of them in the past. We have carefully thought about this particular project and have yet to identify any positive benefits that this project will bring to our development. We understand and support our neighbors that are facing disruption that the construction will bring in the short term and to their enjoyment of their property on the long term.

We would like to bring to your attention the challenges that our owners face when attempting to come out of our complex and merge into traffic on Tahoe Boulevard. Under the best of conditions getting onto the main road is a dangerous endeavor. This winter it was not only dangerous it was almost impossible. When the road is clear of snow the traffic moves quickly and you have to be patient and diligent to enter the road safely. Moving the entrance/exit of the Lake Tahoe School driveway closer to our driveway will exacerbate this issue for us and create a public safety concern for those utilizing the newly configured access/exit point. One needs adequate distance from the oncoming traffic to enter the road safely. By moving their entrance/exit closer to us will make it much more difficult for us and for them as well. The Lake Tahoe School current entrance/exit as situated provides vehicles a good view of oncoming traffic in both directions. That will no longer be the case.


Our final comment is about the process. We feel that this issue was sprung upon us without adequate time to understand what was occurring. As is apparent from the documentation on the website there has been much time and effort expended in developing their application. I am disappointed that our neighbors at the Lake Tahoe School made no effort to inform us of their intentions, involve us in the process and in the end I think they have created an adversarial relationship that didn't have to be. After all, we are neighbors before this project and will continue to be.

March 23, 2017  
Page 2

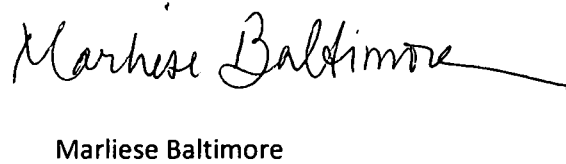
As ordinary citizens we are unfamiliar with the schedule of meetings and their purposes. We have not had adequate time before notification and the meetings to speak with our neighbors at Deer Creek and understand each other's concerns. As individuals owners and part of a larger association we respectfully request a reasonable delay in the permitting process so that we can be better prepared to present our views.

Thank you for your consideration

Sincerely,



James Baltimore



Marliese Baltimore

**MICHAEL E. CONN**

298 Deer Ct  
Incline Village NV 89451  
(775) 842-9469  
[Meconn2@juno.com](mailto:Meconn2@juno.com)

April 4, 2017

Washoe County Board of Adjustment

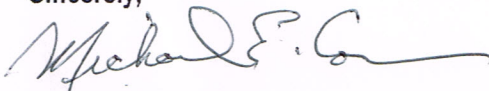
Subject: Special Us Permit Case Number WSUP17-0004 (Lake Tahoe School)

Attn: Eva M. Krause, AICP Planner

Dear Ms Krause and Appropriate Board Members:

I request that this application not be approved for the following reasons. Currently, there is a public street that provides access to the applicant's current buildings and parking lots and the residential area know as the Racquet Club. This street is in the midst of this commercial property and several hundred feet from the rear of my "Deer Creek Unit #1:" also know as 298 Deer Court, Incline Village NV. The applicant wants you to abandon a portion of the current public access street, deed this area to them, and constuct a new public access road immediately adjacent to the eastern property line of Deer Creek Owners Association. In my case, my unit is the first unit adjacent to the beginning of this new proposed street. The applicants proposes that the street will be immediately adjacent to the property line that is behind my unit. If you approve this application, my property will be severely impacted by the new street which will provide all access to the applicants property and the Racquet Club residents. There will be a continuous supply of vehicles which will create noise and air pollution and destroy the current peaceful nature of my residence. Also impacted are other Deer Creek units and the residents of the Racquet Club (who will have to make two 90 degree turns instead of the straight line access they now have). The bottom line is that the applicant will greatly increase the value of their property at the expense of the residential area of Deer Creek. Thank you for your consideration.

Sincerely,



Michael E. Conn

**WSUP17-0004  
EXHIBIT C**

# *Deer Creek Owners Association*

C/o Incline Property Management  
848 Tanager St., Ste. M, Incline Village, Nevada 89451  
Phone 775-832-0284 \* Fax 775-832-4036  
www.ipm-tahoe.com

March 9, 2017

Washoe County  
Eva Krause  
Services Department  
Planning & Development  
P.O. Box 11130  
Reno, NV 89520

Sent Via Email: ekrause@washoecounty.us  
RE: Commission District #1  
Case Number: WSUP17-0004 Lake Tahoe School

Dear Members of the Incline Village/Crystal Bay Citizen Advisory Board:

I am the President of the Deer Creek Owners Association as well as a member of the Board of Directors. As a Board we are responsible to our owners to represent our owner's best interests as individuals and collectively as an association.

Recently some of our individual owners have been notified of a Tentative Date of a meeting of the Incline Village/Crystal Bay Citizen Advisory Board on March 27, 2017. The postcard contained extensive information regarding the Lake Tahoe School's application. Also indicated on the card was information advising us that the notice was not legally required, but rather provided as a courtesy to engage us early in the planning process.

We appreciate the notification and fully intend to be involved in the planning process but we as a Board do not believe that there is adequate time for us before the Tentative Date to ensure that all of our owners are aware of the meeting and understand the issues that will be discussed. We have 24 units with owners all throughout the country. We also have a regularly scheduled Board meeting next week on March 14<sup>th</sup>. At that meeting it is the intention of the Board to discuss this issue and identify issues that may be of concern to our owners and our association.

We respectfully request that the Tentative Date be delayed so the Board can be sure all of our owners have been notified and have an opportunity to express their concerns.

If you have any comments, questions or require additional information please feel free to contact me. I can be reached at 617-840-6822 or jimbaltime@gmail.com. For ease of communication our contact person is our Community Association Manager, Ms. Hillary Bonner. Hillary can be reached at 775.832.6604 x204 or Hillary@IPM-Tahoe.com.

Thank you for your consideration,  
James R. Baltimore  
President of the Board  
Deer Creek Owners Association

Cc: Deer Creek Board of Directors

**WSUP17-0004  
EXHIBIT C**

Maria P. Kunac  
P.O. Box 1294  
La Jolla, Ca. 92038

March 20, 2017

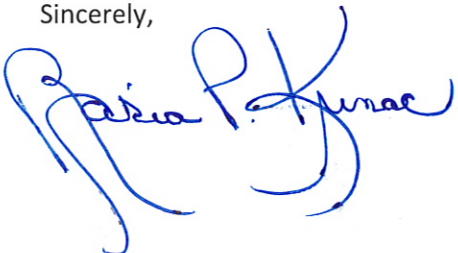
Dear Washoe County Planning and Development Division,

My husband and I are the owners of the single family residence located at 294 Deer Court, Incline Village Nevada. We appreciate that you have extended the courtesy of informing us of Case # WSUP17-004 Lake Tahoe School. We purchased this home for our retirement home in 2005 and it is only used by us and has never been a rental. My family has been taxpayers and owners in Incline Village since 1974 originally in Tyrolian Village and now this home. We are deeply concerned with the proposed re-routing of primary access for the Lake Tahoe School and even more concerned with the rerouting of traffic for the **101 - Unit Racquet Club** project. I have provided a satellite map of our home so the Planning Commissioners have a better perspective of the impact to our home as well as our small community. All the homes on our side of the street will be dramatically impacted by the proposed project. Our Master Bedroom, our Living Room, our Formal Dining room, downstairs Bedroom, Family Room and our Deck are on that side of the house. My husband and I purchased the house because of the year-round stream that we can hear when we sit on the deck and on summer evenings when we open our bedroom window. I am more than happy to open my home and allow the entire Commission to see exactly how this proposal will impact us. Additionally, a very significant issue is that the re-routing of the Racquet Clubs traffic that will be **7/24 for 101 Units** many of which are rented you can see from the additional attachments **a day to a week at a time for up to 8 people per unit**. These occupants will be accessing that project immediately next to our property line – **7/24 – 365 days a year**. This will include not only tenant and resident cars but also commercial vehicles, delivery trucks, snow removal equipment and more things than I can mention. **I realize that this is probably the least expensive financial alternative for the Lake Tahoe School, however the impact to our homes is immeasurable.** I'm sure there are other alternatives that would not impact our residential homes.

Please do not destroy our homes. We enjoy the natural environment that we have maintained in Incline Village which is much different than many other communities around the Lake. The Tahoe School has already received 2 Special Use permits Washoe County and was fully aware that the access to the Racquet Club has existed since 1971. Taking away the peaceful enjoyment for the further expansion of a commercial use at the detriment of residents is not acceptable to us. I'm sorry I cannot personally attend this meeting but I am hopeful that my objection letter and attachments will be read and analyzed.

Thank you for your consideration. Please call my cell 619-246-1574 to make arrangements to see the impact to my residence.

Sincerely,

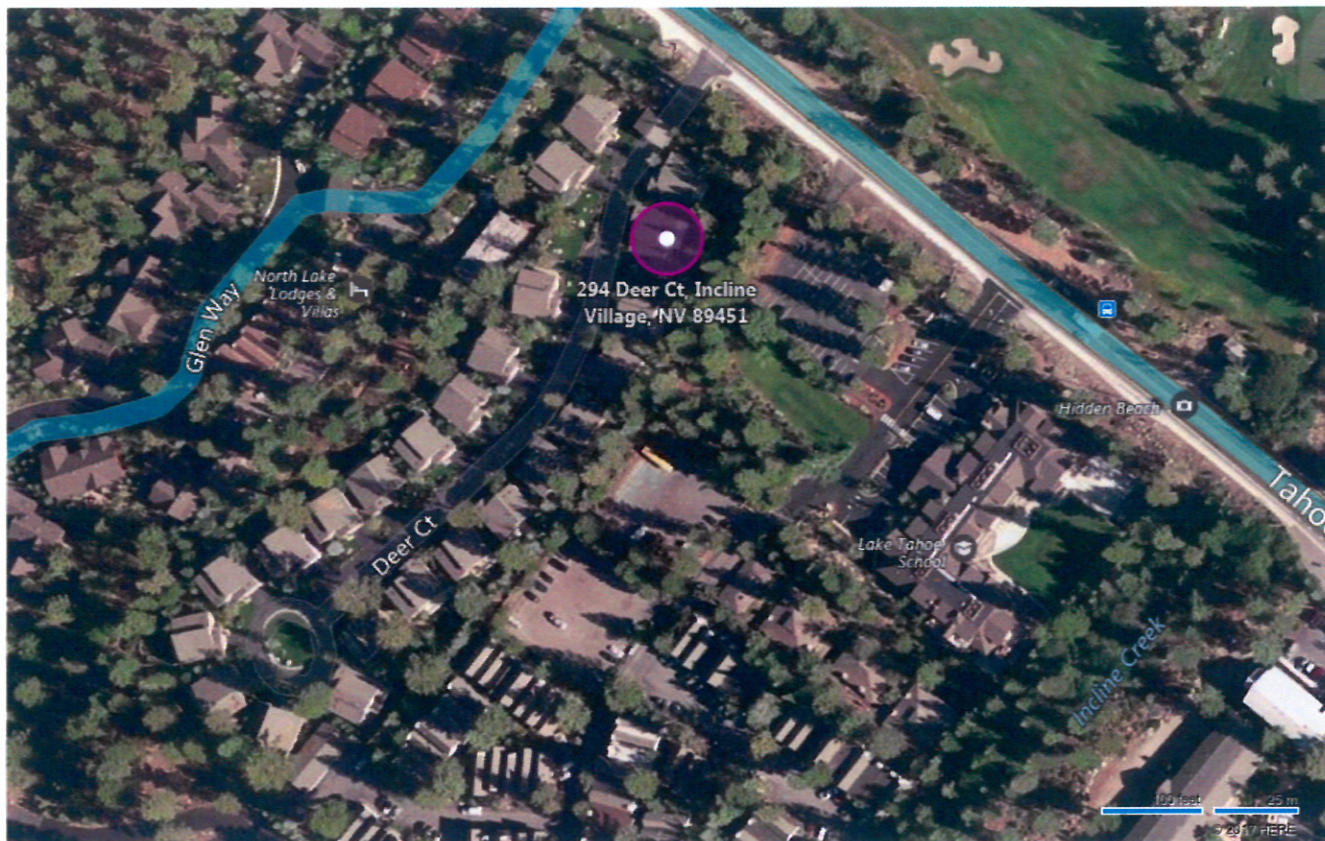


**WSUP17-0004  
EXHIBIT C**



294 Deer Ct, Incline Village, NV 89451

Kunac family residence. Bedrooms, Living Room, Family and deck are on the back side of the house next to the stream. The school is on the far right and The Racquet Club 101 Units are on the bottom.







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## TAHOE RACQUET CLUB Condos For Sale

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Featuring vaulted ceilings, exposed wooden beams and spacious, contemporary interiors, most of the units have been tastefully updated and include parking. Best of all, the condominiums at Tahoe Racquet Club are only a few short blocks from the north shore of Lake Tahoe, making them a crown jewel of this serene mountain community.

- 989 Tahoe Blvd.
- INCLINE VILLAGE, NV 89451

Community Features: Pool, Spa/Hot Tub, Tennis Courts, Golf Community, Exercise Room, Mid Rise Building, One Car Garage, **Year Built: 1971, Total Units: 101.**


- Area: [Incline Village N Tahoe Condos](#)
- City: [INCLINE VILLAGE Condos](#)

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Tahoe Racquet Club (Incline Village, NV, USA)

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**\$208** ⚡

[Feedback](#)

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 #929940  
 3 BR 2 BA Sleeps 8  
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avg/night  
 3-7 night min stay



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Racquet Club #36: 3 BR / 2 BA  
 Condominium in Incline Village,  
 Sleeps 7  
 #3193454ha  
 3 BR 2 BA Sleeps 7

**\$147**

avg/night  
 1-5 night min stay



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Beautiful Upgraded Condo - 2  
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 #621858  
 4 BR 2 BA Sleeps 8

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avg/night  
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 #4383715ha  
 3 BR 2 BA Sleeps 6  
 ★★★★★ 1  
 Owner Operated

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avg/night  
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Racquet Club #19: 2 BR / 2 BA  
 Condominium in Incline Village,  
 Sleeps 8  
 #3193429ha  
 2 BR 2 BA Sleeps 8

**\$129**

avg/night  
 1-5 night min stay



Book now



Feedback

**From:** Lee McClennahan  
**To:** [Krause, Eva](#)  
**Subject:** Case # WSUP17-0004 Lake Tahoe School  
**Date:** Saturday, March 25, 2017 9:52:33 AM

---

Eva:

As a homeowner in the Deer Creek complex, a key factor in our enjoyment is the quality of life, specifically the beauty and peaceful nature of the area surrounding our complex. A re-routing of the access road for the Lake Tahoe School and Raquet Club condos to abutt our property will, without question, violate our quality of life. My wife and I strongly request that the proposed access road plan be changed so that none of the units in our complex will be negatively affected.

Regards,

Lee McClennahan  
258 Deer Ct

Subject: Testimony regarding Special Use Permit Case Number WSUP17-004

Date: April 5, 2017 (This document replaces previously submitted documents)

Planning Commission Meeting Date: May 2, 2017

Prepared by: Harry McVeigh

Phone: 775.851.1492

775.636.5186 (cell)

E-Mail: [hamcveigh@aol.com](mailto:hamcveigh@aol.com)

### **Background**

I have been an owner of 295 Deer Court, Incline Village, for about 15 years. The Lake Tahoe School (LTS) is located on the property to the east of the 24 homes on Deer Court (DC). The Tahoe Racquet Club (TRC) with over 100 residences and with access only through LTS property is also located east of DC.

### **Summary of Recommendations**

The current proposal to expand LTS and modify the Special Use Permit should have the following conditions:

1. Make the proposed access road through LTS property to TRC a fire lane with all the restrictions for a fire lane. Since the access road is on property owned by LTS, LTS should be the responsible party for insuring fire lane restrictions are maintained.
2. Restrict activities in the proposed Multipurpose Building to those only directly involving students of LTS and to the time of school operation.
3. Establish a pedestrian/bike access to LTS and TRC separate of the proposed vehicular access or allow access to LTS by the public school bus.

### **Discussion**

The LTS proposed development has four(4) major safety issues:

1. The proposed, required and only access through LTS property to TRC with over 100 homes has major safety issues. The proposed TRC access requires two ninety-degree turns. One is a ninety-degree turn

directly opposite of Lot 127-361-17 where there is zero clearance to an electrical transformer and a building. I believe this turn will be difficult for emergency vehicles. The second ninety-degree is into a parking lot with significant pedestrian traffic.

2. The proposed relocation of the access to LTS and TRC from Tahoe Boulevard places it within 140 feet of the access to DC. This is less than the 200 feet required by NDOT and will significantly increase the possibility of collisions during left turns from LTS/TRC and right turns from DC. I assume NDOT will not approve this proposal and require LTS to move the proposed access 60 feet to the east.
3. The LTS proposal envisions other uses and events for the Multipurpose building beyond education of the students. The following sentence appears on page 3 of the LSC parking analysis letter dated January 31, 2017, **“A 200-person event, such as a talent show , could potentially occur monthly in the evening.”** With 232 permanent bleacher seats and room for many more temporary seats on the basketball court, attendance could easily exceed 200 people. The LSC parking analysis and the LTS proposal do not take into account the impact of these activities on traffic and parking. The proposed parking lot would be overloaded and illegal parking would occur on the access road, impeding access by emergency vehicles to LTS and TRC. In addition, these after-hours events would have a negative impact on DC and TRC residents.
4. The proposed sidewalks produce significant pedestrian interactions with traffic in non-standard situations, possibly resulting in increased pedestrian injuries. This is especially true for TRC public school children who will be dropped off the school bus at the Tahoe Boulevard entrance and have to walk the access road through the parking lot to their homes in TRC.

The LTS proposal has two other issues:

1. The parking analysis did not account for TRC parking. Currently TRC leases a parking lot from LTS, which will be eliminated in the LTS proposal. The TRC leased parking lot is not even mentioned or shown on Figure 1 of the LSC parking analysis letter of January 31, 2017, which is attached to the LTS proposal. TRC has very limited parking

and no garages on their property. With elimination of the leased parking lot, TRC residents and guests will use the one and only parking lot in the LTS proposal, resulting in illegal parking along the access road.

2. The LTS proposal appears to lack appropriate consideration for snow storage which can create major safety and environmental issues. Currently, snow is store on two parking lots, Lot E in Figure 1 of the LSC parking analysis letter, dated January 31, 2017, and on the TRC leased parking lot. TRC has very limited snow storage capacity on their property. The LTS proposal eliminates Lot E and reconfigures the TRC leased parking lot to include the access road to TRC. The only remaining area for significant snow storage is the green area in the center of the LTS property. This area is bisected by Deer Creek which will receive most of the snow melt

The following are suggestions to eliminate or minimize the impact of these issues:

1. Safety Issue #1.

Provide access to TRC by a connection to the proposed loop road immediately southeast of the parking lot. This would provide easy access by emergency vehicles and avoid dangerous interactions in the parking lot. This would require two-way traffic on the initial section of the loop road, stop signs at the access to TRC and moving the proposed guard house and electric gate closer to the school building. No matter how the access to TRC is designed it should be a fire lane with all the appropriate restrictions for a fire lane.

Consideration should also be given to adding emergency access to TRC from the IVGID Recreation Center parking lot.

2. Safety Issue #2.

Reduce the size of the proposed Multipurpose Building and change the configuration. Eliminate everything northwest of the basketball court, which appears to be permanent stage and support space. If a stage is needed, use temporary staging across from the permanent bleachers. Relocate the changing rooms, bathrooms, office and storage from the southeast end of the building to the northeast side. Move the proposed

multipurpose building as close to the School building as possible. These changes would allow the proposed LTS/TRC access road to be moved 70 feet or more east of the current proposal, providing a greater safety margin between the LTS/TRC access and DC.

This change would also move the proposed LTS/ TRC access farther away from the Deer Creek stream, providing greater environmental protection for the creek.

3. Safety Issue #3.

Limiting activities in the proposed Multipurpose Building to those only directly involving LTS students and to the time of school operation will eliminate the possible negative impacts of large after-school events.

4. Safety Issue #4.

Suggestion #1 eliminates some pedestrian-traffic interactions. To further reduce these interactions, eliminate the sidewalks at the proposed access to LTS/TRC and establish the pedestrian and bike access to LTS and TRC in the space between the School building and the proposed Multipurpose Building. This is the current pedestrian access to LTS/TRC, which is immediately across from the bus stop on Tahoe Blvd, and would provide a pedestrian and bike access free of the traffic interactions in the current LTS proposal. This would require a walkway between the School and multipurpose building which could be covered to provide weather protection for movement between the school and multipurpose building. This option is probably unacceptable to LTS because they want to limit access to the school.

Another possible corrective option, applicable only to TRC public school children, would be loading and unloading the TRC students inside LTS property similar to LTS students.

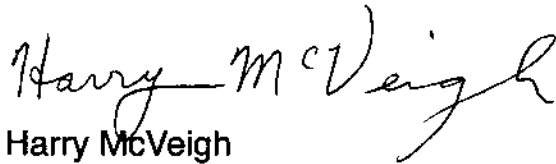
Another possible corrective action would be to provide sidewalks along the property lines with DC and TRC. This would provide pedestrian access to TRC free of the parking lot and crossings of roads. This option is probably unacceptable to LTS because they want to use the areas along the property lines as snow storage.



5. Other Issues #1 and #2.

LTS should be required to do another parking and traffic analysis that includes TRC in the study. Also, LTS should be required to specifically designate the proposed snow storage boundaries. Also, the fate of the snow melt should be discussed to insure protection of Deer Creek.

LTS owns four rental buildings south of the School. I have heard that LTS is considering eliminating these buildings. If LTS demolishes these buildings, this area would be ideal to be leased to TRC for parking and for snow storage. Deer Creek runs through this area and would need to be protected.

  
Harry McVeigh

March 20, 2017

Incline Village / Crystal Bay Citizen Advisory Board

We are residents of Incline Village. In 2007 we purchased our current home at 278 Deer Court in the Deer Creek development.

We were recently advised by the Deer Creek HOA of the permit application to construct a large multipurpose building at the Lake Tahoe School on the property adjacent to the Deer Creek development.

We have major concerns regarding the proposed change to the entrance/exit road that according to the plans would be adjacent to the property line, very close to the homes on the East side of the Deer Creek development.

One of the primary attractions of the homes in Deer Creek is the first floor patio and a deck on the second floor of the houses on the East side. In our case, we use the deck most every day to relax, read, entertain and have dinner and drinks. The lights, pollution, and noise from two way traffic just adjacent to the property line would have a serious impact on our ability to use our outdoor deck.

Most all of the houses in Deer Creek do not have air conditioning and depend upon the fresh air at Lake Tahoe to cool down the house for a comfortable nights sleep. The proposed rerouting of the road adjacent to our property would make it impossible to get a good night of sleep.

Midkiff & Associates, consultants to the Lake Tahoe School, were required to respond to several questions for the Washoe County Permit Application. No 7 of the Application states "What will you do to minimize the anticipated negative impacts or effects your project will have on adjacent property"? Midkiff & Associates answered that "no anticipated negative impacts are anticipated to adjacent properties." To our knowledge, the professional consultants did not have any discussions with anyone living at Deer Creek and therefore failed to anticipate the enormous impacts to property owners at Deer Creek. It is unconscionable that professional consultants, when asked by Washoe County to describe their mitigation plan for disruption to the adjacent properties, would make no efforts to research those disruptions through interviews/conversation with those affected.

According to the information we have recently received, a tentative date for Incline Village/Crystal Bay Citizen Advisory Board has be scheduled for March 27. Another tentative Public Hearing on April 6, 2017 has been scheduled to review the project. These both occur during a period of time when most of the residents in Deer Creek are not in Incline Village. Apparently our request to delay the meetings until after the first of June, when more of our residents would be available, was denied. This timing issue inhibits our ability to properly represent the negative impacts which should have been surfaced by the consulting professionals as requested in the Washoe County Permit Application.

Since we are unable to attend the scheduled meetings to review the permit application for the Lake Tahoe school, we request that you carefully and objectively review our concerns regarding the proposed changes. We firmly believe that the proposed changes to the traffic flow will have an extremely negative impact on our quality of life as well as affect the value of our property in the future. It is extremely disappointing that Midkiff & Associates failed to anticipate the enormous negative impacts and effects the project would have on adjacent properties.

Thank you in advance for reviewing our major concerns in a thoughtful and professional manner. We would be available to answer any questions that you may have as a result of our raising these major concerns and objections.

Sincerely,

Richard Medland & Patricia Engels  
278 Deer Court  
P. O. Box 6508  
Incline Village NV 89450

(c) 303-902-0011  
(h) 520-520-7302

**From:** Reyes  
**To:** [Krause, Eva](#)  
**Subject:** Incline School Plan  
**Date:** Tuesday, April 04, 2017 6:33:50 AM

---

Hello,

I have been an owner at the Tahoe Raquet Club for the last 16 years and have seen many changes during that time. The association has really tightened up enforcement of the CC&R's and the property, over the last number of years, has really been a pleasant place to reside. Of course we still struggle with certain issues such as parking and snow removal due to the limited foresight of the original builders, but those are issues that we are dealing with.

Your proposed plan for the Incline school however will throw all of our gains into disarray. Our parking situation will become overwhelming. Our snow removal efforts will also become severely impacted. With the additional lights and noise within close proximity to our complex, some residents will not be able to have quiet enjoyment of their homes.

We have been good and respectful neighbors of yours for many years. Please reconsider your plans in light of the impact for us, your neighbors.

Thank you for listening,

Don Reyes

## **Deer Creek Homeowners' Association**

Timothy Kerrigan, Secretary  
282 Deer Court  
Incline Village, NV 89451  
775.831.0167

March 8, 2017

Attn: Eva Krause  
The Incline Village/Crystal Bay Citizen Advisory Board,

RE: Case WSU17-0004

First, let me thank you for reading my concerns about the proposed new access road to Lake Tahoe School and the 101 Units of the Racquet Club of Incline Village and the building of a 13,906 Square foot gymnasium of the property.

I am very concerned about the proposed change of the Ingress and Egress at Lake Tahoe School and particularly the rerouting of the access road very close to the Deer Court fence line. I am a resident of Deer Court and the Secretary/Treasurer of the Board of Directors. I also live in one of the nine or ten homes that will be directly affected by the new road.

I am a retired schoolteacher and administrator. I was the Principal at Foster City School in California, when it was the largest elementary school in the State. I also was given the opportunity with a year off from my other duties to help design the facilities and curriculum for a new school in Foster City, and I became the Principal of the school which was named became Brewer Island School. We also operated designed and

built a joint use gymnasium with the city of Foster City on my campus. I was also a teacher in both Middle Schools and Elementary Schools and a school librarian during my career. I tell you this only so you know that I am familiar with many of the challenges of designing school facilities and the operation of schools.

As part of this proposal, the school has proposed a new Ingress, Egress and road that will come within six to eight feet of the fences that separate our properties. We are concerned that this will have some negative effects for our resident who border what is now the school's parking lot.

Some of my concerns are listed here as follows:

1. The residents of the 101 units from the Racquet Club who will use this road often leave for work early in the morning and come home after dark. The **noise** from the auto and motorcycles will disturb our members who reside near this road. This is true even now with much of this area a parking lot, but with a road it the noise will be 24/7 and enhanced.
2. The pollution created by this traffic within eight feet of our backyards and patios will be a hazard to our resident who border the fence area.
3. The light from headlights of cars traveling this road at night will be visible to the upstairs of our residents due to the eight-foot setback of the proposed road.
4. The upper deck of our residents boarding the school will become almost unusable due to the previously mentioned noise and pollution created by traffic on this proposed road. This is one of the most popular features of our homes.

5. A road within such close proximity to our homes will create a virtual "alley" behind our residents who border this area and the value of their homes may be diminished. My own real estate agent told me to expect a 10% reduction in value in our homes. The homes currently sell between 1.1 to 1.2 million, hence a reduction would cost each affected homeowner over \$100,000 or a total of loss of value to homes at Deer Court of over of over \$1,000,000.

The rationale given by the School for this rerouting of the road is mostly about student safety. Whenever student safety is mentioned it is, as it should be, a powerful argument. However, I have analyzed the safety situation and believe it is much overstated.

The school mentions where the old access road comes into the housing units, student can wander into the road. However students in this area are kept inside a tall fenced area, and access is only from a locked gate. The only students who could wander are those who are waiting for pickup or those who do not go directly to class when they reach school in the morning. Having the proposed manned guardhouse be placed in this area so the guard could release children to the waiting cars could easily solve this. Having the guardhouse inside the curved of the school-only road where is it currently shown on the map provided in the information packet, creates a problem. If a person is not a parent or guardian and is stopped, that person must backup and exit. If they will do so, it is a very dangerous backup maneuver with cars stopped behind or entering the school only area. The only other solution is to let the non-parent follow through the pick-up area and out, which nullifies the idea of keeping strangers away from children.

I am sure that the guard or guards (the proposal mentions 2 guards) could be positioned so that anyone without a pass or card could be stopped before they reach the children and also keep children behind a barrier until delivered safely to the appropriate car. I must also remark from my experience as a Principal, the idea of strangers entering the school-only area is a rare occasion and does not warrant this kind of response by the school. I would like to know how often this kind of thing has occurred in the past. In my mind, the school should also assign teachers and administrators to be on "duty" before and after school and at any recess to protect children. This is a standard at virtually all public schools.

The proposed Gymnasium creates the only other area where children could be at risk. (It is called a multi-purpose room in the proposal, which at most elementary schools are 2,000 to 3,000 square feet. Multi-purpose room may well describe its multiple functions, but to anyone over 30 years of age, this proposed building is a large gymnasium of the kind often found on College campuses.) The children would have to pass over a road to access the gymnasium. In most schools, this would be accomplished by the teacher accompanying the children and, first, putting down cones to block traffic from the road. The teacher would then assist the children across the street.

Perhaps the safest solution that would not be available to most schools would be a fenced pedestrian bridge over the road. I mention it here only because money does not seem to be a problem.

Lake Tahoe School's proposal to move the access road to the school and the Racquet Club condos is in reality taking what is a negative in the way the property was designed and transferring that negative to the residents of Deer Court. This



is not in the spirit of good neighbors. There are other ways for the school to neutralize this negative. They can be expensive, but the loss of happiness and property value to your neighbors is expensive too. Most all of us have bought our property knowing that we were living over a parking lot. However, this is not the same as living over a road.

"Being a Good Neighbor" is a slogan that is often taught in our schools. It is not only a good slogan, but also a good practice. Good will breeds good will.

Again, thank you for considering my concerns.

Tim Kerrigan

I have also attached some Notes and Questions that I wrote while reading the material provided us.

Thanks you for your consideration,

Timothy Kerrigan,  
Secretary,  
Deer Court Board of Directors

**Notes and Questions**  
**WSUP17-0004 Lake Tahoe School**

**Tim Kerrigan, 282 Deer Court, Incline Village, NV 89451**

**May 20, 2017**

1. In the Application, Question #11 discusses lighting standard. Information was mostly provided on CD we did not receive. Will the propose road and parking lots be lighted? My concern is that the light creates it's own kind of pollution. One of the views most residents at Deer Court love is sitting on the upper patio watching the stars at night , which is negatively affected by light.
2. A February 1, 2017 letter to Nick Exline, a traffic consultant, refers to the proposed Gymnasium as 11,840 square feet, not the almost 14,000 square feet in the current proposal. What happened in the last 6 weeks to want to change the size?
3. One of the justifications to change the access road, is to accommodate the 8 to 10 cars line up at peak times. This only occurs due the overlap in bell schedules between the lower and upper grades. This could be solved by changing the upper grade students to start school 5 minutes earlier and end five minutes earlier.
4. Why is traffic for the Talent Show not analyzed as it will occur 9 times per years-or once a month.
5. The list of activities teen safe space hangout, facility rental for events and conferences and movie nights as occasionally occurring. What does occasionally mean-once a week, once a

month once a year? These activities could create later afternoon or night noise and traffic. Educational conferences are often held on weekends. There is the opinion of many who live in Deer Court that this gym could be rented out for \$80 to \$100 per hour. What is to keep the school from later entering into a contract with Sierra Nevada College, which has not gym and is adjacent to their camps, to have their athletes workout after hours in the gymnasium?

8. There is no estimation of traffic from the 101 units at the Incline Village Racquet Club, for which the new road next to our fence line will be provide access. What is the population of this area and approximately how many cars will use the road daily.

9. We have observed that many of the people who live in the units at the Racquet Club use the current parking lots owned by the school. There is no provision for these cars. There are not enough parking stalls to park all the resident's cars in the Racquet Club condo area. This may not bed the responsibility of the school, but where will they park.?

10. The proposed access road to the Racquet Club will be straight and about 175 yards. This will tempt some people to speed. Can a public access road have speed bumps?

11. The proposed new entrance will be close (about 30 yards from the Deer Court access to the highway. This is Deer Court's only access to the outside. Evren now at peak times of the school, it is had to turn onto the highway because of the traffic entering and exiting from the school. The now do have a right turn lane. and, I am guessing that will not be the case in the access to the new road. This will make it harder to

residents of Deer Court to exit onto the highway at the school's peak hours.

12. There is a pull out to the west for the new road, which is intended for incoming delivery trucks to stop here and to then either go to the office or the guard house to find out where to deliver. This will be mostly diesel trucks that drivers have been instructed not to turn off for short periods of time. This will create pollution and noise right next to my back yard. The placement of this is both dangerous (trucks very close to cars on the road) and poorly thought out.

13. The multi-purpose room is in reality a very large gym. It includes the following rooms and areas:

Storage Room 1, Men's Locker Room, Men's bath room, Women's Bath room, Women's locker room, Legal full court basketball area, Assembly area for entire school population, Storage Room 2 Stage, Back Stage, Storage Room #3 (double room), Green Room and Changing Room.

All this for a K-8 school with a student population of 150 students. This gym will scream to be utilized more often. Yet once this has passed, we will have no recourse to curtail its use. I would like more assurances from the school that this will not be in use more than they have stated. The fact that the school has stated that use will include have listed occasional rental for special events and conferences is troubling. Why wouldn't the school rent out this facility after hours, at night and on weekends.

14.

**From:** Tim Kerrigan  
**To:** [Krause, Eva](#)  
**Subject:** Letter and Notes Concerning WSUP17-004, Lake Tahoe School  
**Date:** Tuesday, March 21, 2017 11:55:18 AM  
**Attachments:** [Backup of LakeTschoollletter.docx](#)  
[Backup of laketschoolnote&questions.docx](#)

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Dear Ms Krause,

Thank you for returning my call today. I ultimately decided it would be best for all if I just rewrote everything in Word so there would be no extra work for you.

There are two attachments. One is my letter of Concern. The second are Notes and Questions that I had in reading the Application and other data you provided for us.

I hope the Advisory Board will be flexible on the amount of time given to speakers. As far as I know only two of us will be speaking to represent Deer Court in this matter. Most of our residents are not residing here this time of year.

With all the snow this winter, I sometimes wish I was "residing" in Maui!

Yours truly,

Tim Kerrigan  
282 Deer Court,  
Incline Village 89451

775-831-0167  
timkerirgan@yahoo.com

March 21, 2017

Incline Village/Crystal Bay Citizen Advisory Board

Re: March 27<sup>th</sup>, 2017 Meeting to Review Lake Tahoe School's Proposed Development (WSUP 17-0004)

Dear Committee Members,

I am the owner of 261 Deer Court, Incline Village and object to the Lake Tahoe School's plans to construct a multi-purpose building on the property adjacent to the Deer Court community.

My reasons are primarily with the proposed rerouting of the entrance/exit access road to their school to a location that is up against our complex's property line.

I am concerned that:

1. the road will serve as access to the school as well as the Racquet Club condos, creating the effect of 24/7 use of the road all year long.
2. this road will also be utilized by commercial delivery vehicles.
3. the road will be in full view of our complex's units and have a negative impact on owner's use and enjoyment of their decks due to semi-constant vehicle noise, pollution, exhaust and headlights.
4. this negative situation will significantly impact the value of our units at Deer Court.

Thank you kindly for your consideration of my concerns.

Jim Taylor  
261 Deer Court  
Incline Village, Nevada 89452

775-831-1294

**From:** Chris Abarca  
**To:** [Krause, Eva](#)  
**Cc:** [Hillary@ipm-tahoe.com](mailto:Hillary@ipm-tahoe.com)  
**Subject:** WSUP17-0004 Lake Tahoe School  
**Date:** Monday, April 03, 2017 9:14:54 PM

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Dear Ms. Krause,

I am writing to you regarding the proposed development at the Lake Tahoe School and the impact it will have on the Racquet Club and me personally as an owner.

1. **Safety:** After reviewing the plan online as it is currently proposed, this plan will create a significant safety hazard for the Racquet Club owners and residents. Fire & Emergency vehicle will not have clear access to the Racquet Club, there is only one way in and one way out. Simply put this will be a huge challenge for paramedics or fire apparatus to fight a potential fire or medical emergency as well as law enforcement. I fear loss of life and or property, the County must ensure the safety of the residents. Additionally multiple Racquet Club vehicles driving through a dense campus poses significant safety risks for the students of the Lake Tahoe School.  
-
2. **Environmental:** The environmental impact will be significant, the property will be impacted during construction as well as when completed. First during construction, the plan does not clearly specify how the creek watershed will be protected and how the loss of overflow parking at the Racquet Club will be addressed. The SEZ restoration is not clearly defined nor does it explain how clarity will be maintained for the watershed. Secondly, with 101 units at the Racquet Club there is no provision for non-school vehicles and where will residents park. I would urge the County to take this impact into consideration.  
-
3. **Density:** This current plan will impact the Incline Village community in a negative way. The fact of the matter is that this 13,908 square foot building addition and reconfiguration of the Lake Tahoe School property is too much building density for the 4.11 acre size of the property. The Tahoe Blvd view will be impacted dramatically due to the density of the buildings and parking. The result will make this new development undesirable for the entire village.  
-
4. **Property Values:** The Lake Tahoe School is a private for profit venture that is requesting this significant development plan. If approved as submitted it will have a negative impact on my property as well as my neighbor owners at the Racquet Club. Clear and easy access to my home and others in the Racquet Club is not too much to ask. Additionally this plan does not address when and what hours the multi-purpose room can operate, how many night time events will take place that will impact the adjacent properties?  
-

The four items that I have listed above are only a fraction of negative impact that this current plan as submitted will have on me, my development as well as the entire community of Incline Village. I would also like to say, if this plan is approved as submitted The Lake Tahoe School is simply not being a good neighbor. **I reference item #7 on page 7 of the application, the question reads " what**



**will you do to minimize the anticipated negative impacts or effects your project will have on adjacent properties?” The response reads “ No anticipated negative impacts are anticipated to the adjacent properties.”** This clearly shows that no interaction or communication with any Racquet Club owner or board member took place to take our input or concerns into consideration. This should be a huge red flag when reading the other answers on the application.

I urge Washoe County to please take into consideration the points I have outlined above especially the safety concerns that this plan does not address and require The Lake Tahoe School to reevaluate their plan and speak to adjacent property owners and concerned citizens of Washoe County.

Respectfully,

Chris Abarca  
Racquet Club Owner #38

-  
-

**From:** ilya adler  
**To:** [Krause, Eva](#)  
**Cc:** [lizaadler@yahoo.com](mailto:lizaadler@yahoo.com); [felixadler@gmail.com](mailto:felixadler@gmail.com)  
**Subject:** 989 Tahoe blvd  
**Date:** Sunday, April 02, 2017 8:14:53 PM

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Greetings,

We are strongly opposed to proposed changes by Tahoe School. These changes will have negative impact on our community.

Thanks for understanding,

Ilya , Liza, Felix Adler

989 Tahoe blvd. #67

Sent from my iPhone

**From:** Amelia  
**To:** [Krause, Eva](#)  
**Cc:** [Amelia Thomson](#); [Debi Moore TRCBoard](#)  
**Subject:** Lake Tahoe School Building Project  
**Date:** Tuesday, April 04, 2017 8:11:15 PM

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April 4, 2017

Dear Eva Krause,

My name is Amelia Thomson and I am the owner of a condo in the Tahoe Racquet Club for twenty-six years.

It is my understanding that the Lake Tahoe School wants to expand. I would like to express my objections with concern to this project.

They are as follows:

1. It is my understanding that the new building is approximately 14,000 Square feet. For a gym and a theater. What is the maximum occupancy for this space? and there will not be suitable parking spaces to hold that capacity.

2. People coming to the theater for events, with not enough parking to accommodate them. Therefore they would block the access road into our units. They would have no choice but to park along that road.

3. A gym may be fine for a school, but is a theater necessary?

4. The building is too large for the site.

5. The project issues would be detrimental to the character of the surrounding area, such as our residential homes and the twenty-four homes adjoining our property.

6. What about winter and snow removal?.

7. This project would land lock our condominiums.

In conclusion if I could make a suggestion, it may be a better idea for the school to keep their existing road entrance into the school, making it one lane, and use it to enter their round about (which is on their proposed plan) leaving the property on that same single lane, rather than sharing the access road.

Thank you for your consideration in regards to these very important issues.

With Regards,  
Amelia Thomson

To: Eva Krause, Washoe County Community Development Dept.  
From: William A. Baker, Esq.  
Date: 4/3/2017  
Re: Lake Tahoe School Application (WSUP17-0004)

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Pursuant to our discussions with regard to this application and the negative and detrimental effects it is likely to have upon both neighboring homeowners association's (Deer Creek Owners Association and Tahoe Racquet Club Condominium Owners Association), I have drafted the following conditions or special conditions of approval for consideration by staff for inclusion with any approvals granted to the applicant relative to this project:

1. The multipurpose room proposed in the application shall not be used, rented, leased or otherwise made available for use for any commercial purpose. Commercial purpose are defined as ...
2. The multipurpose room proposed in the application shall not be used for meetings, conventions, events, whether for profit or not for profit purposes at any time.
3. The multipurpose room proposed in the application shall not be used, rented, leased or otherwise made available for use during high traffic holidays for Incline Village residents such as New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Nevada, Day, Veteran's Day, Thanksgiving Day or Christmas Day.
4. Light fixtures upon any roadway upon the subject property may not exceed 12 feet in height and must be low sodium, diffused lighting with shielding for Deer Creek residents to prevent light intrusion into their homes at all times that the lighting is operational.
5. All roadway lighting shall be on timers set to automatically extinguish within 60 minutes of the conclusion of any use of the multipurpose room the subject of this application.

6. Speed bumps or other approved traffic slowing and calming devices shall be installed on the length of any new roadway constructed as part of this application to maintain a possible traffic maximum speed of no more than 15 mph at any time.
7. Parking along the new roadway at its expanded width areas may be designated and allowed during non-use or non-peak use hours of the multipurpose room the subject of this application.
8. The existing access roadway to the Tahoe Racquet Club shall remain unobstructed and operational for ingress and egress purposes during construction of the new roadway contemplated by the applicant.
9. There shall be a 15 foot wide buffer zone from the applicant's roadway edge/property line and the property line of any parcel or home owned by any Deer Creek resident at all times.
10. Any new roadway constructed upon the applicant's property shall be a private roadway and access to any public roadway must be approved, built and maintained in compliance with all requirements of the Nevada Department of Transportation at all times.
11. During times that the applicant is making any use of the multipurpose room in conjunction with or by persons or entities other than school staff and students, the applicant shall provide traffic control measures to accommodate access by members of Tahoe Racquet Club to their homes in an unobstructed and timely manner.
12. Construction of any kind must comply with current Washoe County Code provisions that require no excessive noise before 7:00 am or after 7:00 p.m., Monday through Saturday, with no construction noise on Sundays.

Violation of any of these conditions of approval shall result in revocation of any special use permit issued pursuant to this application.

**From:** Debi Moore  
**To:** [Krause, Eva](#)  
**Subject:** WSUP17-0004 Lake Tahoe School  
**Date:** Tuesday, March 21, 2017 11:07:04 AM

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As a homeowner at Tahoe Racquet Club Condominium Association I have serious concerns about the plans for expansion of the Lake Tahoe School. I do not believe that enough study has been done on the impact on the 101 residential units that rely on the easement road that passes through the school property for our only ingress/egress to our property. We are landlocked and that is our only entrance. We are already overbuilt for current standards as our condos were built in the 1970s and 1980s. The original Tahoe Racquet Club Development was a tennis complex and condos that were all one property. The school now occupies the portion of the development that was the tennis complex with 8-10 tennis courts and a Clubhouse with restaurant and bar. Currently our Condo Association has several hundred full-time residents and many more vacation renters who use our property on busy ski weekends and holidays like July 4th. Public safety for all these people is of primary importance. The application from Lake Tahoe School does not even have our correct name (#1) or acknowledge any negative impact on us as neighbors (#7). There is no mention in the traffic and parking studies of traffic related to our residents who use the road through Lake Tahoe School. I don't believe enough study was done as to how this new roadway ties into the existing roadways at Tahoe Racquet Club. I have serious concerns about access for fire trucks especially in a heavy winter as we had this year. Where is input from the North Tahoe Fire Protection District? I will be attending the CAB meeting on March 27 to comment on my concerns. Please carefully review the impact this will have on neighboring properties. Perhaps this is not the right location for the school if they wish to expand. I hope you will deny this application.

Sincerely,  
Debi Moore  
Unit 8 Tahoe Racquet Club Condominium Association

Sent from my iPad

**From:** [Krause, Eva](#)  
**To:** ["Debi Moore"](#)  
**Subject:** RE: Questions  
**Date:** Wednesday, March 22, 2017 1:58:00 PM

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Hi Debi.

I do not know what the density standard were when the Tahoe Racquet Club was approved. The development is approximately 4 acres and it was approved for 101 units (~25 units per acre). Each unit was approved with one kitchen per unit.

The current density limits are mandated by TRPA regulations which limit density to 15 units per acre.

The parking standards is 2.1 spaces per unit (one of which must be in a garage). In 1970, a one-car garage for each unit was not required, therefore your units are legal non-conforming.

As for Lake Tahoe School. All Special Use permits in Tahoe are sent to IVGID and NLFPD for review and comment/conditions. Since this project is accessed from Tahoe Boulevard, it was also sent to NDOT for their comments and conditions.

Sincerely,

Eva M. Krause, AICP  
Planner | Washoe County Community Services | Planning and Development Division  
ekrause@washoecounty.us | 775.328.3628 | F775.328.6133 | 1001 E. Ninth St., Bldg. A, Reno, NV 89512

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-----Original Message-----

From: Debi Moore [<mailto:tahoedebi989@sbcglobal.net>]  
Sent: Wednesday, March 22, 2017 12:42 PM  
To: Krause, Eva  
Subject: Questions

Debi Moore here from Tahoe Racquet Club, Incline Village I know that you mentioned in your letter regarding the kitchens that we are built 25 per acre and that current standards are now - was it 5 units per acre? I just wanted to clarify that. I was also wondering what the current requirements are for parking spaces per unit. Ours are all 3 bedroom units. Thank you for your help.  
Debi

Sent from my iPad

**From:** R. Ren Hart  
**To:** [Krause, Eva](#)  
**Cc:** [James Davidson](#); [Jeanette Davidson](#); [Debi Moore](#); [Hillary Dugan](#)  
**Subject:** WSUP17-0004 Lake Tahoe School  
**Date:** Tuesday, April 04, 2017 7:34:44 PM

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**Eva - We understand that the Washoo County Advisory Board hearing on the Incline Village School project has been rescheduled for May2 ...Thankew! We hope to be there which will somewhat obviate what we have to say now.**

**We do appreciate that the school project is a step forward for the community and "good stuff" should not be put asunder by NIMBYs. Unfortunately, the "step forward" can only be accomplished on the backs of the Racquet Club Home Owners. We visualize many weeks of severe inconvenience as home owners try to negotiate construction areas and a continuing stream of trucks, the possible loss of our overflow parking areas and the continuing cacophony of bulldozers and jackhammers for those of us who here-to-for sought the peace of a mountain vacation. Additionally, home owners will be faced with the circuitous routing of the new proposed road which attempts to access the highway (Tahoe Blvd), uncontrolled by traffic signals or signs. With the advent of the greatly increased traffic the school will create, the delays will be legion. The impact on the value of our dwellings is difficult to determine, but is also a consideration.**

**If this matter should come to a vote by the Home Owners, we would of course vote against it, but we would like to suggest that the Advisory Board sweeten the pot a bit by providing TRC owners an alternate access route on the back side of the complex, into the Rec Center parking area and that a portion of the Rec Center parking aera, which is never used, be designated for TRC owners.**



**Thank you for your consideration of these problems.**

**Very Sincerely, Ren (owner Unit # 58) Barbara Hart  
(Owner #30)**

R. Ren Hart, Colonel, USA(ret) 3093 Stevenson  
Drive,  
Pebble Beach, CA 93953 c 831 277 0226

**From:** Heidi-Lynn Tayler  
**To:** [Krause, Eva](#)  
**Subject:** WSUP 17-0004 Comments  
**Date:** Tuesday, April 04, 2017 9:07:55 AM

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Dear Ms. Krause:

My husband and I purchased #21 at the Racquet Club in December 2016. We live here 10 months a year.

I am concerned about the proposed addition of an Event Center at the Lake Tahoe School and its effect on the parking availability within the Tahoe Racquet Club condo complex.

First, the parking area which has been historically rented by the Tahoe Racquet Club (TRC) for both condo parking and dumpster location would be lost to the owners and tenants of the condo complex. I do not see an accessible alternative spot for the dumpster within the condo complex. Parking is already very tight at the TRC, especially on weekends and in the evenings. Further, during construction, noise would negatively affect the living conditions within the TRC.

After reviewing your 108 page review document, I am further concerned that the traffic study did not include TRC traffic, only school traffic. Nor was any consideration given to snow storage location, both for the school and for the TRC, which has historically stored snow in the rented parking lot.

I would suggest the following mitigation remedies:

1. Instead of changing the location of the existing access easement to the TRC, LTS should build a bridge to allow students to cross over the access easement to the new gymnasium. This will resolve the Deer Creek Condo Complex owners' concerns about the access easement being moved to alongside their lot boundary and will save Lake Tahoe School (LTS) money by not having to move the stream and the TRC access road.
2. That TRC tenants/owners should be allowed to park in the new parking lots of LTS between the hours of 4pm and 730am weekdays and 24 hours on the weekends. This, unless LTS has an afternoon/evening event, which could be publicized and notified in advance to all the tenants/owners of the TRC.
3. That LTS should proactively work with the TRC HOA to solicit an additional 15-20 spaces from the IVGID Rec center parking lot for TRC tenants/owners to further mitigate the loss of TRC parking. The dumpster may have to be located in that parking lot so it can be accessed by Waste Management.
4. That the TRC HOA should have the opportunity to approve the stream diversion, as the stream flows through the condo complex subsequent to the proposed diversion point.
5. That construction noise must be limited to the hours of 8am to 4pm on weekdays only, no construction involving noise should take place on weekends.
6. That both Deer Creek and TRC condo owners should be compensated for construction inconvenience by LTS. Perhaps local gift certificates or cash.

Unfortunately, I will not be able to attend the April 6 meeting in Reno due to work commitments. However, I would be happy to discuss any of these aspects with you or other interested parties.

Sincerely,  
Heidi-Lynn Mitchell

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Heidi-Lynn Mitchell  
Cell: 1.508.330.6266  
Skype: Heidi-Lynn

**From:** David Hurdle  
**To:** [Krause, Eva](#)  
**Cc:** [Mark Hurdle](#); [Maha Hurdle](#); [Monique Hurdle](#)  
**Subject:** WSUP17-0004 Lake Tahoe School  
**Date:** Tuesday, April 04, 2017 11:27:29 AM

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Hello Ms. Eva Krause,

My wife, Maha and I own unit 17 within the Tahoe Racquet Club, and we have become aware of proposed changes that will negatively effect the value of our property as proposed in the expansion of the Lake Tahoe School. (WSUP17-0004)

The major impact the proposed changes would:

1. Reduce the already short supply of parking to almost none,
2. Force us to endure noise and major inconvenience during construction,
3. Result in little or no parking available for the school,
4. Create a large obtrusive building in a otherwise pristine woods setting,
5. Constrain traffic in the area and increase congestion creating a potential safety hazard,
6. Significantly impact the resale value of our property.

I love the fact that Incline Village maintains strick building policies that limits the new building as this gives the entire village a wonderful charm missing in most communities. These areas along the creeks deserves extensive protection from encroachment. The school somehow has operated for years as it stands, and adding a multipurpose room will not change substantially its function or benefits to the community; but expanding it will greatly impact those living around it.

I strongly urge a **no** vote on this Lake Tahoe School expansion.

Thank you for your time and consideration, I am sure you will keep the best interests of Incline Village at heart.

Best Regards,  
David and Maha Hurdle  
989 Tahoe Blvd Unit 17,  
Incline Village, NV

"Plans are worthless, but planning is everything." - Dwight D. Eisenhower

**From:** James Davidson  
**To:** [James Davidson](#); [Jeanette](#); [Krause, Eva](#); [mbirkbigler@wahoecounty.us](mailto:mbirkbigler@wahoecounty.us); [planning@wahoecounty.us](mailto:planning@wahoecounty.us); [ren and barb](#)  
**Subject:** Lake Tahoe School Proposed Expansion and change of easement to the Tahoe Racquet Club  
**Date:** Saturday, April 01, 2017 2:20:59 PM

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Dear CAB and Ms. Krause,

My name is James Davidson, and I am the owner of unit 66 at the Tahoe Racquet Club. There are a 101 condo's in the Racquet Club. Based on rough calculations from the 2010 census we comprise roughly 3 percent of the population of Incline Village. We are all dependent on the easement to leave and enter the condos. We have no other alternative. I have talked to many owners, and they all have significant concerns and objections to the proposal. No one I've talked to received one of those yellow card notifications that I understand were mailed. We are really just learning about the project. There has been a deliberate effort to keep the project secret and get it passed before the people in our condos and those in Deer Creek are aware of the project details. Everyone I've talked, roughly ten other condo owners, feel it would have a negative impact on the value of their property. The Lake Tahoe School has shown zero respect for the property owners. My understanding is that our lease for the current easement does not expire till 2020. This should be honored. I think the project should not proceed before this to allow our community to have reasonable input to the plans.

The following reasons are only a few of my concerns.

The construction itself will cause considerable heavy equipment delays.

The building plan of 13000 square feet would allow for large events and there is inadequate parking in the plan to accommodate such a crowd. It only follows that people would park in the easement restricting access to our condos and possibly in the condo parking itself. They project only 5 events a year. Considering the expense and size of the structure this is not believable.

There is a guard gate planned. While it is not in the easement, any traffic that backs up due to security concerns will also obstruct the easement roadway.

There is a stream that would need to be diverted that ultimately feeds the lake. I am unaware of any environmental impact studies to evaluate for surrounding flood damage or pollution that would find its way to the lake.

The property we currently lease from the school has the trash dumpsters for the entire complex. These will need to be relocated, however, there are really no great alternatives as to a suitable site. Our lease extends till the summer of 2018. This would hopefully allow some time to find an alternative site.

I'm happy to that the school is thriving and I think a structure there could benefit the community, but I think it should be approached in a constructive manner rather than the antagonist approach chosen by Mr. Weinberger who represents the school project. He referred to us as Tahoe Racquet Ball Club which is totally erroneous. This clearly shows his ignorance of who we are or how we will be affected. On the project proposal questionnaire, number 7 it asks "What will you do to minimize the anticipated negative impacts or effects your project will have on adjacent properties?" The answer is, "No anticipated negative impacts are anticipated to the adjacent properties." I can 100 percent assure you that this is a lie,.....a lie, .....a lie, a &%(#\$ LIE!!!!!!!!!!!!

Thank you for hearing my concerns,

James R. Davidson M.D.

Ps. This matter should go the county commissioners. I feel I could present a petition with a considerable number of signatures opposing the project as it is currently designed. This could provide community input to minimize the negative impact to so many people.

**From:** James Davidson  
**To:** [Krause, Eva](#)  
**Subject:** Lake Tahoe School Proposal  
**Date:** Wednesday, April 05, 2017 10:57:54 AM

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Dear Eva,

I wanted to add one concern to the many I already expressed. I think a permanent free easement should be a condition for any proposal regarding Lake School. This is my number one concern. There never should have been an agreement for only 50 years to start with. There will be a 101 angry owners engaged in a lawsuit, if a reasonable easement agreement is not reached.

Regards,

James Davidson

**From:** John Hall  
**To:** [Krause, Eva](#)  
**Cc:** [jeanygiesler@msn.com](mailto:jeanygiesler@msn.com)  
**Subject:** Tahoe racquet club / Lake tahoe school proposal  
**Date:** Tuesday, April 04, 2017 1:18:58 PM

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I do NOT agree with the pending proposal concerning the Tahoe Racquet club (TRC) and Lake Tahoe School.

1. How could Washoe co. have allowed the TRC to be built in the 1970's without a permanent right-of-way to access it? How could it have been approved by Washoe Co. with only 121 parking spaces. It seems to me that the Tahoe school , in collaboration with Washoe Co. is trying to get these past oversites smoozed over. How about changing the easement (particularly the "tennis court" property) to belong permanently to TRC in exchange for support for the new entrances.?

2. The removal of the "tennis court" parking lot will be hazardous to the safety of the TRC residents because:

The trash dumpsters will have to be moved to within the development. As you know, bears like dumpsters and from dusk until dawn they will be in close proximity to the residents. There are a lot of children residents. The current location is fairly remote from the residences. Also when the Tahoe school teachers walk their classes through the TRC ( to get to the forest between TRC and the Rec. center ) they will be exposing the children to much more likelihood of meeting a bear. if the pending proposal is to help protect the children, this portion ( tennis court parking lot removal) will not. sincerely, John Hall owner #95

**From:** mike  
**To:** [Krause, Eva](#)  
**Subject:** Icline School  
**Date:** Monday, March 20, 2017 12:44:04 PM

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I own #63 in Tahoe Racquet Club located at 989 Tahoe Blvd, Incline Village, NV 89451. I was just made aware that Incline School plans to expand their land usage to include a gymnasium and parking area.

I live in the Bay Area and use the condo for family vacations. I feel that this area is already over developed and increasing the density will only add to issues with parking and public safety. The ingress / egress of TRC is already compromised. Increasing usage will only make fire and police response more difficult.

My understanding is that the property is not zoned for the use the school proposes. I strongly request that the building permit and zoning variance request be denied.

Thank you,

Michael James Thiele  
27 villa Vista Court  
Novato, Ca 94947  
415-246-2163



**From:** STEVE CASWELL  
**To:** [Krause, Eva](#)  
**Subject:** TAHOE RACQUET CLUB  
**Date:** Sunday, April 02, 2017 8:36:36 PM

---

Hello Eva

We've owned at The Racquet Club since 1990.  
I'd like to voice my opposition to the proposed easement change.

Loss of parking will affect my wife greatly, she has difficulty walking.  
She will not be able to easily access our unit.

One of the reasons we bought our unit was the creek running through the property.  
Diverting it will reduce the quality of life we've enjoyed since moving here.

Entrance and Exit to Lake Tahoe School is excellent right now.  
There is no need to change it.  
I urge you to refuse this application.

Thank you for your time.  
Steve and Joy Michiel.

Eva M. Krause, AICP  
Planning and Development Division

Subject: Special Use Permit WSUP 17-0004 Lake Tahoe School,  
Incline Village

My name is Roger Hill. I am an owner at the Tahoe Racquet Club, the condominium complex behind the Lake Tahoe School.

I am an architect and have reviewed the LTS permit application. I am confounded by the description of by whom, by how many, and when this building will be used. It appears the use is fairly limited, so I don't understand why such a large building is required.

A table of several activities is named with the stipulation that the numbers may reach 100. Yet the plan on A-2.1 shows 233 seats along the basketball court. If the stage is used for performances, and folding chairs are used, the space could accommodate up to 400 people. For such events, there will be a greater need for parking than the limited spaces indicated at the rear of the property. I fear that overflow parking may have to park at the Recreation Center and walk through TRC roadways. Also, the surge of cars for such an event will create unsafe traffic conditions on Highway 28.

The relocation of the access road to TRC is to avoid dangerous contact between students and vehicles. It should be noted that often students currently cross TRC property and use TRC roadways to access recreational activities at the lake and rec. center and they will most likely continue to do so.

The permit states that there will be no affect to adjacent properties. Not true. There will be a two year construction period

with dust and noise. Relocating the access road will result in a traffic nightmare for both TRC and LTS. The proposed access road has too many right angle turns and does not align with existing TRC roadways. Not good for fire trucks, emergency and service vehicles and residents. Changing the access road results in unneeded negative impact.

The main function of the permitting process is to assure that the perceived benefit acquired by one party is not ~~at the~~ *at the* expense of another party.

What makes Incline Village special is that buildings are situated away from roadways and there is a happy relationship between the native and built environment. I appeal to the Board to instruct the LTS to reassess their needs to include a building that is smaller, situated away from the highway, and more in keeping with the stated usages. And also leave the access road in place.

**From:** Roger and Zoe Hill  
**To:** [Krause, Eva](#)  
**Subject:** Special Use Permit #WSUP17-0004 - Lake Tahoe School  
**Date:** Saturday, April 01, 2017 2:32:10 PM

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April 1, 2017

Eva M. Krause  
AICP Planner  
Planning and Development Division  
Subject: Special Use Permit WSUP 17-0004 Lake Tahoe School

Dear Ms. Krause:

This is a copy of remarks I want to make at the April 6 hearing:

My name is Roger Hill and I am an owner of a unit at the Tahoe Racquet Club.

There are two impacts to be considered. First on the Village and second on immediate neighbors of LTS. Incline Village is a unique community at the Lake. Viewed from the overlook on Mt Rose highway the only building of prominence is the Hyatt Hotel. The Village is nestled in a forest. Buildings in the Village are set back from the roadway and there is a happy relationship between the native and built environment. Therefore the siting of the proposed field house along and close to the roadway is inappropriate in the Village context.

One can wonder whether a field house of this size makes sense on this property? The plan indicates a seating of several hundred people on the basketball court and with the stage productions there could be twice that many people. Where are people supposed to park? It seems to me that the only place in Incline Village for a field house of this size with parking is at the old Bonanza property.

As you may know TRC is one of the largest condominium projects in Incline Village, 101 single family units. From our property we have easy walking access to the Rec. Center and most of the recreation venues. We have a diverse ownership to include a former mayor of Reno and the current Governor of Nevada.

The impact and disruption to TRC caused by the proposed two year construction will be significant. Relocating the access road will result in a traffic nightmare for both TRC and LTS. LTS claims that moving the access road is in the interest of student safety, yet students often cross TRC property on our roadways to partake in recreation activities.

The proposed new access road has the character of a service road, not an entrance to one of the largest condominium projects in Incline Village. It has right angle turns and does not align with existing TRC roadways. Not a good arrangement for fire trucks, emergency and service vehicles and residents.

Lastly there could be a negative impact on TRC real estate value of twenty to twenty five percent, \$50,000 to \$100,000 per unit. Not good.

I appeal to the Board to advise LTS to take a second look at their needs and if they persist in construction the proviso should be to site their building away from the roadway and leave the access road to TRC in place. Perhaps joint use arrangements between LTS and the Recreation Center and the Sierra Nevada College could reduce the size, scope and possibly even the need for new construction.

One important reason for a construction permitting approval process is to assure that the benefit acquired by one party is not at the expense of other parties. As it stands now this has not occurred.

Thank you for allowing me to voice my view.

Roger Hill

**From:** Denise Rydman  
**To:** [Krause, Eva](#)  
**Subject:** WSUP17-0004 Lake Tahoe School  
**Date:** Tuesday, April 04, 2017 5:06:55 AM

---

I am writing in regard to the above application from the Lake Tahoe School. I am a homeowner at the Tahoe Racquet Club. I am very concerned about the impact on our complex if this application is approved. The school's response to question 7 of the Special Use Permit Application is incorrect. This project will definitely have a negative impact on the Tahoe Racquet Club complex and its inhabitants. If this project goes through as planned:

- we will no longer have use of the overflow parking lot that routinely is filled to capacity, as there is no other parking space
- the dumpster will have to be relocated to an area that has pick-up access. I know of no place in the complex that provides that access.
- we will no longer have snow storage

The school points to this project as creating a safer walking space for the children. However, they fail to mention that many of their attending children walk through our complex daily and without consequence.

While I understand the school's want or need to expand, I am puzzled as to why they would do so to the detriment of their neighbors. As a school, their disregard for their neighborhood does not model the citizenship of this community nor serve as an example for the children who attend their school.

Surely this project could be designed such that it meets the wants or needs of the school; while at the same time not having a negative impact on its neighbors.

I strongly request the Washoe County Advisory Board and the Incline Village/Crystal Bay Citizens Advisory Board to reject the school's application for the above reasons.

Thank you for your consideration,

Denise Rydman  
989 Tahoe Blvd., #28  
Incline Village, NV 89451

**From:** peter sferrazza  
**To:** [Krause, Eva](#); [Hillary](#); [Dustin Montgomery](#); [Sharon Silva](#); [Marc Anthony Amoroso](#)  
**Subject:** WSUP17-0004 Lake Tahoe School  
**Date:** Monday, April 03, 2017 3:58:12 PM

---

## **Ms. Eva Krause**

**I am totally opposed to eliminating my current access to my property from Tahoe Blvd.**

**I am not opposed to prohibiting Lake Tahoe School access from Tahoe Blvd.**

**or having a secondary access to Tahoe Racquet Club in addition to the current access.**

**I don't understand why Lake Tahoe School can't be required to build a barrier to access from Tahoe Blvd or pay for a gate to limit access from Tahoe Blvd to Tahoe Racquet Club residents.**

**Pete Sferrazza  
Owner #57 Tahoe Racquet Club  
775-324-7383**

**From:** Yvonne Shevnin  
**To:** [TahoeHills@att.net](mailto:TahoeHills@att.net); [Krause, Eva](mailto:Krause.Eva@trcboard@sbcglobal.net)  
**Cc:** [trcboard@sbcglobal.net](mailto:trcboard@sbcglobal.net)  
**Subject:** Objection to Lake Tahoe School Expansion Proposal  
**Date:** Monday, April 03, 2017 7:16:34 PM

---

Dear All,

This letter is written to express my opposition to The Lake Tahoe School Expansion Proposal.

My opposition is based on the following:

1. Increased traffic delays
2. Congestions and cars blocking the easement when there are scheduled events
3. Stream diversion
4. Loss of our overflow parking and dumpster site
5. Occupancy load for a 14,000 sq. ft. building
6. Parking in an area that is already under stress

Please communicate my opposition to the TRC Board.

Best,

Yvonne Shevnin

Owner #69

Yvonne Shevnin  
Tahoe Racquet Club  
989 Tahoe Blvd. #69  
Incline Village, NV 89451  
[yvonne@pointsconnected.com](mailto:yvonne@pointsconnected.com)  
408.615.8424 Landline  
408.461.9006 Cell



**From:** Yvonne Shevnin  
**To:** [Krause, Eva](#); "[TRC Board](#)"  
**Cc:** "[James Davidson](#)"; [rrenhart@sbcglobal.net](mailto:rrenhart@sbcglobal.net); [Heath.Kastner@cbre.com](mailto:Heath.Kastner@cbre.com); "[Sheila Meyer](#)"; "[Jeanette Davidson](#)"; [julierankine@yahoo.com](mailto:julierankine@yahoo.com); [blane@inclineattahoe.com](mailto:blane@inclineattahoe.com)  
**Subject:** RE: Lake Tahoe school  
**Date:** Sunday, April 02, 2017 9:57:15 PM

---

Dear BOD and Eva Krause,

I echo Jeany and James Davidson's opposition below.

I oppose the current proposal submitted by the Lake Take School.

Also, I did not know about a "non-disclosure" imposed on our Board by the school representatives.

How can our Board of Directors have some sort of non-disclosure agreement imposed on them by Lake Tahoe School?

Doesn't the TRC BOD exist to serve the interests of the TRC Homeowners?

What is the relationship between our Board of Directors and Lake Tahoe School?

This proposal needs a much wider discussion than just a card in the mail to a population of mostly absentee owners.

I am not impressed with the communication and engagement opportunities offered to TRC homeowners by the Board of Directors in matters pertinent to their substantial investment in real property. It starts to seem like the Board would rather we did not know and do not have an opportunity to comment.

Sincerely,  
Yvonne Shevnin

Yvonne Shevnin  
Tahoe Racquet Club  
989 Tahoe Blvd. #69  
Incline Village, NV 89451  
[yvonne@pointsconnected.com](mailto:yvonne@pointsconnected.com)  
408.615.8424 Landline  
408.461.9006 Cell

-----Original Message-----

From: Jeanette Davidson [<mailto:jeanygiesler@msn.com>]  
Sent: Saturday, April 01, 2017 4:44 PM  
To: [ekrause@washoecounty.us](mailto:ekrause@washoecounty.us)  
Cc: James Davidson; [rrenhart@sbcglobal.net](mailto:rrenhart@sbcglobal.net); Yvonne Shevnin; [Heath.Kastner@cbre.com](mailto:Heath.Kastner@cbre.com); Sheila Meyer; TRC Board  
Subject: Lake Tahoe school

Dear board:



This letter is written in opposition to the current proposal submitted by the Lake Tahoe School.

\*\* 7. "No anticipated negative impacts are anticipated to the adjacent properties"

The property owners (101) have grave concerns about the negative impact upon our community.

I am concerned about the non-disclosure that was imposed upon our board by the school representatives. The property owners were never invited to an open forum regarding "impact" from the school representatives. Directly this involves quality of life issues, property valuations, & the ingress/egress issues that have plagued the Raquet Club since the property was subdivided.

As part of the Incline community, the Raquet Club is deliberate in its desire to be good Community partners. It is in our best interest that a resolution be fair & equitable and that all parties work to accommodate the problems faced by each entity. This is after all a COMMUNITY, Our community.

Yours truly,  
Jeany Davidson  
Unit 66

Sent from my iPhone

**From:** Hillary  
**To:** [Krause, Eva](#)  
**Subject:** FW: TRC WSUP17-0004 Lake Tahoe School - Important  
**Date:** Thursday, March 23, 2017 3:10:43 PM

---

Ms. Krause,  
Please see below for your records.  
Thank you,  
Hillary

---

**From:** Hillary [mailto:hillary@ipm-tahoe.com]  
**Sent:** Thursday, March 23, 2017 3:09 PM  
**To:** IVCBCAB@washoecounty.us  
**Cc:** dana@ipm-tahoe.com  
**Subject:** TRC WSUP17-0004 Lake Tahoe School - Important

Incline Village / Crystal Bay Citizens Advisory Board,  
Please see the email below from a concerns homeowner at the Tahoe Racquet Club related to Lake Tahoe Schools proposed development.

Thank you for your assistance in these matters.  
Sincerely,



**Hillary Bonner**  
**Community Association Manager**

---

848 Tanager St. Suite M | Incline Village, NV 89451  
phone: [775.832.6604 ext. 204](tel:775.832.6604) | fax: 775.832.4036  
[hillary@ipm-tahoe.com](mailto:hillary@ipm-tahoe.com) | [www.ipm-tahoe.com](http://www.ipm-tahoe.com)

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**From:** Ulla  
**Sent:** Thursday, March 23, 2017 11:49 AM  
**To:** Hillary  
**Subject:** Re: TRC Lake Tahoe School Proposed Development - Important

Hello Hillary,

Here are my comments and concerns regarding the application from Lake Tahoe School. Since I do not know all the ins and outs, I may make comments that are irrelevant. But here goes:

I was surprised that the applicant (Lake Tahoe School) referenced their immediate neighbor - our association - incorrectly by calling it Racquetball Club. Unless that was an old name for Tahoe Racquet Club, I find the wrong name indicative of a lack of concern.

Easement: easements tend to be permanently given. By changing the entry into T.R.Club condos, it seems to not only cause huge upheaval during the construction phase (noise, dirt, loss of convenient entrance to our complex plus loss of parking spaces in the overflow parking area) but also cause permanent loss of convenience and possibly loss of parking. Why would the Board of T.R.Club (and all condo owners) agree to change the current easement unless it was very beneficial to the condo complex? Again, I assume the easement is permanent which would give the Board great negotiating powers if they wanted to agree to a change.

I did not see a picture of the proposed huge new building with the connecting hall. Lots of blue prints which are not helpful in visualizing the height and impact of the proposed structure. All the little drawings of planned shrubs do not really help in visualizing the size, impact of the planned building, nor do the blueprints show how the new building would negatively impact on light and view of T.R.Club condos, especially the ones closest to the school. Light and view are very important aspects of the value of a condo. Eliminating some light and/or views as currently available would have a detrimental effect in the market value of the units. Why would we agree to that??

Connecting hall from current school buildings to the new proposed structure: hall or hallway? If a hall as the application states, how big is that going to be, how many more additional square feet of new construction? Again, a real picture (artist rendering) is needed.

Have there ever been any problems with the current driveway and school children? Speed bumps would help. Or a fence in between the driveway (easement) to our condo complex and school children. Changing the driveway in and out of T.R.Club condos would be a huge huge disturbance during the construction and a permanent disadvantage.

Mentioning the improvement to the stream and thus helping to "keep Lake Tahoe blue" seems a bit far fetched. It seems it is only mentioned to divert attention from all the other negative impacts this planned construction would have on our condo association - a permanent negative impact (loss of light, views, loss of ease of entry and possible loss of parking spaces), not to even mention the temporary mess, noise, dirt, etc. during construction.

In summary: this seems to be a potentially very detrimental change for the T.R.Club community, both in terms of value of living there but also a potential loss of real estate value. The blue prints as submitted are not helpful in visualizing the actual size and height of the proposed building/s (hall or hallway to be added?). The applicant needs to submit much better visual artist renderings of the project so that the Board and homeowners can understand the project's impact.

I would strongly recommend to oppose the project as presented.

Thank you!

Ulla Davis T.R.Club 4

**From:** Recline Rentals  
**To:** [Krause, Eva](#)  
**Subject:** WSUP17-0004 Lake Tahoe School.  
**Date:** Monday, April 03, 2017 10:00:20 PM

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Eve,

I am the owner of Tahoe Racquet Club #45. I oppose this construction project as it will decrease the value of my property and cause a great deal of inconvenience, in short term and long term. Additionally, it is unacceptable to lose so much of our already limited parking.

I live in the San Francisco Bay Area and will not be available to attend any meetings. Please convey my opinion to who ever is responsible for deciding the outcome of this proposed project.

Regards

Rick Voege 989 Tahoe Blvd #45 Incline Village NV 89451  
510 393 6393

Sent from my iPad

**From:** Ori Y Kochavi  
**To:** [Krause, Eva](#)  
**Cc:** [Hillary@IPM-Tahoe.com](mailto:Hillary@IPM-Tahoe.com); [edikochavi@comcast.net](mailto:edikochavi@comcast.net); [nmanville@gmail.com](mailto:nmanville@gmail.com)  
**Subject:** Lake Tahoe School expansion proposal; Unit 97, TRC  
**Date:** Monday, April 17, 2017 1:42:15 PM

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Dear Ms. Krause:

We are writing to express our strong objection to the Lake Tahoe School expansion proposal. My parents purchased a condo at the Tahoe Racket Club back in the 1980's as an investment and vacation rental. My mother, a widow and at age 72, now lives on a fixed income and relies on vacation rental fees to pay her monthly bills. Parking at TRC is already severely limited and we are constantly getting complaints from our renters that there is nowhere for them to park. Eliminating the overflow parking will make the condo impossible to rent as there will barely be one parking spot per condo remaining. This will force my mother to have to sell her condo and give up her dream of leaving something of value to her children and grandchildren. Moreover, approving the expansion of the Lake Tahoe School will dramatically and negatively impact the sale price of all condos at TRC, forcing my mother and other owners to suffer significant financial hardship.

We implore the Planning Commission to deny the expansion request and work in partnership with the Tahoe Racket Club to find a compromise that will avoid punishing longterm Incline Village property owners like my mother.

Regards,  
Edi Kochavi, owner Unit #97, TRC  
Ori Kochavi  
Nira Kochavi Manville

**From:** Lydia Villalobos  
**To:** [Krause, Eva](#)  
**Subject:** WSUP17-0004 Lake Tahoe School  
**Date:** Saturday, April 15, 2017 11:49:01 AM

---

Eva,

I am opposed to the proposal referenced above. These are major changes that will affect the Tahoe Racquet Club residents. We only have one entrance to our condo's & there already are delays when the children are being dropped off & picked up. The delays if this proposal will be even greater if this is approved. Tahoe Blvd. (Hwy 28) is only two lanes & there will be major backups. The Racquet Club will also be losing our overflow parking & dumpster site. Along with that there will be no place for snow removal during winter.

Thank you,  
Lydia Villalobos  
TRC Unit 82

April 5<sup>th</sup>, 2017

To  
Planning Commission Meeting May 2, 2017  
1001 East Ninth Street Bldg. A  
Reno, Nevada 89512

To the Members of the Commission

I would like you to consider the following points in evaluating the impact the Lake Tahoe School project would have on the Deer Court properties immediately adjacent to the west of the school property.

**POLLUTION:**

1. Exhaust pollution from the increased vehicular traffic on the proposed road.
2. Noise pollution from the school traffic, delivery trucks, vehicles from the Tahoe Racquet Club and increased traffic during and after school events.
3. Light pollution from the vehicles, especially during the evening hours when the proposed after school events will be held.

**INADEQUATE AREAS FOR SNOW STORAGE:**

1. Snow cannot be stored next to the Deer Creek
2. Snow cannot be stored adjacent to the fire lane.
3. Snow cannot be stored in the parking lots as it would reduce the already inadequate number of parking spaces.

**THE PROPOSED ROAD WOULD PROVIDE UNSAFE ACCESS FOR EMERGENCY AND FIRE VEHICLES JEOPARDIZING THE SAFETY OF OUR HOMES:**

1. There are several 90 degree turns that fire trucks (ladder trucks 45-60' long and tanker trucks) would have to negotiate.
2. The large fire vehicles would have to traverse a parking lot where parked cars and trucks would reduce the space needed for fire department vehicle access to the Tahoe Racquet Club homes.

DECREASED VALUE OF OUR HOMES :

1. It is estimated that the value of the 10 Deer Court homes abutting the Lake Tahoe School property would decrease by at least \$100,000 per home for a loss in value of over \$1,000,000.

My wife, Eliana and I purchased our home at 274 Deer Court in 2002.

We have serious concerns about the impact this building project will have on our home and more specifically on our daily life. I will detail several items of our concern.

1. The proposed rerouting of the school's ingress/egress road to an area next to our property line will result in air pollution (vehicle exhausts), noise pollution (from cars and delivery trucks to the school) and day and night vehicle traffic from the cars and motor cycles accessing the Racquet Club Condominiums. Car headlights at night would negatively affect the residents of Deer Creek homes as they seek to enjoy their outdoor patios and decks.
2. The Midkiff & Associates evaluated traffic volume and parking for after school events. They arbitrarily chose 100 as the number of attendees for these frequent events. Midkiff noted that there would be additional events after school with 200 attendees, but they noted that **THEY DID NOT STUDY THE TRAFFIC AND PARKING NEEDS FOR THESE EVENTS.**
3. The area designated as snow storage is clearly inadequate for catastrophic snow accumulation. The site plan provides **NO** adequate area where the snow from the road clearing would be stored. We cannot allow the snow removal equipment to blow excess snow onto our property. The plan notes a narrow area between the relocated road and a fence lining the school property. The area so designated would quickly be filled to capacity. Snow storage at the side of the road would impinge on the fire lane and hinder access by fire department vehicles.



4. An additional and major concern is access for FIRE EMERGENCY VEHICLES

The present access road from Route 28 to the school allows EMERGENCY VEHICLES straight access to the School and Racquet Club Condominiums. In a FIRE EMERGENCY the proposed road would delay access to both the School and the Racquet Club Condominiums. Fire equipment includes Ladder Trucks (45 – 60 ft. long) and Tanker Trucks. The 90 degree turn access to the Racquet Club Condominiums (through the parking lot at the Southwest corner of the School property) would DELAY Fire Department Vehicle access, thereby jeopardizing not only the Racquet Club Condominiums but our homes at Deer Creek as well.

These are our homes and we are very concerned about the negative effect the proposed project will have on our way of life.

I implore this committee to NOT approve the Lake Tahoe School expansion project in its present form.

Respectfully submitted,

Ralph and Eliana Kuhn  
774 Mays Blvd.  
Suite 10-374  
Incline Village, Nevada 89451

(H) 775-831-0181

(C) 732-267-2134

**From:** Spike Wetmore  
**To:** [Krause, Eva](#)  
**Subject:** change in easement for Tahoe School  
**Date:** Tuesday, April 04, 2017 5:34:23 PM

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I strongly oppose this change.

Any increase in the congestion and ( may I add rude ) blocking of the drive will greatly decrease access.

--

And now back to the future!

Spike

I think if you know what you believe, it makes it a lot easier to answer questions. I can't answer your question.

--George w. Bush

Reynoldsburg, OH  
10/04/2000

**WASHOE COUNTY  
HEALTH DISTRICT**  
ENHANCING QUALITY OF LIFE

March 8, 2017

Eva Krause, AICP, Planner  
Washoe County Community Services  
Planning and Development Division  
PO Box 11130  
Reno, NV 89520-0027

RE: Lake Tahoe School; 127-583-05  
Special Use Permit; WSUP17-0004

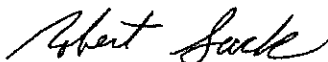
Dear Ms. Krause:

The Washoe County Health District, Environmental Health Services Division (WCHD) has reviewed the above referenced project. Approval by the WCHD is subject to the following conditions:

1. The WCHD has reviewed the Special Use Permit and has the following conditions as requirements for the operations and permitting of this event:
  - a. Plans must be submitted to the WCHD for review and approval of the proposed building permit.

If you have any questions or would like clarification regarding the foregoing, please contact Wes Rubio, Senior Environmental Health Specialist at [wrubio@washoecounty.us](mailto:wrubio@washoecounty.us) regarding all Health District comments.

Sincerely,



Bob Sack, Division Director  
Environmental Health Services Division  
Washoe County Health District

BS:wr

Cc: File - Washoe County Health District  
Jim English, Environmental Health Supervisor



**From:** [Fagan, Donna](#)  
**To:** [Prutch, Joe](#); [Pelham, Roger](#); [Krause, Eva](#)  
**Subject:** FW: February Agency Review Memo II  
**Date:** Wednesday, February 22, 2017 5:03:19 PM

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Below are comments for the following items:

Item 4 – WSUP17-0002

Item 5 – WSUP17-0003

Item 6 – WSUP17-0004

Thank you,

~ Donna ~

---

**From:** Wolf, Mike  
**Sent:** Wednesday, February 22, 2017 4:22 PM  
**To:** Fagan, Donna  
**Subject:** RE: February Agency Review Memo II

Item 4 and 6 will require dust control permits from AQMD prior to start of site improvements (see District Board of Health Regulations Governing Air Quality Management 040.030 C 3) .  
And the following regulations still apply mostly to items 4 and 5:

District Board of Health Regulations Governing Air Quality Management 040.030  
District Board of Health Regulations Governing Air Quality Management 040.055

And we will need the school to contact us regarding their HVAC systems, but we can catch that at plan review.

**Michael Wolf, CEM**

Permitting and Enforcement Branch Chief | Air Quality Management Division | Washoe County Health District  
[mwolf@washoecounty.us](mailto:mwolf@washoecounty.us) | O: (775) 784-7206 | 1001 E. Ninth St., Bldg. B, Reno, NV 89512

[OurCleanAir.com](http://OurCleanAir.com)



 Please consider the environment before printing this e-mail.

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**From:** Fagan, Donna  
**Sent:** Wednesday, February 22, 2017 3:59 PM  
**To:** Wolf, Mike  
**Subject:** RE: February Agency Review Memo II

**WSUP17-0004**  
**EXHIBIT F**

Thank you Mike.

I will forward your comments on 1, 3 and 7 to the assigned planners.

Please, also review items 4, 5, and 6.

~ Donna ~

---

**From:** Wolf, Mike  
**Sent:** Wednesday, February 22, 2017 3:49 PM  
**To:** Fagan, Donna  
**Subject:** RE: February Agency Review Memo II

AQMD has no comments for Items 1 and 3.

Item 7 will require a dust control permit from AQMD prior to start of site improvements (see District Board of Health Regulations Governing Air Quality Management 040.030 C 3) .

Also even though AQMD will not require facility permitting the following regulations still apply:

District Board of Health Regulations Governing Air Quality Management 040.030

District Board of Health Regulations Governing Air Quality Management 040.055

Is this what you need from me?

**Michael Wolf, CEM**

Permitting and Enforcement Branch Chief | Air Quality Management Division | Washoe County Health District  
[mwolf@washoecounty.us](mailto:mwolf@washoecounty.us) | O: (775) 784-7206 | 1001 E. Ninth St., Bldg. B, Reno, NV 89512

[OurCleanAir.com](http://OurCleanAir.com)



 Please consider the environment before printing this e-mail.



Development Review Status Sheet

Date: 2-22-17

Attention: Eva Krause

RE: WSUP17-0004
APN: 127-583-05 and 127-030-21
Service Address: 955 Tahoe Boulevard
Incline Village NV 89451
Owner: Lake Tahoe School

Phone: Fax: Email:

Special Use Permit Case Number WSUP17-0004 (Lake Tahoe School) - Hearing, discussion, and possible action to amend Special Use Permit SB13-004, to allow for the construction of a 13,906 square foot multi-purpose building and reconfiguration of the access road that serves Lake Tahoe School and the Tahoe Racquet Club subdivision.
Applicant: Lake Tahoe School
Property Owner: Lake Tahoe School
Location: 955 Tahoe Boulevard
Assessor's Parcel Numbers: 127-583-05 and 127-030-21
Parcel Size: 3.25 acres (total)
Master Plan Category: Commercial (C)
Regulatory Zone: Tourist Commercial
Area Plan: Incline Village Tourist Commercial
Citizen Advisory Board: Incline Village/Crystal Bay
Development Code: Authorized in Article 810, Special Use Permit
Commission District: 1- Commissioner Birkbigler
Section/Township/Range: Section 15, T16N, R18E, MDM, Washoe County, NV
Staff: Eva M. Krause, AICP, Planner
Washoe County Community Services Department
Planning and Development Division
Phone: 775-328-3628
E-mail: ekrause@washoecounty.us

Comments: IVGID would require the submittal of Water and Sewer utility plans designed to all State and IVGID construction standards. Plans must identify all Easements and Encroachments or this project and be wet stamped by a Nevada Licensed Engineer. The Incline Village General Improvement District must approve all utility plans before any site work begins.

Completed by: Tim Buxton, Chief Inspector
Phone: (775) 832-1246 Fax: (775) 832-1260



## **NORTH LAKE TAHOE FIRE PROTECTION DISTRICT**

866 Oriole Way – Incline Village, NV 89451-9439  
(775) 831-0351 Fax (775) 831-2072 [www.nltfpd.net](http://www.nltfpd.net)  
**Ryan Sommers – Fire Chief**

April 11, 2017

Ms. Eva Krause, Planner  
Washoe County Planning and Development Division  
1001 E. Ninth St., Bldg. A  
Reno, NV 89512

RE: LTS, WSUP17-004

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Dear Ms. Krause.

The North Lake Tahoe Fire Protection District has reviewed WSUP17-004 and will approve WSUP17-004 with the following conditions:

1. Emergency vehicle access shall be provided for the five existing TRC structures nearest the Lake Tahoe School building. The proposed entrance change eliminates access and hose reach to those five structures. *2012 IFC Chapter 5, Section 503*
2. Secondary emergency vehicle access shall be provided to property. *2012 IFC Chapter 5, Section 503*
3. Provide and maintain No Parking-Fire Lane signage for all fire apparatus access roads less than 26' in width. Signage shall be spaced to provide adequate visibility. *2012 IFC Chapter 5, Section 503 and Appendix D*
4. A minimum of two fire hydrants will be required. One near the proposed new building (phase II) and the other near the entrance to Racquet Club (phase I). Additional hydrants would be required if distance between hydrants (TRC) exceeds 500ft. *2012 IFC Chapter 5, Section 507 and Appendix B and C*

If you have questions or need clarification, I may be reached at: 775-461-6200.

Regards,

Mark Regan  
North Lake Tahoe Fire Protection District  
775 461 6200 [mregan@nltfpd.net](mailto:mregan@nltfpd.net)

**WSUP17-0004  
EXHIBIT H**



STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

District II  
310 Galletti Way  
Sparks, Nevada 89431  
(775) 834-8300 FAX (775) 834-8319

March 18, 2017

BRIAN SANDOVAL  
Governor

RUDY MALFABON, P.E., Director

Washoe County  
Planning and Development Division  
P.O. Box 11130  
Reno, NV 89520-0027

WSUP17-0004  
Lake Tahoe School  
State Route 28

Attention: Ms. Eva M. Krause, AICP, Planner

Dear Ms. Krause:

I have reviewed the request to amend Special Use Permit SB13-004, to allow for the construction of a 13,906 square foot multi-purpose building and reconfiguration of the access road that serves Lake Tahoe School (APN No. 127-583-05 & 127-030-21) and the Tahoe Racquet Club subdivision. The Lake Tahoe School is located at 955 Tahoe Boulevard with direct access onto State Route 28, Tahoe Boulevard, in Incline Village.

- The applicant is proposing to construct a multi-purpose room that will connect the to the existing school. This building current bisects two parcels. A revision to acreage map is concurrently submitted to merge the two parcels. Proposal would potentially mitigate vehicle and student conflict points in the parking area and add no student or faculty personnel.

Nevada Department of Transportation (NDOT) District II Engineering Services has the following comments:

1. NDOT supports the intent to minimize conflict points between students and vehicles. The proposed structure would change the vehicle parking circulation and reduce high speed collisions.
2. An encroachment permit is required for facilities within the NDOT right-of-way. Please see the *Terms and Conditions Relating to Right of Way Occupancy Permits* booklet available online at [nevadadot.com](http://nevadadot.com). Please contact the Permit Office at (775) 834-8330 for more information regarding the occupancy permit.
3. Existing approaches are personal and not transferable with the sale of property. If the property changes ownership or use, the property owner will need to apply for an encroachment permit for access to the state highway.
4. Permits dated prior to 2003 cannot be amended in NDOT's permit system. A new occupancy permit will need to be issued. Contact the Permit Office for more information.

**WSUP17-0004**  
**EXHIBIT I**




5. All driveway accesses to the state highway system will be required to comply with the current *NDOT Access Management System and Standards* at the time of application. There is no guarantee that past approved driveways will be approved today. The applicant is encouraged to coordinate with Permit Office and review proposed driveway(s) prior to submitting for a permit.
6. Prior to any grading adjacent to the NDOT right-of-way, a Drainage Information Form, including a grading plan, must be submitted to the Permit office.
  - a. A Drainage Report shall be submitted for any development or construction that impacts flow to or within State right-of-way.
  - b. Please contact the Permit Office to coordinate with NDOT's Hydraulic Design Division. It is beneficial to the developer to work with the Hydraulic Design Division early in the design process to answer questions and give guidance.
  - c. The Drainage Information Form shall be stamped by a professional engineer, unless waived at the discretion of the District Engineer. To request for a waiver, please submit the following:
    - Submit a signed letter addressed to the District Engineer on official letterhead describing the development or construction activities and provide supporting reasons to approve the waiver.
    - Include FEMA flood maps pertaining to the proposed project location.
    - Include construction plans or any other supporting documentation.
7. While the building is anticipated to generate very little traffic trips for the peak a.m. hour and peak p.m. hour volumes, the proposed changes in the access and vehicle circulation through the parking lot needs further consideration.
  - a. With the removal of the east driveway, please provide information on the school bus operations such as trip distribution/destination, staging and parking area, and turning templates to demonstrate a school bus can safely enter and exit the driveway.
  - b. With the proposed elimination of one driveway, there is a possibility of additional queueing and delay during the morning and afternoon school peak due to buses sharing access. Improvements to the driveway may be necessary.
  - c. Street lighting is an important safety strategy at roadway conflict points. Proper use and placement improves vehicle, bicycle, and pedestrian visibility. Has the applicant reviewed the existing lighting infrastructure at the access points?
8. Any proposed access or design deviating from the NDOT Access Management or NDOT Standards and Specifications should include a compelling argument encouraging the deviation and a reasonable mitigation strategy. Engineering deviation letters of this nature should reference the applicable standard, indicate the proposed alternative with any mitigating features, indicate how the proposal meets the intent of the standard, and indicate why the proposal is reasonable and safe. The letter should also include how denying this deviation would place undue and exceptional hardship on the property owner. Engineering letters should be stamped by a licensed professional engineer. Request to deviate from NDOT Standards and Guidelines are subject to the approval of the NDOT District Engineer.

9. The state defers to municipal government for land use development decisions. Public involvement for Development related improvements within the NDOT right-of-way should be considered during the municipal land use development public involvement process. Significant public improvements within the NDOT right-of-way developed after the municipal land use development public involvement process may require additional public involvement. It is the responsibility of the permit applicant to perform such additional public involvement. We would encourage such public involvement to be part of a municipal land use development process.
10. No other comments at this time.

Thank you for the opportunity to review this development proposal. NDOT reserves the right to incorporate further changes and/or comments as the design review advances. I look forward to working with you and your team, and completing a successful project. Please feel free to contact me at (775)834-8300, if you have any further questions or comments.

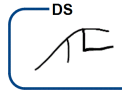
Sincerely,

DocuSigned by:  
  
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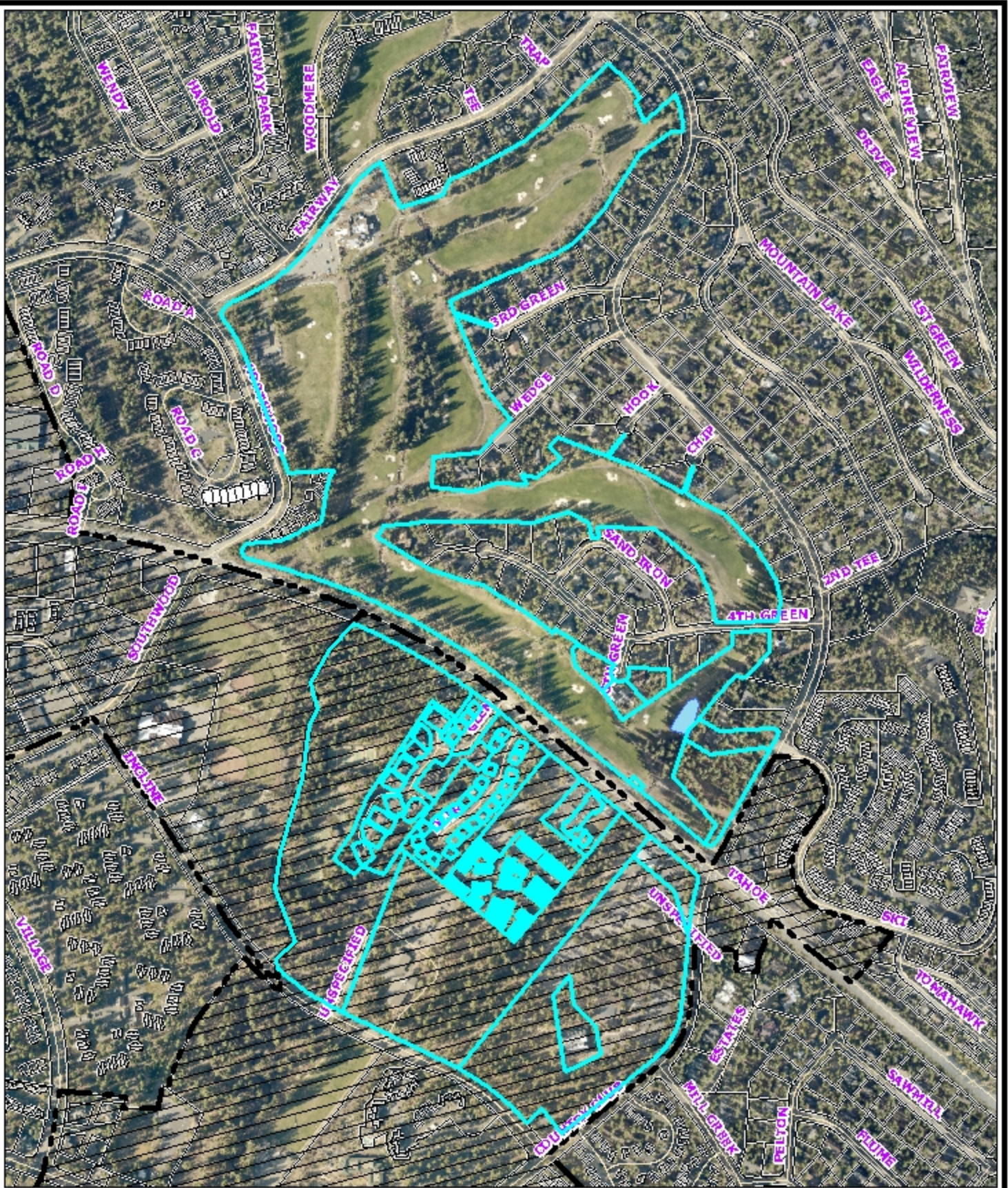
3/18/2017

Jae Pullen, PE, PTOE  
Nevada Department of Transportation  
DII Engineering Services Manager

cc: Thor Dyson, District Engineer  
Richard Oujevolk, District Traffic  
Donna Fagan, Washoe County  
File

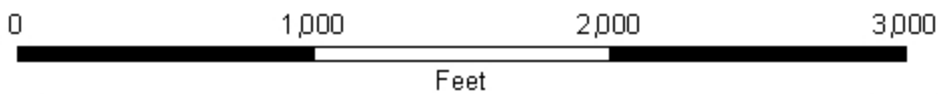


3/18/2017



WSUP17-0004

Lake Tahoe School Expansion



Source: Planning and Development

Date: February 2017

Community Services  
Department, Planning  
and Development



Real Office Box 11190  
Reno, Nevada 89520 (775) 223-2800

## Washoe County Development Application

Your entire application is a public record. If you have a concern about releasing personal information, please contact Planning and Development staff at 775.328.3600.

<b>Project Information</b>		Staff Assigned Case No.: _____	
Project Name: <b>Lake Tahoe School Multi-Purpose Room Addition</b>			
Project Description: <b>Multi-Purpose Room Addition</b>			
Project Address: 995 & 977 Tahoe Blvd			
Project Area (acres or square feet): 3.2 acres +/-			
Project Location (with point of reference to major cross streets AND area locator): <b>Approximately 775' NW of Country Club Drive</b>			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
127-582-05	.33		
127-030-21	2.92		
Section(s)/Township/Range:			
Indicate any previous Washoe County approvals associated with this application: Case No.(s).			
<b>Applicant Information (attach additional sheets if necessary)</b>			
<b>Property Owner:</b> Lake Tahoe School		<b>Professional Consultant:</b> Midkiff & Associates	
Name: Lake Tahoe School		Name: Nick Exline	
Address: 995 Tahoe Blvd , Incline Village		Address: P.O. Box 12427, Zephyr Cove, NV	
Zip: 89451		Zip: 89448	
Phone: Contact Agent	Fax:	Phone: 775-588-1090	Fax: 775-588-1090
Email: Contact Agent		Email: nick@midkiffandassoc.com	
Cell: Contact Agent	Other:	Cell: 775-240-9361	Other:
Contact Person:		Contact Person: Nick Exline	
<b>Applicant/Developer:</b> Lake Tahoe School		<b>Other Persons to be Contacted:</b>	
Name: Lake Tahoe School		Name:	
Address: 995 Tahoe Blvd, Incline Village, NV		Address:	
Zip: 89451		Zip:	
Phone:	Fax:	Phone:	Fax:
Email:		Email:	
Cell:	Other:	Cell:	Other:
Contact Person:		Contact Person:	
<b>For Office Use Only</b>			
Date Received:	Initial:	Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

Property Owner Affidavit

Applicant Name: Lake Tahoe School

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA )
COUNTY OF WASHOE )

I, NATHAN A. HORVATA
(please print name)

being duly sworn, depose and say that I am the owner\* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Development.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 127-582-05 / 127-030-21

Printed Name NATHAN A. HORVATA

Signed [Signature]

Address 917 TAHOE BLVD. SUITE 200
INCLINE VILLAGE, NV, 89451

Subscribed and sworn to before me this 27<sup>th</sup> day of JANUARY, 2017.

[Signature]
Notary Public in and for said county and state

My commission expires: August 1, 2020

(Notary Stamp)



\*Owner refers to the following: (Please mark appropriate box.)

- Owner
- Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- Power of Attorney (Provide copy of Power of Attorney.)
- Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- Property Agent (Provide copy of record document indicating authority to sign.)
- Letter from Government Agency with Stewardship

## Special Use Permit Application Supplemental Information

(All required information may be separately attached)

Chapter 110 of the Washoe County Code is commonly known as the Development Code. Specific references to special use permits may be found in Article 810, Special Use Permits.

1. What is the type of project being requested?

The applicant is proposing to construct an approximately 14,000 s.f. +/- multi-purpose room. The multi-purpose room will be connected to the existing school via a hallway. The addition of the multi-purpose room will not result in an increase in school enrollment or require new staff.

Currently access to the Lake Tahoe Raquetball Club has to go between the school and play area utilized by the students. This causes dangerous contacts between vehicles and students. The proposed site reconfiguration reduces those contacts and provides a safer school environment.

The site reconfiguration requires the relocation of an existing vehicular bridge and the addition of a new vehicular bridge. To minimize impacts the Applicant is proposing a Stream Environmental Zone (SEZ) restoration project that will be reviewed by TRPA.

The multi-purpose room currently bisects 2 parcels. A Reversion to Acreage map is being concurrently submitted to merge the 2 parcels.

2. What currently developed portions of the property or existing structures are going to be used with this permit?

The multi-purpose room is being proposed over an existing parking pad. It is important to note, that the existing parking pad was a former commercial structure. The Commercial Floor Area (CFA) has been banked for the formerly existing commercial structure.

Please see the attached site plan as it relates to the proposed location of the multi-purpose room.

3. What improvements (e.g. new structures, roadway improvements, utilities, sanitation, water supply, drainage, parking, signs, etc.) will have to be constructed or installed and what is the projected time frame for the completion of each?

The applicant is proposing to construct the multi-purpose room, complete the reconfiguration of the site layout and install/relocate all new utilities in the 2017 & 2018 construction season. In Lake Tahoe the grading construction season is May 1st - October 15th.

The utility installation/relocation will be completed as soon as all applicable permits are obtained in the 2017 construction season. The site reconfiguration will also be completed during the 2017 construction season. The construction of the multi-purpose room will be finished in the 2017-2018 construction seasons.

4. What is the intended phasing schedule for the construction and completion of the project?

See question 3. It is important to note, that the final construction completion schedule will be reviewed and approved by TRPA prior to permit acknowledgement.

5. What physical characteristics of your location and/or premises are especially suited to deal with the impacts and the intensity of your proposed use?

The parcels that comprise the Lake Tahoe School site maintain the coverage necessary to complete the proposed addition of a multi-purpose room. The reconfiguration of the site layout will result in less interactions between students and vehicles accessing the development to the rear of the school parcel via an easement. The SEZ restoration will improve the existing stream channel and improve water quality and clarity.

The existing grade of the multi-purpose room being lower than Tahoe Blvd and the proposed vegetative screening will lessen visual impacts.

The multi-purpose room does not increase staffing or school enrollment.

6. What are the anticipated beneficial aspects or effects your project will have on adjacent properties and the community?

The applicant is proposing a Stream Environmental Zone (SEZ) restoration project throughout the project area. The SEZ restoration will improve the bank stability abutting the SEZ. This will improve the stream channel, which will improve water quality within the Incline Village watershed. In addition, the proposal will result in the installation of new and updated Best Management Practices (BMPs). These will also limit water runoff, which will improve lake clarity. Both of these elements comprise benefits to adjacent property owners, the community and all those that utilize the lake.

7. What will you do to minimize the anticipated negative impacts or effects your project will have on adjacent properties?

No anticipated negative impacts are anticipated to the adjacent properties.



8. Please describe operational parameters and/or voluntary conditions of approval to be imposed on the project special use permit to address community impacts:

As documented in the LSC Traffic Analysis, the Applicant has limited the use and times in which the multi-purpose room will be utilized. This will limit traffic on neighboring streets.

The proposed SEZ restoration exceeds TRPA requirements.

The relocation of the existing ingress/egress to the Raquetball Club will provide safer access that does not interact with school children.

9. How many improved parking spaces, both on-site and off-site, are available or will be provided? (Please indicate on site plan.)

The attached LSC parking analysis establishes that the proposed project needs 70 spaces, 3 of which will be ADA. The Applicant is proposing 73 spaces, 4 of which are ADA compliant.

10. What types of landscaping (e.g. shrubs, trees, fencing, painting scheme, etc.) are proposed? (Please indicate location on site plan.)

See attached landscaping plan.

11. What type of signs and lighting will be provided? On a separate sheet, show a depiction (height, width, construction materials, colors, illumination methods, lighting intensity, base landscaping, etc.) of each sign and the typical lighting standards. (Please indicate location of signs and lights on site plan.)

No new signage is proposed. The lighting details can be found on the attached plan set and specs of the lights can be found on the submittal CD.

12. Are there any restrictive covenants, recorded conditions, or deed restrictions (CC&Rs) that apply to the area subject to the special use permit request? (If so, please attach a copy.)

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

Existing CC&Rs were removed when the building was converted to the school.

13. Utilities:

a. Sewer Service	IVGID
b. Electrical Service	NV Energy
c. Telephone Service	AT&T
d. LPG or Natural Gas Service	Southwest Gas
e. Solid Waste Disposal Service	Waste Management
f. Cable Television Service	Charter
g. Water Service	IVGID

For most uses, the Washoe County Code, Chapter 110, Article 422, Water and Sewer Resource Requirements, requires the dedication of water rights to Washoe County. Please indicate the type and quantity of water rights you have available should dedication be required:

h. Permit #	NA	acre-feet per year	
i. Certificate #	NA	acre-feet per year	
j. Surface Claim #	NA	acre-feet per year	
k. Other #	NA	acre-feet per year	

l. Title of those rights (as filed with the State Engineer in the Division of Water Resources of the Department of Conservation and Natural Resources):

NA
----

14. Community Services (provided and nearest facility):

a. Fire Station	North Lake Tahoe Fire Protection District
b. Health Care Facility	Incline Village Community Hospital
c. Elementary School	Lake Tahoe School
d. Middle School	Lake Tahoe School
e. High School	Incline Village High School
f. Parks	Preston Field / School acts as a park
g. Library	Incline Village Library
h. Citifare Bus Stop	abutting Incline Creek Office Park

February 1, 2017

Washoe County  
Planning & Development Division  
P.O. Box 11130, Reno, NV 89520-0027

**SUBJECT: LAKE TAHOE SCHOOL, SPECIAL USE PERMIT APPLICATION, 995 & 977 TAHOE BLVD,  
INCLINE VILLAGE, WASHOE COUNTY, NEVADA, ASSESSOR'S PARCEL NUMBERS (APNs) 127-582-  
05 & 127-030-21**

To Whom It May Concern:

The Special Use Permit (SUP) application and all attachments are being submitted by Midkiff and Associates, Inc. ("the Agent") on behalf of the Lake Tahoe School ("the Applicant"). The Lake Tahoe School is a private K – 8<sup>th</sup> grade school.

### **School History**

The existing structure that currently maintains the Lake Tahoe School was formerly a subdivided, commercial office complex. Washoe County issued Special Use permit SW02-008, which converted 21,948 square feet of Commercial Floor Area (CFA) and to a public service use (the Lake Tahoe School). The 21,948 square feet of CFA was banked by the Tahoe Regional Planning Agency (TRPA) under file number VBOU2011-0478. In 2013 Washoe County issued a second SUP for the school (SB13-001), which converted the remaining 2,270 square feet of CFA to a public service use. This CFA was banked under TRPA file number ERSP2012-0961. Following the acknowledgment of all the required permits, the formerly subdivided commercial office complex was converted entirely to the Lake Tahoe School.

### **Project Description**

The applicant is requesting that Washoe County modify SB13-001 to allow for the construction of additional school amenities that will improve student experience and safety, while also providing an environmental benefit.

The Applicant is requesting to construct a 13,906 square foot multi-purpose room. The multi-purpose room will be connected to the existing school via a hallway. The multi-purpose room will require the reconfiguration of the existing site layout, specifically the sites ingress/egress.

As the existing site plan represent, the existing ingress/egress for the school and the racquet ball club to the rear of the parcels requires that cars, buses, etc. bisects open space and play areas that students of the school regularly use. This creates unsafe conflicts between students running to play and the vehicles accessing the site and racquet ball club. The proposed reconfiguration will allow for the conflicts to lessen as traffic will be slowed as a result of newly proposed ingress/egress and no direct access to the racquet ball club.

The site reconfiguration will require the relocation of the existing vehicular bridge crossing the creek that bisects the parcels and the addition of a second vehicular bridge. The applicant is engaged with TRPA in the design phases of a Stream Environmental Zone (SEZ) restoration project that will take place throughout the project area. The goal of the SEZ restoration project is to improve the stream bank, reduce runoff and improve water quality. The SEZ restoration component will be permitted by TRPA and completed in conjunction with the addition of the proposed multi-purpose room and site reconfiguration.

#### **Reversion to Acreage**

The proposed multi-purpose room is bisected by the Subject APNs. The Applicant is concurrently submitting a Reversion to Acreage application to merge the two (2) Subject APNs. The Applicant requests that the completion of the Reversion to Acreage merging the lots be conditioned in the forthcoming SUP. A copy of the reversion to acreage map can be found on the attached submittal CD.

#### **Traffic**

Transportation Planning and Traffic Engineering Consultants, LSC Consultants, Inc. conducted a traffic analysis for the proposed addition of a multi-purpose room dated January 31, 2017. In that analysis LSC concluded:

As shown in Table 3, the multi-purpose building is expected to generate zero trips during the AM peak hour, a net increase of 6 one-way vehicle trips in the school PM peak hour (an increase 35 inbound trips and a reduction of 29 outbound trips), and in the commuter PM peak hour 68 additional trips will be generated (0 inbound and 68 outbound). Adding 4 one-way trips (2 inbound and 2 outbound) associated with the proposed guard (s) yields a total increase in daily one-way trips of approximately 82.

#### **Parking**

LSC also completed a parking analysis for the school site, including the addition of the multi-purpose room. LSC concluded that the parking demand is a total of 70 spaces, including 3 ADA spaces. The Applicant is currently proposing 73 spaces and 4 ADA spaces (ADA spaces located in parking garage).

I trust the above (and attached) is acceptable. If you require any additional questions/comments, please do not hesitate to contact me.

Sincerely,



Nicholas D. Exline  
Senior Planner, AICP

Amount	Document
1	Submittal Fee (\$2,051.08)
1	Development Application Original
3	Development Application Copies
1	Owner Affidavit Original
3	Owner Affidavit Copy
1	Proof of Property Tax Payment
1	Title Report
1	Plan Set
1	Lists & Mailing Labels/Maps
1	LSC Traffic Report
1	LSC Parking Letter
1	Submittal CD



## TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C  
Post Office Box 5875  
Tahoe City, California 96145  
(530) 583-4053 • FAX: 583-5966  
www.lstahoe.com • info@lstahoe.com

January 31, 2017

Nick Exline, Senior Planner  
Midkiff and Associates, Inc.  
P.O. Box 12427  
Zephyr Cove, NV 89448

RE: Lake Tahoe School - Parking Evaluation  
(LSC Job #167500)

Dear Mr. Exline:

Per your request, LSC Transportation Consultants, Inc. has analyzed the potential parking impacts associated with the proposed redesign of the Lake Tahoe School located at 995 Tahoe Boulevard (State Route 28) in Incline Village, Nevada. Lake Tahoe School is preparing to build an 11,840 square foot multi-purpose building. In conjunction with the construction of the building, the circulation and parking areas will be redesigned. All access to the school and residential units to the south is proposed to be provided via the existing western driveway on State Route (SR) 28, and the existing eastern or main driveway would be eliminated.

### **School Hours**

Lake Tahoe School serves grades pre-K through 8. The start bell times for the middle grades occur from 7:40-8:00 AM, while the lower grades start between 8:00 and 8:15 AM. The lower grades let out from 2:45-3:00 PM, and the middle grades are dismissed between 3:05 and 3:15 PM.

### **Existing Traffic Queue Lengths**

LSC staff counted the number of vehicles waiting or queued in front of the school every minute from 7:45 to 8:45 AM and from 2:15 to 3:20 PM on a Wednesday October 12, 2016. Based on this count data, the maximum queue length in the morning was 6 vehicles (at 7:51 AM), while the afternoon maximum queue was 8 vehicles (at 2:50 PM).

### **Existing Parking Conditions**

LSC conducted parking counts on Wednesday October 12, 2016. The parking demand counts covered all of the parking areas used by the school. Figure 1 shows the various parking lots, and the uses for each are as follows:

- Lot A - Used primarily by parents during drop-off and pick-up periods. Also used to store school

buses.

- Lot B - A small lot used primarily by school staff.
- Lot C - Used by those visiting the school, typically not during peak periods. During the PM pick-up period, the eastern spaces are blocked-off to prevent use (which would impede the flow of traffic in the pick-up area).
- Lot D – Parking garage, used by the school facility and as storage.
- Lot E - Rear lot used as overflow and staff parking.

There total number of existing parking spaces in Lots A-E is 117.

The parking demand counts were conducted from 7:30-8:30 AM and from 2:15-3:15 PM. Lots B, D, and E are used primarily by school staff and do not have much turnover during the peak drop-off and pick-up periods. The parking demand counts therefore focused on monitoring Lots A and C. Prior to the count, all parking lots were inventoried for their capacity (maximum available spaces). The number of parked vehicles was also counted before and after each peak period. During the counts, the number of parked vehicles was recorded at the top of every minute, in order to capture the maximum number of parked vehicles. Table 1 shows the maximum number of vehicles parked on the school campus at any given time during the count period. Morning peak parking occurred at 8:22 AM with 58 vehicles parked and afternoon peak parking demand occurred 2:51 PM with 61 vehicles parked. None of the lots reached maximum capacity, with the exception of Lot B during the PM peak period.

<b>Table 1 : Lake Tahoe School - Existing Parking Demand</b>							
Parking Lot Capacity	A	B	C	D	E	Total	
	48	8	21	25	20	122	
<u>AM</u>							
Maximum Parked Vehicles at One Time (8:22 AM)	18	6	15	11	8	58	
Occupancy	38%	75%	71%	44%	40%	48%	
<u>School PM</u>							
Maximum Parked Vehicles at One Time (2:51M)	27	8	7	11	8	61	
Occupancy	56%	100%	33%	44%	40%	50%	

Source: LSC Transportation Consultants INC.

**Proposed Project Parking Demand**

Many different types of events are planned for the multi-purpose building, although the building will generally be used by Lake Tahoe School students, parents, and friends only. That is, no community-wide events are anticipated to occur there. A “worst-case” event from a traffic operations standpoint would be an event starting at 3:00 PM and ending at 5:00 PM, with traffic entering during the school PM peak hour





and exiting during the commuter PM peak hour. This type of event would see about 100 attendees. A 200-person event, such as a talent show, could potentially occur monthly in the evening. However the parking demand for this sized special event is not analyzed as it would only occur occasionally. Note that not more than one large event per day would occur at the new building.

The estimated parking demand assuming a 100-attendee event starts during the afternoon pick-up period (around 3:00 pm) is a total of approximately 94 spaces. Breaking this down there would be 48 parking spaces used at 3:00pm due to existing school uses and 46 additional parking spaces needed for the event, as shown in Table 2.

If the multi-purpose building is restricted such that large events generating additional vehicles (such as a 100-attendee event) are not allowed to start before 4:00 pm, the estimated parking demand is a total of 70 spaces. This assumes 26 spaces are already occupied at 4:00 pm, and that the event requires an additional 44 spaces. Note that the later the event, the less parking is needed.

	<u>Assuming a 100-attendee event starts at</u>	
	3:00 PM	4:00 PM
<b><u>Proposed Project</u></b>		
Staff Vehicles Staying for Event	4	4
Additional Parent Vehicles	35	40
Parent Vehicles (that normally use pick-up curb, now stay and park)	7	0
<b><i>Total Proposed Project</i></b>	<b>46</b>	<b>44</b>
Existing Demand	48	26
<b>Total Demand</b>	<b>94</b>	<b>70</b>

*Source: LSC Transportation Consultants INC.*

Please contact our office at (530) 583-4053 with any questions or comments pertaining to this analysis.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

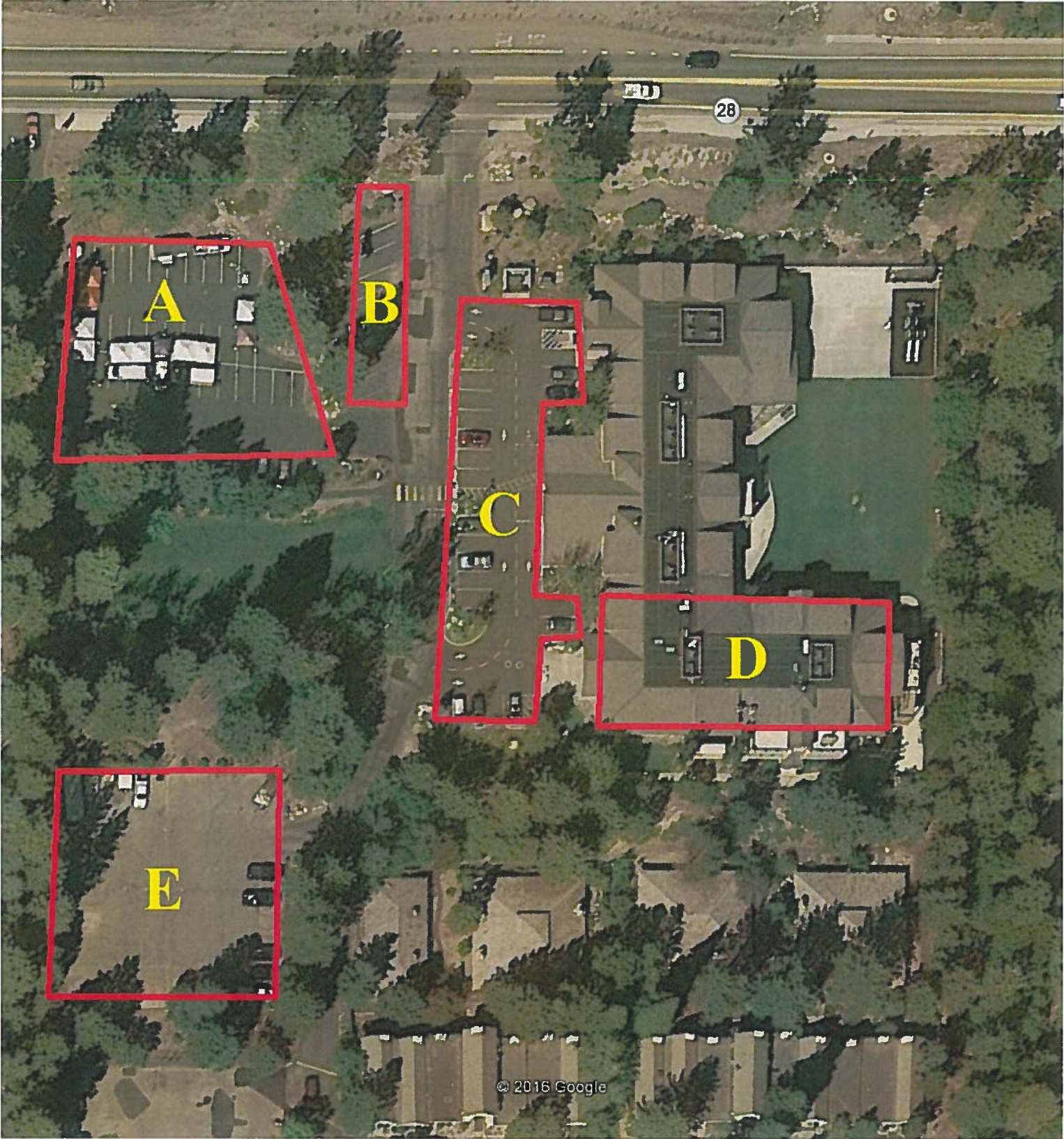
By

 P.E.  
Sara T. Hawley, PE

Attachments – Figure 1



Figure 1: Lake Tahoe School Parking Locations



**OWNERS CERTIFICATE**

THIS IS TO CERTIFY THAT THE UNDERSIGNED, LAKE TAHOE SCHOOL, A NEVADA NONPROFIT CORPORATION, IS THE OWNER OF THE TRACT OF LAND REPRESENTED ON THIS PLAT AND HAS CONSENTED TO THE PREPARATION AND RECORDATION OF THIS PLAT AND THAT THE SAME IS EXECUTED IN COMPLIANCE WITH AND SUBJECT TO THE PROVISIONS OF N.R.S. CHAPTER 218, AND THEY HEREBY CONSENT TO THE FOLLOWING:

1. REVERSION OF THE LOT LINES COMMON TO THE EAGLES LANDING CONDOMINIUMS, TRACT MAP 4015, FILE NO. 2609180, WASHOE COUNTY OFFICIAL RECORDS AND PARCEL TO AS SHOWN ON RECORD OF SURVEY NO. 1281, FILE NO. 544536, WASHOE COUNTY OFFICIAL RECORDS.
2. REVERSION OF ALL CONDOMINIUM UNITS, COMMON AREAS, LIMITED COMMON AREAS AND BUILDING FOOTPRINT AS SHOWN ON THE EAGLES LANDING CONDOMINIUMS, TRACT MAP 4015, FILE NO. 2609180, WASHOE COUNTY OFFICIAL RECORDS.
3. THE RELINQUISHMENT OF ALL EASEMENTS DEDICATED IN THE EAGLES LANDING CONDOMINIUMS, TRACT MAP 4015, FILE NO. 2609180, WASHOE COUNTY OFFICIAL RECORDS, EXCEPTING THOSE CERTAIN 'O' P.U.E.'S SHOWN HEREON ON SHEET 2.
4. THE RELINQUISHMENT OF ALL EASEMENTS OF RECORD AS NOTED ON SHEET 2.
5. THE DEDICATION OF PUBLIC UTILITY EASEMENTS (P.U.E.'S) AS SHOWN ON SHEET 2.

BY: \_\_\_\_\_ TITLE: \_\_\_\_\_  
LAKE TAHOE SCHOOL, A NEVADA NONPROFIT CORPORATION

**NOTARY ACKNOWLEDGMENT:**

STATE OF NEVADA )  
 ) ss.  
COUNTY OF WASHOE )

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON \_\_\_\_\_, 2017, BY \_\_\_\_\_, LAKE TAHOE SCHOOL, A NEVADA NONPROFIT CORPORATION.

\_\_\_\_\_  
NOTARY PUBLIC  
MY COMMISSION EXPIRES: \_\_\_\_\_

**SECURITY INTEREST HOLDERS CERTIFICATE**

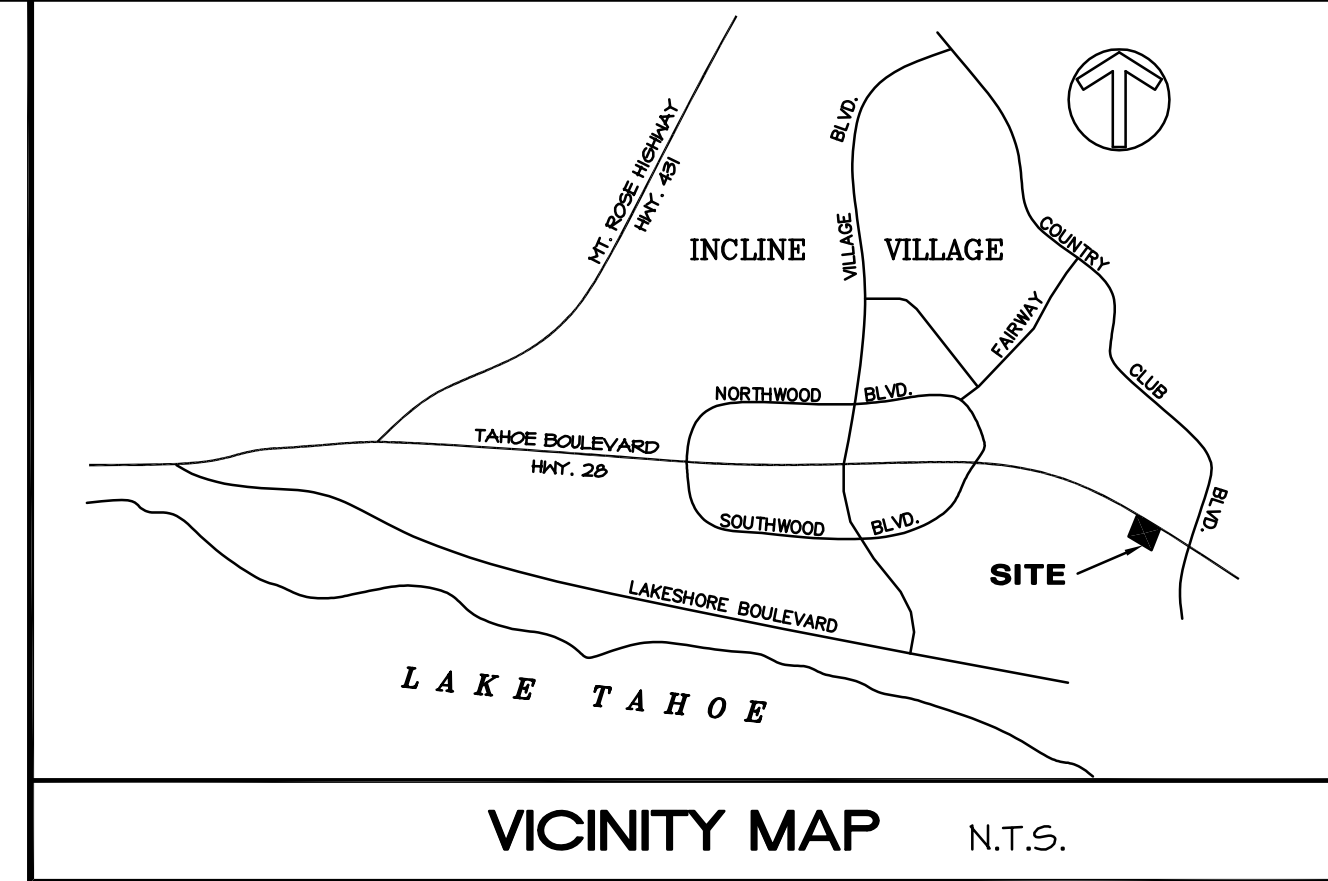
THE WRITTEN CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP BY THE HOLDERS OF SECURITY INTERESTS LISTED IN THE GUARANTEE OF THE TITLE COMPANY ARE SET FORTH ON SEPARATE DOCUMENTS FILED WITH THIS MAP AS DOCUMENT NO'S \_\_\_\_\_, INCLUSIVE.

**TITLE COMPANY CERTIFICATE**

STEWART TITLE GUARANTEE COMPANY REPORTS AND CERTIFIES THAT IT HAS ISSUED A GUARANTEE DATED \_\_\_\_\_, 2017, FOR THE BENEFIT OF THE COUNTY OF WASHOE, STATE OF NEVADA, THAT LISTS THE NAMES OF (1) EACH OWNER OF RECORD OF THE LAND TO BE DIVIDED, AND (2) EACH HOLDER OF RECORD OF A SECURITY INTEREST IN THE LAND TO BE DIVIDED, IF THE SECURITY INTEREST WAS CREATED BY A MORTGAGE OR DEED OF TRUST. THE GUARANTEE ALSO SHOWS THAT THERE ARE NO LIENS OF RECORD AGAINST THE COMMON-INTEREST COMMUNITY OR ANY PART THEREOF FOR DELINQUENT STATE, COUNTY, MUNICIPAL, FEDERAL, OR LOCAL TAXES OR ASSESSMENTS COLLECTED AS TAXES OR SPECIAL ASSESSMENTS.

FIRST CENTENNIAL TITLE COMPANY OF NEVADA  
ISSUING POLICIES OF  
STEWART TITLE GUARANTEE COMPANY

BY: \_\_\_\_\_ DATE \_\_\_\_\_



**TAXATION CERTIFICATE**

THE UNDERSIGNED HEREBY CERTIFIES THAT ALL PROPERTY TAXES ON THIS LAND FOR THE FISCAL YEAR HAVE BEEN PAID AND THAT THE FULL AMOUNT OF ANY DEFERRED PROPERTY TAXES FOR THE CONVERSION OF THE PROPERTY FROM AGRICULTURAL USE HAS BEEN PAID PURSUANT TO NRS 361A.265.  
WASHOE COUNTY TREASURER

BY: \_\_\_\_\_ DATE \_\_\_\_\_  
NAME: \_\_\_\_\_

**INCLINE VILLAGE GENERAL IMPROVEMENT DISTRICT CERTIFICATE**

THE DISTRICT HEREBY CERTIFIES THAT IT HAS REVIEWED THE MAP SHOWN HEREON, AND WATER AND/OR SEWER SYSTEMS ARE PRESENTLY AVAILABLE AND CONNECTION THERETO WOULD BE ALLOWED UPON PROPER APPLICATION, APPROVAL, AND PAYMENT OF APPLICABLE FEES. THIS CERTIFICATION IS SUBJECT TO:  
(1) THE AVAILABILITY OF WATER RIGHTS AND ACTIONS BROUGHT IN OPPOSITION TO THOSE WATER RIGHTS; AND (2) THE AVAILABILITY OF TREATMENT AND DISPOSAL CAPACITY OF THE DISTRICT'S WATER RECLAMATION FACILITIES. OPERATION AND MAINTENANCE OF THE WATER AND SEWER SYSTEM ON THE PROPERTY TO THE CONNECTION TO THE I.V.G.I.D. MAIN SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION.

\_\_\_\_\_  
JOSEPH BORGERDING DATE \_\_\_\_\_  
DIRECTOR OF ENGINEERING

**UTILITY COMPANIES CERTIFICATE**

THE UTILITY EASEMENTS SHOWN ON THIS PLAT TO BE RELINQUISHED OR TO REMAIN, TOGETHER WITH PUBLIC UTILITY EASEMENTS (P.U.E.) HAVE BEEN CHECKED, ACCEPTED AND APPROVED BY THE UNDERSIGNED PUBLIC UTILITY COMPANIES.

\_\_\_\_\_  
CHARTER SPECTRUM COMMUNICATIONS DATE \_\_\_\_\_

\_\_\_\_\_  
SIERRA PACIFIC POWER COMPANY, DATE \_\_\_\_\_  
D.B.A. NV ENERGY

\_\_\_\_\_  
NEVADA BELL TELEPHONE COMPANY, DATE \_\_\_\_\_  
D.B.A. AT&T NEVADA

\_\_\_\_\_  
SOUTHWEST GAS CORPORATION DATE \_\_\_\_\_

\_\_\_\_\_  
INCLINE VILLAGE GENERAL IMPROVEMENT DISTRICT DATE \_\_\_\_\_

**SURVEYOR'S CERTIFICATE**

I, KENNETH R. ARNETT, A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF NEVADA, CERTIFY THAT:

1. THIS PLAT REPRESENTS THE RESULTS OF A SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION AT THE INSTANCE OF LAKE TAHOE SCHOOL, A NEVADA NONPROFIT CORPORATION.
2. THE LANDS SURVEYED LIE WITHIN SECTION 15, TOWNSHIP 16 NORTH, RANGE 18 EAST, M.D.M., AND THE SURVEY WAS COMPLETED ON JANUARY 24, 2017.
3. THIS PLAT COMPLIES WITH THE APPLICABLE STATE STATUTES AND ANY LOCAL ORDINANCES IN EFFECT ON THE DATE THAT THE GOVERNING BODY GAVE ITS FINAL APPROVAL.
4. THIS PLAT HAS BEEN PREPARED FROM RECORD INFORMATION AS SHOWN ON THE TRACT MAP NO. 4015, RECORDED OCTOBER 25, 2001, AND RECORD OF SURVEY MAP NO. 1281, RECORDED MARCH 19, 1979, OFFICIAL RECORDS, WASHOE COUNTY, NEVADA, AND IS INTENDED TO REVERT ALL THAT LAND WITHIN THE EXTERIOR BOUNDARIES OF SAID TRACT MAP AND PARCEL 2 OF SAID RECORD OF SURVEY.
5. THIS MAP DOES NOT REPRESENT A FIELD SURVEY, AND NO MONUMENTS WERE SET.

\_\_\_\_\_  
KENNETH R. ARNETT DATE \_\_\_\_\_  
PROFESSIONAL LAND SURVEYOR NO. T6291  
EXPIRES 12/31/18

**COUNTY SURVEYOR'S CERTIFICATE**

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT CONSISTING OF TWO (2) SHEETS AND THAT I AM SATISFIED THAT THE MAP IS TECHNICALLY CORRECT AND THAT THE MONUMENTS ARE OF THE CHARACTER SHOWN AND OCCUPY THE POSITIONS INDICATED.

\_\_\_\_\_  
COUNTY SURVEYOR DATE \_\_\_\_\_

**DISTRICT BOARD OF HEALTH CERTIFICATE**

THIS REVERSION TRACT MAP IS APPROVED BY THE WASHOE COUNTY DISTRICT BOARD OF HEALTH. THIS APPROVAL CONCERNS SEWAGE DISPOSAL, WATER POLLUTION, WATER QUALITY, AND WATER SUPPLY FACILITIES. THIS MAP HAS BEEN FOUND TO MEET ALL APPLICABLE REQUIREMENTS AND PROVISIONS OF THE ENVIRONMENTAL HEALTH SERVICES DIVISION OF THE WASHOE COUNTY HEALTH DISTRICT.

AND IS PREDICATED UPON PLANS FOR A PUBLIC WATER SUPPLY AND A COMMUNITY SYSTEM FOR DISPOSAL OF SEWAGE.

\_\_\_\_\_  
FOR THE DISTRICT BOARD OF HEALTH DATE \_\_\_\_\_

**COMMUNITY DEVELOPMENT CERTIFICATE**

A TENTATIVE MAP OF EAGLES LANDING, A CONDOMINIUM SUBDIVISION, TM- 00010-005 WAS APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON THE 5TH DAY OF DECEMBER, 2000.

THE FINAL MAP OF EAGLES LANDING, A CONDOMINIUM SUBDIVISION, IS IN SUBSTANTIAL CONFORMANCE WITH THE TENTATIVE MAP AND ALL THE CONDITIONS OF APPROVAL HAVE BEEN MET. THIS FINAL MAP IS APPROVED AND ACCEPTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2001, BY THE COMMUNITY DEVELOPMENT DIRECTOR OF WASHOE COUNTY, NEVADA.

\_\_\_\_\_  
ROBERT W. SELLMAN DATE \_\_\_\_\_  
DIRECTOR OF COMMUNITY DEVELOPMENT

**RECORDER'S CERTIFICATE**

FILE NO. \_\_\_\_\_, FEE \_\_\_\_\_, FILED FOR RECORD AT THE REQUEST OF SCHOOL, A NEVADA NONPROFIT CORPORATION, ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2001, AT \_\_\_\_ MINUTES PAST \_\_\_\_ O'CLOCK \_\_\_\_M., OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.

\_\_\_\_\_  
COUNTY RECORDER

\_\_\_\_\_  
DEPUTY

**DIVISION OF WATER RESOURCES CERTIFICATE**

THIS PLAT IS APPROVED BY THE STATE OF NEVADA DIVISION OF WATER RESOURCES OF THE DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES CONCERNING WATER QUANTITY, SUBJECT TO REVIEW OF APPROVAL ON FILE IN THIS OFFICE.

\_\_\_\_\_  
DIVISION OF WATER RESOURCES DATE \_\_\_\_\_

**TAHOE REGIONAL PLANNING AGENCY CERTIFICATE**

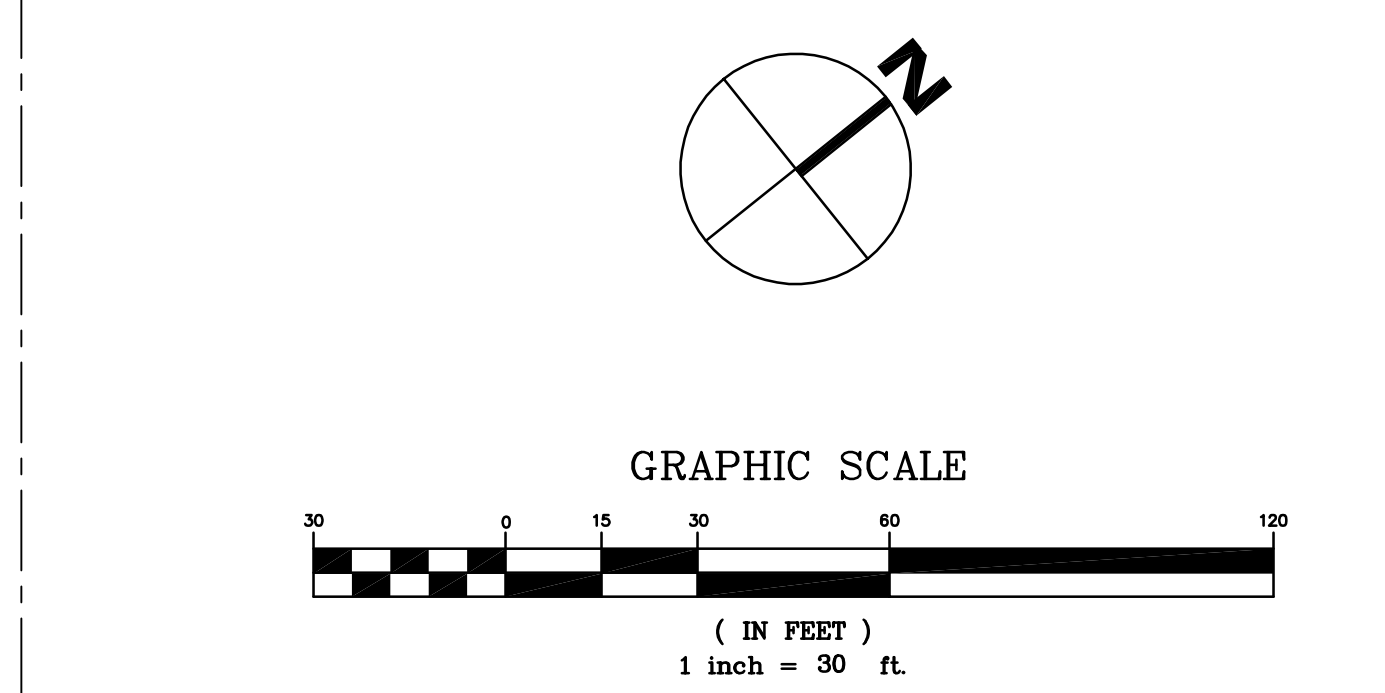
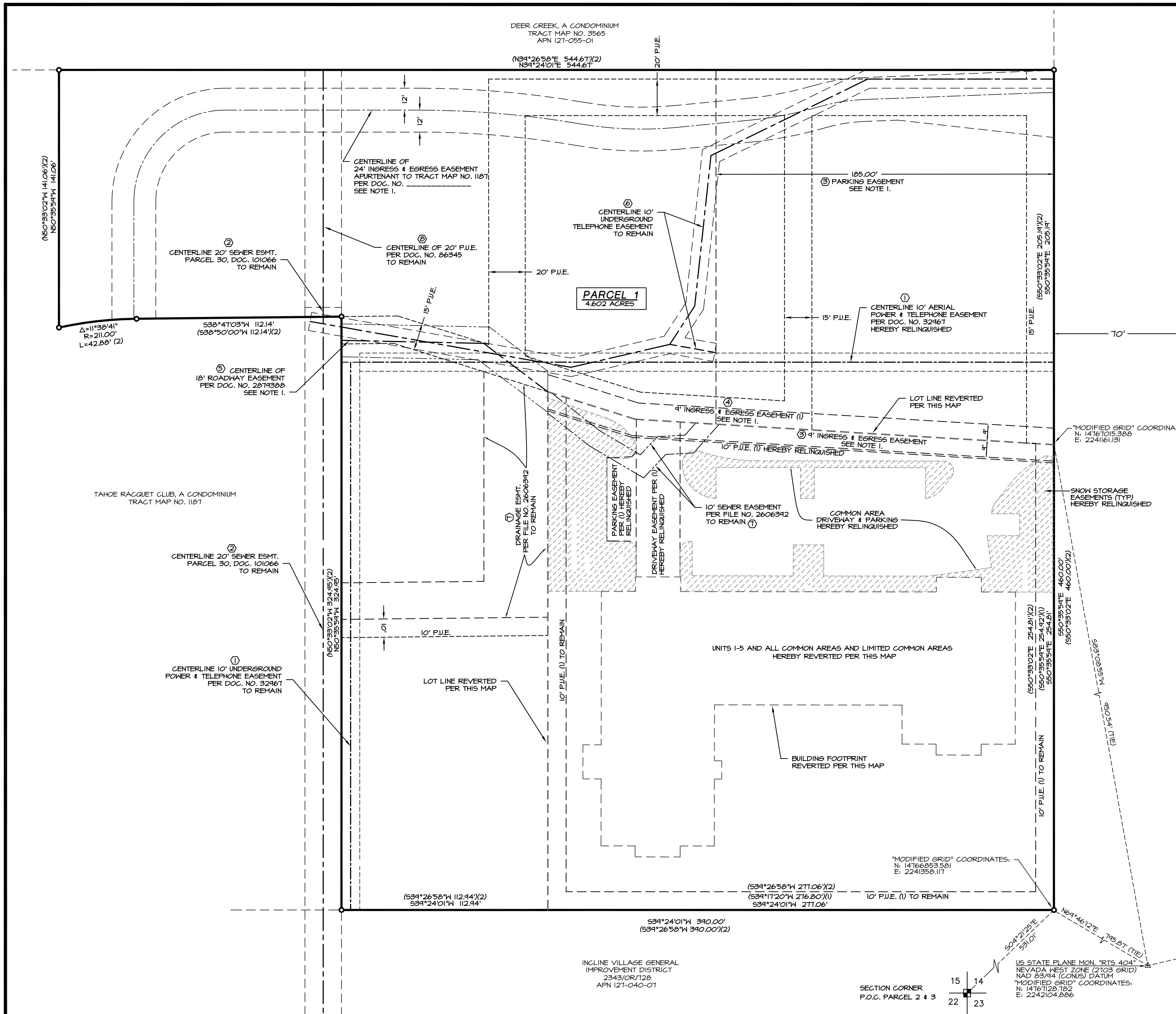
THIS REVERSION TRACT MAP CONFORMS TO TAHOE REGIONAL PLANNING AGENCY REQUIREMENTS.

\_\_\_\_\_  
EXECUTIVE DIRECTOR/DESIGNEE

**REVERSION TO ACREAGE  
FOR  
LAKE TAHOE SCHOOL**

EAGLES LANDING CONDOMINIUMS, TRACT MAP NO. 4015 AND PARCEL 2 AS SHOWN ON SURVEY MAP NO. 1281, RECORDED IN FILE NO. 544536, WASHOE COUNTY OFFICIAL RECORDS, AND LYING IN THE SE 1/4 SECTION 15, T. 16 N., R. 18 E., M.D.M., IN THE UNINCORPORATED TERRITORY OF WASHOE COUNTY, NEVADA.

 LAND SURVEYORS • PLANNERS 120 COUNTRY CLUB DR., UNIT 13 INCLINE VILLAGE, NV 89451	JOB: 16-02-03
	DATE: 1/24/17
	SCALE: AS NOTED
	SHEET 1 OF 2



- NOTES:**
1. AN AGREEMENT BETWEEN LAKE TAHOE SCHOOL, A NEVADA NONPROFIT CORPORATION AND TAHOE RACQUET CLUB, A CONDOMINIUM RECORDED CONCURRENT HEREWITH AS DOC. NO. 205758, WASHOE COUNTY OFFICIAL RECORDS, PROVIDES FOR RELINQUISHMENT OF THE FOLLOWING RECORDED EASEMENTS:  
A NON-EXCLUSIVE EASEMENT GRANTED TO TAHOE SIERRA DEVELOPMENT COMPANY, INC. AND A4R CORPORATION FOR INGRESS & EGRESS, RECORDED MAY 11, 1971 IN BOOK 542, PAGE 371, AS DOCUMENT NO. 205758, OFFICIAL RECORDS. SPECIFIC EASEMENT ELEMENTS NOT LOCATABLE OF RECORD.
  2. THE FOLLOWING LOCATABLE EASEMENTS OF RECORD ARE HEREBY RELINQUISHED BY THIS MAP:  
ALL EASEMENTS DEDICATED IN THE EAGLES LANDING CONDOMINIUMS, TRACT MAP 4015, FILE NO. 2604180, WASHOE COUNTY OFFICIAL RECORDS, EXCEPTING THOSE CERTAIN 10' P.U.E.'S SHOWN HEREON TO REMAIN.
  3. THE FOLLOWING LOCATABLE EASEMENTS OF RECORD ARE TO REMAIN:  
① A PORTION OF THE EASEMENT GRANTED TO SIERRA PACIFIC POWER COMPANY AND BELL TELEPHONE COMPANY OF NEVADA FOR ELECTRIC POWER AND COMMUNICATION AERIAL AND UNDERGROUND FACILITIES, RECORDED JULY 8, 1965 IN BOOK 41, PAGE 234, AS DOC. NO. 32461, OFFICIAL RECORDS, AS SHOWN HEREON.
  - ② AN EASEMENT GRANTED TO INCLINE VILLAGE GENERAL IMPROVEMENT DISTRICT FOR SEWER, WATER, DRAINAGE, RECREATION, SIDEWALK AND STREET LIGHTING PURPOSES, RECORDED NOVEMBER 6, 1961 IN BOOK 286, PAGE 104, AS DOCUMENT NO. 101066, OFFICIAL RECORDS.
  - ③ AN EASEMENT GRANTED TO BELL TELEPHONE COMPANY FOR UNDERGROUND COMMUNICATIONS FACILITIES, WITH THE RIGHT OF INGRESS & EGRESS, RECORDED JULY 1, 1983 IN BOOK 1886, PAGE 944 IN DOC. NO. 864585, OFFICIAL RECORDS.
  - ④ AN EASEMENT FOR INSTALLATION, USE AND MAINTENANCE OF SEWER LINES, DRAINAGE FACILITIES AND FOR DRAINAGE, RECORDED APRIL 17, 2001 IN DOC. NO. 2606342, OFFICIAL RECORDS.
  - ⑤ AN EASEMENT RECORDED IN DOCUMENT NO. 86345, OFFICIAL RECORDS.

TAHOE BLVD.  
HWY 28

**BASIS OF BEARINGS**  
THE MERIDIAN OF THIS SURVEY IS BASED ON U.S. STATE PLANE 1983/94, NEVADA WEST ZONE, AND IS ESTABLISHED BY FOUND MONUMENTS SHOWN HEREON.  
DISTANCES AND "MODIFIED GRID" COORDINATES SHOWN HEREON ARE GROUND, TO CONVERT TO GRID MULTIPLY BY 0.999131069.

- LEGEND**
- DIMENSION POINT
  - (1) RECORD DATA PER TRACT MAP NO. 4015, FILE NO. 2604180, WASHOE COUNTY OFFICIAL RECORDS.
  - (2) RECORD DATA PER SURVEY MAP NO. 1281, FILE NO. 594536, WASHOE COUNTY OFFICIAL RECORDS.
  - ▨ DENOTES SNOW STORAGE EASEMENT HEREBY ABANDONED

TOTAL LOT AREA = 4.602 ACRES

**REVERSION TO ACREAGE  
FOR  
LAKE TAHOE SCHOOL**

EAGLES LANDING CONDOMINIUMS, TRACT MAP NO. 4015 AND PARCEL 2 AS SHOWN ON SURVEY MAP NO. 1281, RECORDED IN FILE NO. 594536, WASHOE COUNTY OFFICIAL RECORDS, AND LYING IN THE SE 1/4 SECTION 15, T. 16 N., R. 18 E., M.D.M., IN THE UNINCORPORATED TERRITORY OF WASHOE COUNTY, NEVADA.

	JOB: 16-02-03
LAND SURVEYORS • PLANNERS	DATE: 1/24/17
120 COUNTRY CLUB DR., UNIT 13 INCLINE VILLAGE, NV 89451	SCALE: AS NOTED
	SHEET 2 OF 2



# Administrative Review

## Written Decision / Action Order

Special Use Permit Case No. SB13-001

Decision: Approval with Conditions

Decision Date: April 2, 2013

Applicant/Property Owner: Lake Tahoe School - Stuart Sagan, 995 Tahoe Boulevard, Incline Village NV 89451

Assigned Planner: Eva M. Krause - AICP, Planner  
Phone: 775.328.3796  
E-Mail: ekrause@washoecounty.us

**Project Description: Special Use Permit Case No. SB13-001** – To modify Special Use Permit SW02-008, by converting 2,270 square feet of commercial office space to public facility, thereby increasing the size of the school. The increase of the school building does not increase the maximum number of student permitted by the original Special Use Permit.

- Applicant: Lake Tahoe School, Stuart Sagan
- Property Owner: Lake Tahoe School
- Location: 995 Lake Tahoe School
- Assessor's Parcel No: 127-582-05
- Parcel Size: 0.34 acres
- Master Plan Category: Commercial
- Regulatory Zone: Tourist Commercial
- Area Plan: Incline Village Tourist Commercial
- Citizen Advisory Board: Incline Village/Crystal Bay
- Development Code: Article 810
- Commission District: 1 – Commissioner Berkbigler
- Section/Township/Range: Section 15, T16N, R18E, MDM, Washoe County, NV

Notice is hereby given that the Planning & Development Division Director granted approval with conditions of the above referenced case number based on the findings in accordance with Washoe County Development Code Article 810. If no appeals have been filed within 10 days after the date of decision, the approval by the Washoe County Planning & Development Division Director is final. If filed, an appeal stays any further action on the permit until final resolution of the appeal. If the end of the appeal period falls on a non-business day, the appeal period shall be extended to include the next business day. An appeal shall be filed in accordance with the provisions found in Article 810 of the Washoe County Development Code.

This Action Order of approval is granted subject to the attached conditions and Washoe County development standards. Please contact the planner assigned to your project at the above-referenced phone number within 7 days of receipt of this Order to review the steps necessary to satisfy the Conditions of Approval. A business license, certificate of occupancy or final approval shall not be issued until all of the Conditions of Approval (attached) are satisfied. Additionally, compliance shall be required with all federal, state and local statutes, ordinances and regulations applicable to the approved project.

To: Lake Tahoe School  
Subject: Special Use Permit Case No SB13-001  
Date: April 11, 2013  
Page: 2

**This Action Order does not authorize grading or building without issuance of the necessary permits from the Washoe County Building and Safety Department.**

Washoe County  
Community Services Department  
Planning & Development Division

/s/

Carl R. Webb  
for William Whitney  
Division Director

WW/EK/ds (SB13-001 Lake Tahoe School Action Order)

Attachments:

- Conditions of Approval

xc: Representatives: Midkiff and Associates, Inc., Nick Exline, P.O. Box 12427 Zephyr Cove, NV 89448. [nick@midkiffandassoc.com](mailto:nick@midkiffandassoc.com)

Agencies: Gregory Salter, Esq., District Attorney's Office; Carol Buonanoma, Assessor's Office (CAAS); Theresa Wilkins, Assessor's Office; North Lake Tahoe Fire Protection District; 866 Oriole Way, Incline Village, NV 89451-9439



# Conditions of Approval

Special Use Permit Case No. SB13-001

The project approved under Special Use Permit Case No. SB13-001 shall be carried out in accordance with the Conditions of Approval granted by the Planning and Development Division Director on April 2, 2013. Conditions of Approval are requirements placed on a permit or development by each reviewing agency. These Conditions of Approval may require submittal of documents, applications, fees, inspections, amendments to plans, and more. These conditions do not relieve the applicant of the obligation to obtain any other approvals and licenses from relevant authorities required under any other act or to abide by all other generally applicable Codes.

**Unless otherwise specified**, all conditions related to the approval of this Special Use Permit shall be met or financial assurance must be provided to satisfy the Conditions of Approval prior to issuance of a grading or building permit. The agency responsible for determining compliance with a specific condition shall determine whether the condition must be fully completed or whether the applicant shall be offered the option of providing financial assurance. All agreements, easements, or other documentation required by these conditions shall have a copy filed with the County Engineer and the Planning & Development Division.

Compliance with the Conditions of Approval related to this Special Use Permit is the responsibility of the applicant, his/her successor in interest, and all owners, assignees, and occupants of the property and their successors in interest. Failure to comply with any of the conditions imposed in the approval of the Special Use Permit may result in the initiation of revocation procedures.

Washoe County reserves the right to review and revise the Conditions of Approval related to this Special Use Permit should it be determined that a subsequent license or permit issued by Washoe County violates the intent of this approval.

For the purpose of conditions imposed by Washoe County, "may" is permissive and "shall" or "must" is mandatory.

Conditions of Approval are usually complied with at different stages of the proposed project. Those stages are typically:

- Prior to permit issuance (i.e., grading permits, building permits, etc.).
- Prior to obtaining a final inspection and/or a certificate of occupancy.
- Prior to the issuance of a business license or other permits/licenses.
- Some "Conditions of Approval" are referred to as "Operational Conditions." These conditions must be continually complied with for the life of the project or business.

FOLLOWING ARE CONDITIONS OF APPROVAL REQUIRED BY THE REVIEWING AGENCIES. EACH CONDITION MUST BE MET TO THE SATISFACTION OF THE ISSUING AGENCY.

**Washoe County Planning and Development Division**

1. The following conditions are requirements of the Planning & Development Division, which shall be responsible for determining compliance with these conditions.

Contact Name – Eva Krause, 775.328.3796, [EKrause@washoecounty.us](mailto:EKrause@washoecounty.us)

- a. The applicant shall demonstrate substantial conformance to the plans approved as part of this special use permit.
- b. All General and Operational Conditions of Approval from SW02-008 are still in effect and compliance with those conditions is required.
- c. Failure to conform to all conditions of approval from SW02-008, failure to maintain a current business license or discontinuation of use for more than 1 year shall result in Special Use Permits SW02-008 and SB13-001 becoming null and void.

**Washoe County Department of Public Works**

2. The following conditions are requirements of Building and Safety which shall be responsible for determining compliance with these conditions.

Contact Name – Don Jeppson, 775.328.2030, [DJeppson@washoecounty.us](mailto:DJeppson@washoecounty.us)

- a. Lake Tahoe school shall submit for a change of occupancy permit in accordance with the Building Code.

\*\*\* End of Conditions \*\*\*

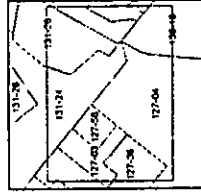
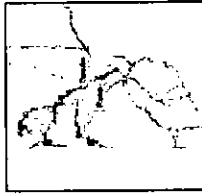


Assessor's Map Number  
**127-58**

STATE OF NEVADA  
**WASHOE COUNTY**  
ASSESSOR'S OFFICE  
Joshua G. Wilson, Assessor  
1001 East Main Street  
Reno, Nevada, 89512  
(775) 328-2231

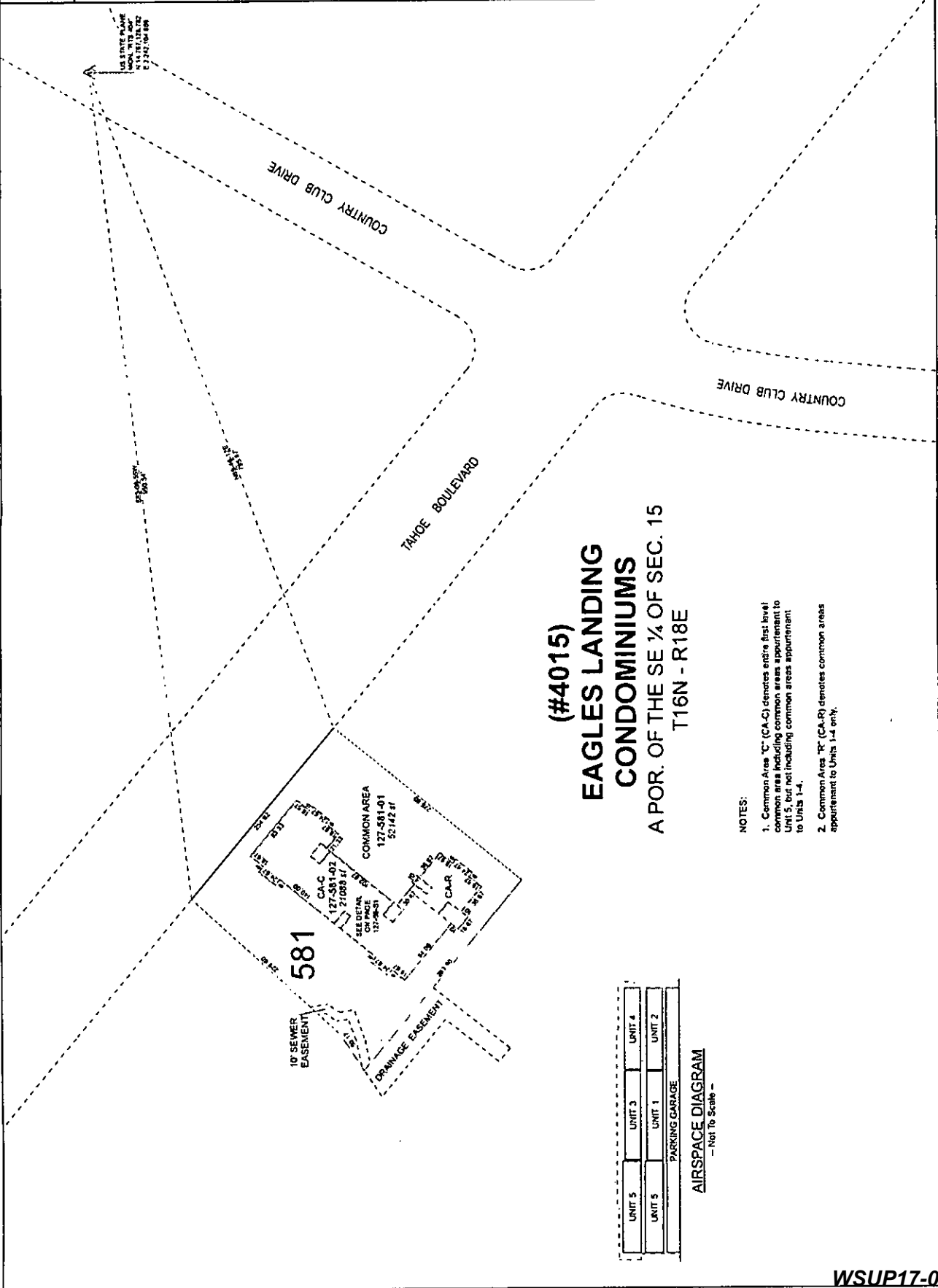


Scale  
0 25 50 75 100  
1 inch = 100 feet



Created by: **NLH 06/27/2010**  
Last updated:  
area previously shown on map(s):  
**127-03**

NOTE: This map was prepared for the use of the Washoe County Assessor for assessment and is not intended for any other purpose. No liability is assumed as to the sufficiency or accuracy of the data referenced herein.



**(#4015)**  
**EAGLES LANDING**  
**CONDOMINIUMS**  
A POR. OF THE SE 1/4 OF SEC. 15  
T16N - R18E

- NOTES:
1. Common Area "C" (CA-C) denotes entire first level common area including common areas appurtenant to Unit 5, but not including common areas appurtenant to Units 1-4.
  2. Common Area "R" (CA-R) denotes common areas appurtenant to Units 1-4 only.

UNIT 5	UNIT 3	UNIT 4
UNIT 5	UNIT 1	UNIT 2
PARKING GARAGE		

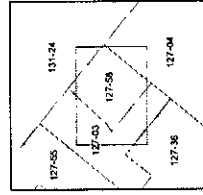
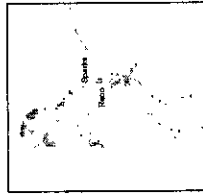
**AIRSPACE DIAGRAM**  
- Not To Scale -

Assessor's Map Number  
**127-58-S1**

STATE OF NEVADA  
**WASHOE COUNTY**  
**ASSESSOR'S OFFICE**  
Joshua G. Wilson, Assessor  
1001 East Hill Street  
Reno, Nevada 89512  
(775) 326-2331



Scale  
0 3.75 7.5 15 22.5 30  
1 inch = 30 feet



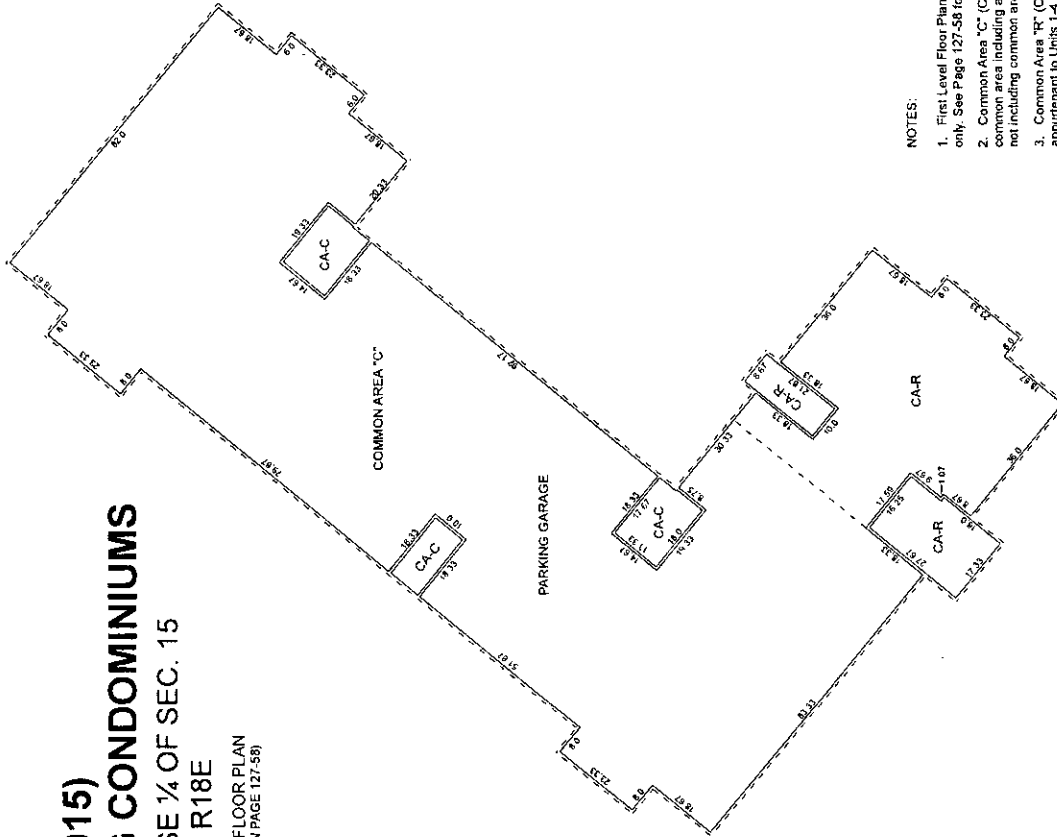
created by: **N.L.H. 8/02/2010**  
last updated:  
and previously shown on map(s):  
**127-03**

NOTE: This map was prepared for the use of the Washoe County Assessor for assessment and taxation purposes only. It is not intended as a survey of the property. No liability is assumed as to the sufficiency or accuracy of the data depicted herein.

**(#4015)**  
**EAGLES LANDING CONDOMINIUMS**

A POR. OF THE SE 1/4 OF SEC. 15  
**T16N - R18E**

FIRST LEVEL FLOOR PLAN  
(PARCELLED ON PAGE 127-59)



**NOTES:**

1. First Level Floor Plan shown hereon for dimensions only. See Page 127-59 for parcel number.
2. Common Area "C" (C-A-C) denotes entire first level common area including area appurtenant to Unit 5, but not including common areas appurtenant to Units 1-4.
3. Common Area "R" (C-A-R) denotes common areas appurtenant to Units 1-4, only.

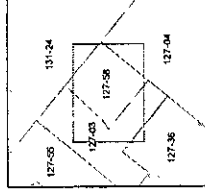
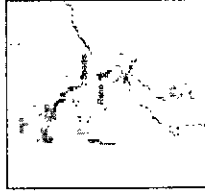
Assessor's Map Number

**127-58-S2**

STATE OF NEVADA  
**WASHOE COUNTY**  
ASSESSOR'S OFFICE  
Joshua C. Wilson, Assessor  
1001 East Ninth Street  
Building D, Room 112  
Reno, NV 89512  
(775) 328-2231



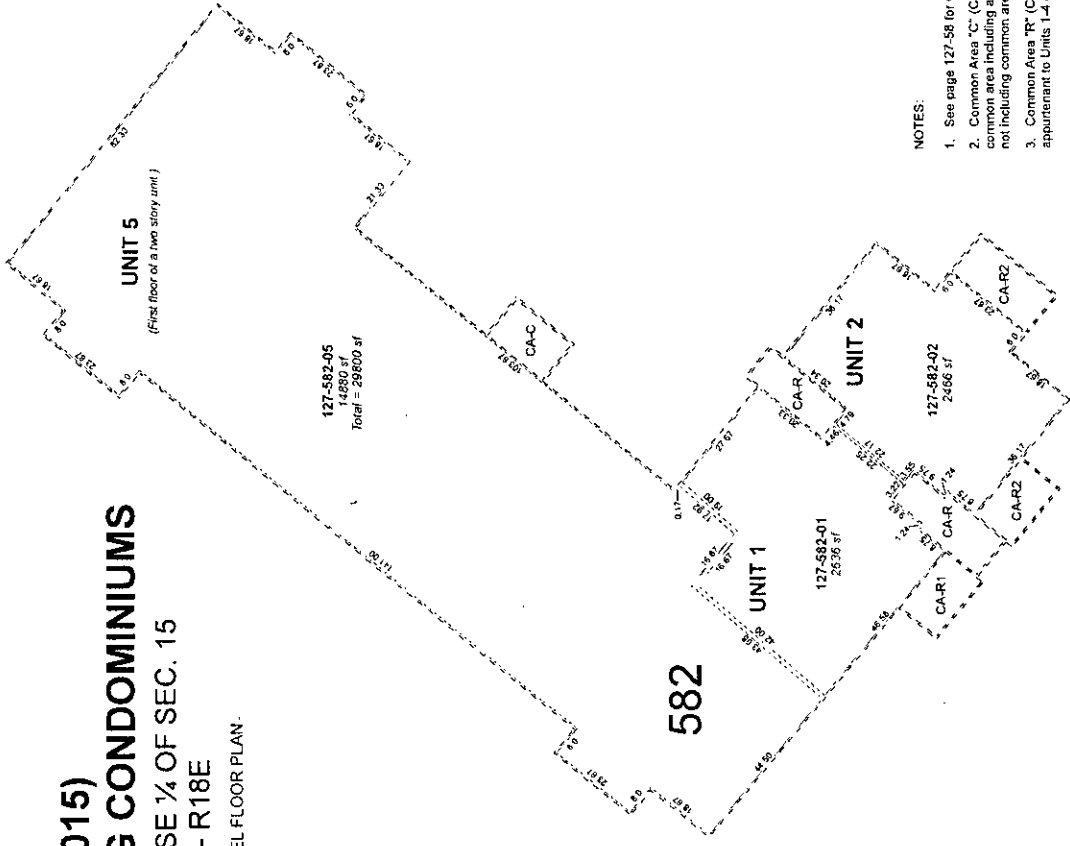
Scale  
0 3.75 7.5 15 22.5 30  
1 inch = 30 feet



created by NLH 6/02/2010  
last updated  
area previously shown on map(s) 127-03

NOTE: This map was prepared for the use of the Washoe County Assessor for assessment and administrative purposes only. It does not represent a survey and should not be relied upon as to the sufficiency or accuracy of the data delineated hereon.

**(#4015)**  
**EAGLES LANDING CONDOMINIUMS**  
A POR. OF THE SE 1/4 OF SEC. 15  
T16N - R18E  
SECOND LEVEL FLOOR PLAN.



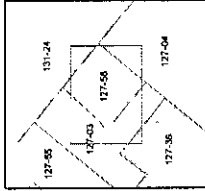
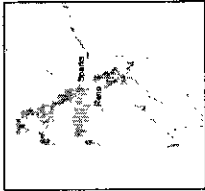
- NOTES:
- 1. See page 127-58 for Common Area parcel.
  - 2. Common Area "C" (CA-C) denotes entire first level common area including area appurtenant to Unit 5, but not including common areas appurtenant to Units 1-4.
  - 3. Common Area "R" (CA-R) denotes common areas appurtenant to Units 1-4 only.

Assessor's Map Number  
**127-58-S3**

STATE OF NEVADA  
**WASHOE COUNTY**  
ASSESSOR'S OFFICE  
Joshua G. Wilson, Assessor  
1001 East Ninth Street  
Reno, Nevada, 89512  
(775) 328-2231



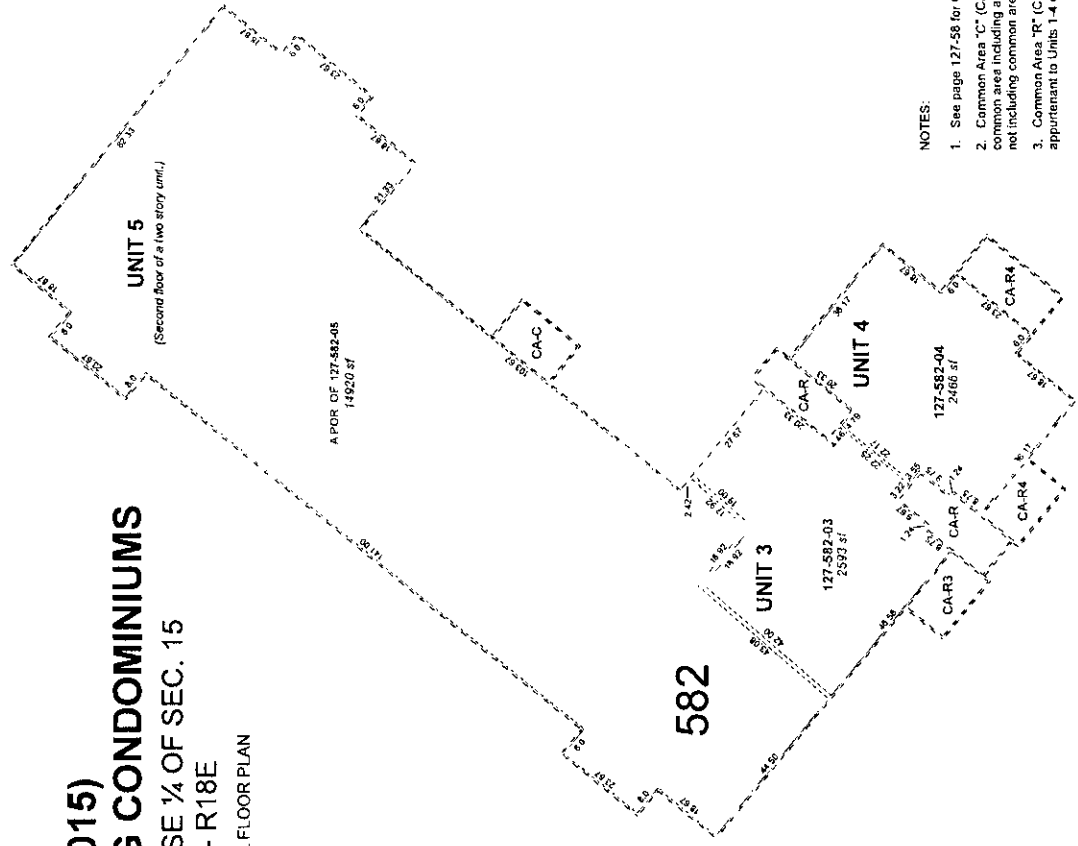
0 3 7.5 15 22.5 30  
1 inch = 30 feet



created by **NLM 8/02/2010**  
last updated: \_\_\_\_\_  
area previously shown on map(s) **127-03**

NOTE: This map was prepared for the use of the Washoe County Assessor for assessment and is not intended to be used for any other purpose. A survey of the premises, no liability is assumed as to the sufficiency or accuracy of the data delineated hereon.

**(#4015)**  
**EAGLES LANDING CONDOMINIUMS**  
A POR. OF THE SE 1/4 OF SEC. 15  
T16N - R18E  
THIRD LEVEL FLOOR PLAN



- NOTES:**
1. See page 127-58 for Common Area parcel.
  2. Common Area "C" (CA-C) denotes entire first level common area including area appurtenant to Unit 5, but not including common areas appurtenant to Units 1-4.
  3. Common Area "R" (CA-R) denotes common areas appurtenant to Units 1-4 only.

## Account Detail

[Back to Search Results](#)

[Change of Address](#)

[Print this Page](#)

### Washoe County Parcel Information

Parcel ID	Status	Last Update
12703021	Active	1/31/2017 2:10:09 AM
<b>Current Owner:</b> LAKE TAHOE SCHOOL ATTN: PAUL RICHEY 995 TAHOE BLVD INCLINE VILLAGE, NV 89451		<b>SITUS:</b> 977 TAHOE BLVD INCLINE VILLAGE NV
<b>Taxing District</b> 5200	<b>Geo CD:</b>	
<b>Legal Description</b>		
Township 16 SubdivisionName COMMERCIAL SUBDIVISION 1 Section 15 Lot Block Range 18		

### Tax Bill (Click on desired tax year for due dates and further details)

Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
<a href="#">2016</a>	\$12,134.80	\$12,134.80	\$0.00	\$0.00	\$0.00
<a href="#">2015</a>	\$12,105.81	\$12,105.81	\$0.00	\$0.00	\$0.00
<a href="#">2014</a>	\$12,209.42	\$12,209.42	\$0.00	\$0.00	\$0.00
<a href="#">2013</a>	\$12,289.86	\$12,289.86	\$0.00	\$0.00	\$0.00
<a href="#">2012</a>	\$12,372.76	\$12,372.76	\$0.00	\$0.00	\$0.00
<b>Total</b>					<b>\$0.00</b>

### Important Payment Information

- ALERTS:** If your real property taxes are delinquent, the search results displayed may not reflect the correct amount owing. Please contact our office for the current amount due.
- For your convenience, online payment is available on this site. E-check payments are accepted without a fee. However, a service fee does apply for online credit card payments. See [Payment Information](#) for details.

### Pay Online

No payment due for this account.

**\$0.00**

### Pay By Check

Please make checks payable to:  
**WASHOE COUNTY TREASURER**

**Mailing Address:**  
P.O. Box 30039  
Reno, NV 89520-3039

**Overnight Address:**  
1001 E. Ninth St., Ste D140  
Reno, NV 89512-2845

 **Payment Information**

 **Special Assessment District**

 **Installment Date Information**

 **Assessment Information**

The Washoe County Treasurer's Office makes every effort to produce and publish the most current and accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation. If you have any questions, please contact us at (775) 328-2510 or [tax@washoecounty.us](mailto:tax@washoecounty.us)

This site is best viewed using Google Chrome, Internet Explorer 11, Mozilla Firefox or Safari.

## Account Detail

[Back to Search Results](#)

[Change of Address](#)

[Print this Page](#)

### Washoe County Parcel Information

Parcel ID	Status	Last Update
12758205	Active	1/31/2017 2:10:09 AM
<b>Current Owner:</b> LAKE TAHOE SCHOOL ATTN: PAUL RICHEY 995 TAHOE BLVD INCLINE VILLAGE, NV 89451		<b>SITUS:</b> 995 TAHOE BLVD INCLINE VILLAGE NV
<b>Taxing District</b> 5200	<b>Geo CD:</b>	
<b>Legal Description</b>		
Section Lot 5 Block SubdivisionName EAGLES LANDING CONDOMINIUMS Range 18 Township 16		

### Tax Bill (Click on desired tax year for due dates and further details)

Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
<b>2016</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>2015</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>2014</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>2013</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>2012</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total					\$0.00

### Important Payment Information

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**\$0.00**

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 **Payment Information**

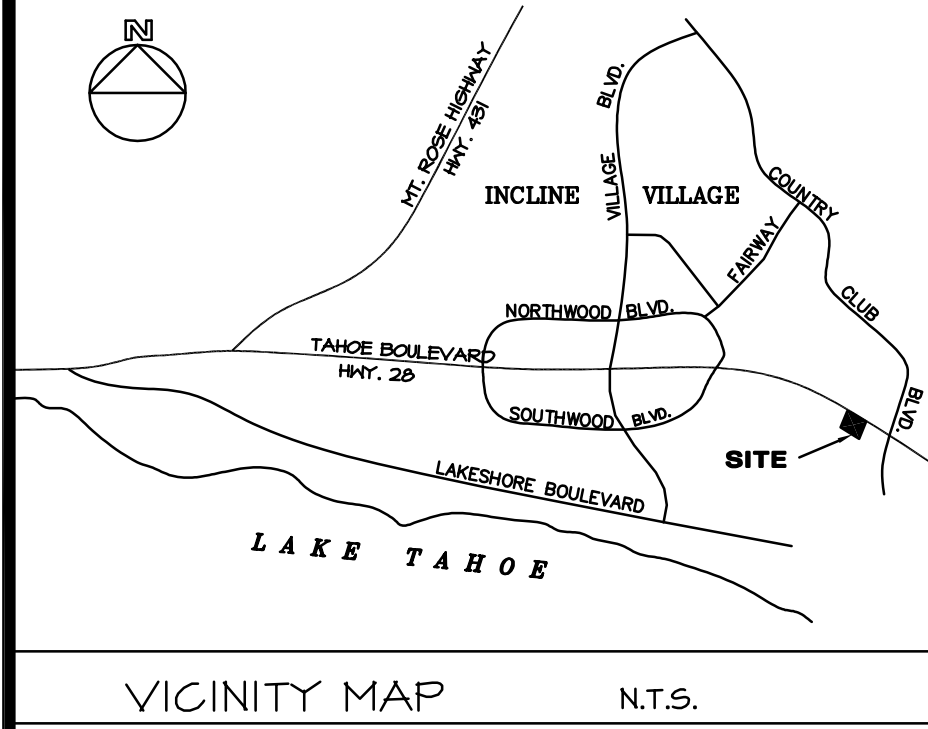
 **Special Assessment District**

 **Installment Date Information**

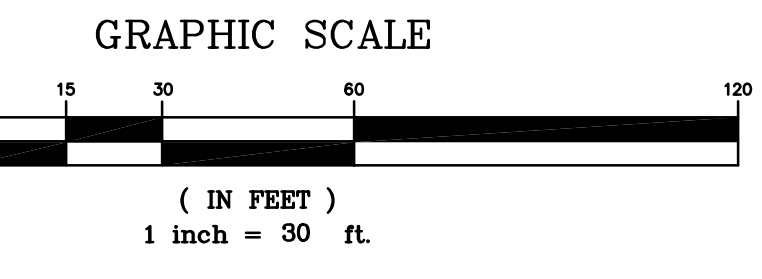
 **Assessment Information**

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This site is best viewed using Google Chrome, Internet Explorer 11, Mozilla Firefox or Safari.



- LEGEND**
- FOUND MONUMENT AS NOTED
  - NOTHING FOUND OR SET
  - SPOT ELEVATION
  - ⊙ SEWER MANHOLE
  - ⊙ INTERCEPTOR MANHOLE
  - ⊙ WATER VALVE
  - ⊙ CLEAN OUT
  - ⊙ FIRE HYDRANT
  - ⊙ LIGHT
  - ⊙ SIGN
  - UTILITY AS NOTED
  - P.U.E. PUBLIC UTILITY EASEMENT
  - S.E. SLOPE EASEMENT
  - S.S.E. SNOW STORAGE EASEMENT
  - ⊙ 12" P TREE, DIAMETER 4 TYPE  
P-FINE, F-FIR, C-CEDAR
  - ⊙ WILLOW TREE
  - (1) TRACT MAP NO. 4015, WASHOE COUNTY OFFICIAL RECORDS
  - B.S.B.L. BUILDING SETBACK LINE
  - P.U.E. PUBLIC UTILITY EASEMENT
  - S.S.E. SNOW STORAGE EASEMENT



**REFERENCES:**

THIS SURVEY IS BASED ON THE LEGAL DESCRIPTION FURNISHED IN A PRELIMINARY TITLE REPORT BY STEWART TITLE COMPANY, ORDER NO. 104362-05, DATED APRIL 30, 2008.

THE FOLLOWING ITEMS AFFECT THE PARCEL:

- ITEM 4: THE RIGHT TO CREATE EASEMENTS AND RIGHTS OF WAY FOR PUBLIC USE, FOR DRAINAGE PURPOSES, PEDESTRIAN WALKWAYS, TELEVISION CABLES OR ANY ONE OR MORE OF THE SAME, PROVIDED, HOWEVER, THAT SAID EASEMENTS OR RIGHTS-OF-WAY SHALL BE LOCATED ALONG ONE OR MORE OF THE PROPERTY LINES AND EXTENDING NOT MORE THAN TEN (10) FEET THEREFROM AND THE EXERCISE OF THE RIGHTS THEREUNDER DO NOT INTERFERE WITH ANY OF THE BUILDINGS OR IMPROVEMENTS LOCATED ON THIS PROPERTY, RECORDED DECEMBER 2, 1964 IN BOOK 42, PAGE 114 AS DOC. NO. 14184, OFFICIAL RECORDS.
- ITEM 5: THE RIGHT TO CREATE EASEMENTS AND RIGHTS OF WAY FOR PUBLIC USE, FOR DRAINAGE PURPOSES, PEDESTRIAN WALKWAYS, TELEVISION CABLES OR ANY ONE OR MORE OF THE SAME, PROVIDED, HOWEVER, THAT SAID EASEMENTS OR RIGHTS-OF-WAY SHALL BE LOCATED ALONG ONE OR MORE OF THE PROPERTY LINES AND EXTENDING NOT MORE THAN TEN (10) FEET THEREFROM AND THE EXERCISE OF THE RIGHTS THEREUNDER DO NOT INTERFERE WITH ANY OF THE BUILDINGS OR IMPROVEMENTS LOCATED ON THIS PROPERTY, RECORDED FEBRUARY 17, 1965 IN BOOK 61, PAGE 171 AS DOC. NO. 20534, OFFICIAL RECORDS.
- ITEM 6: EASEMENTS, DEDICATIONS, RESERVATIONS, PROVISIONS, RELINQUISHMENTS, REGITALS, BUILDING SETBACK LINES, CERTIFICATES, AND ANY OTHER MATTERS AS PROVIDED FOR OR DELINEATED ON THE PLAT OF COMMERCIAL SUBDIVISION NO. 1, TRACT MAP NO. 942.
- ITEM 7: COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED MARCH 2, 1965 IN BOOK 64, PAGE 243 AS DOC. NO. 21602, AND MODIFIED JUNE 24, 1967 IN BOOK 396, PAGE 7 THROUGH 11, DOC. NO. 146855 THROUGH 146881, AND MODIFIED JULY 2, 1964 IN BOOK 348, PAGE 61 THROUGH 75, DOC. NO. 147611 THROUGH 147614, AND MODIFIED AUGUST 4, 1964 IN BOOK 403, PAGE 631, DOC. NO. 150105, AND MODIFIED AUGUST 15, 1964 IN BOOK 406, PAGE 518, DOC. NO. 151524, AND MODIFIED MARCH 26, 1970 IN BOOK 452, PAGE 424, DOC. NO. 164873, OFFICIAL RECORDS.
- ITEM 8: THE RIGHT TO CREATE EASEMENTS AND RIGHTS OF WAY FOR PUBLIC USE, FOR DRAINAGE PURPOSES, PEDESTRIAN WALKWAYS, TELEVISION CABLES OR ANY ONE OR MORE OF THE SAME, PROVIDED, HOWEVER, THAT SAID EASEMENTS OR RIGHTS-OF-WAY SHALL BE LOCATED ALONG ONE OR MORE OF THE PROPERTY LINES AND EXTENDING NOT MORE THAN TEN (10) FEET THEREFROM AND THE EXERCISE OF THE RIGHTS THEREUNDER DO NOT INTERFERE WITH ANY OF THE BUILDINGS OR IMPROVEMENTS LOCATED ON THIS PROPERTY, RECORDED MARCH 2, 1965 IN BOOK 64, PAGE 243 AS DOC. NO. 21602, OFFICIAL RECORDS.

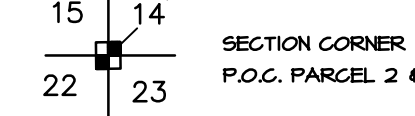
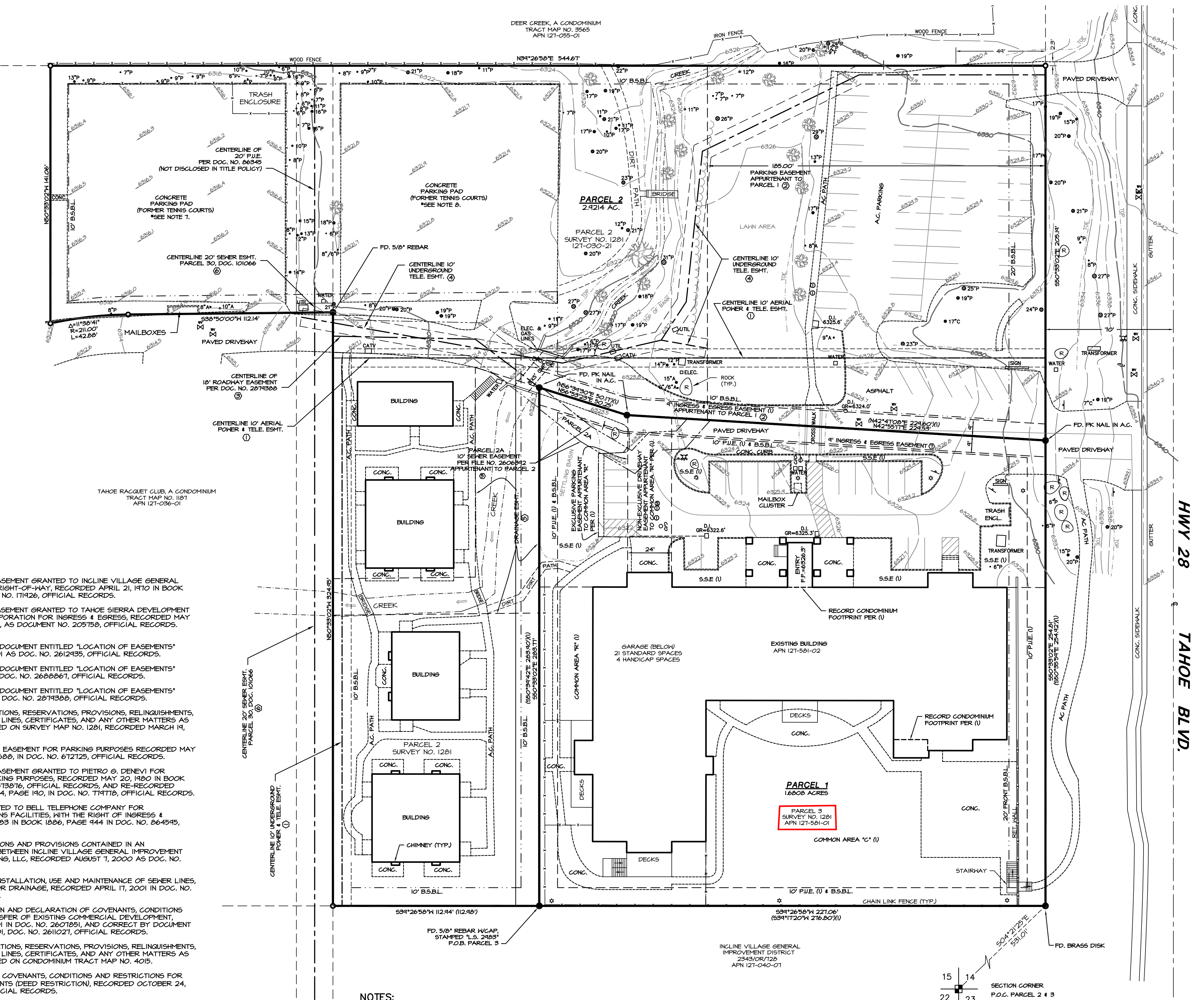
THE INTEREST OF CRYSTAL BAY DEVELOPMENT, THE GRANTOR IN THE ABOVE REFERENCED DEED, HAS BEEN CONVEYED TO INCLINE GENERAL IMPROVEMENT DISTRICT, BY AN INSTRUMENT RECORDED IN BOOK 451, PAGE 442, AS DOC. NO. 11126, OFFICIAL RECORDS.

- ① ITEM 9: AN EASEMENT GRANTED TO SIERRA PACIFIC POWER COMPANY AND BELL TELEPHONE COMPANY OF NEVADA FOR ELECTRIC POWER AND COMMUNICATION AERIAL AND UNDERGROUND FACILITIES, RECORDED JULY 8, 1965 IN BOOK 41, PAGE 234, AS DOC. NO. 32461, OFFICIAL RECORDS.
- ITEM 10: COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED NOVEMBER 15, 1966 IN BOOK 218, PAGE 651 AS DOC. NO. 14788, OFFICIAL RECORDS.
- ITEM 11: THE RIGHT TO CREATE EASEMENTS AND RIGHTS OF WAY FOR PUBLIC USE, FOR DRAINAGE PURPOSES, PEDESTRIAN WALKWAYS, TELEVISION CABLES OR ANY ONE OR MORE OF THE SAME, PROVIDED, HOWEVER, THAT SAID EASEMENTS OR RIGHTS-OF-WAY SHALL BE LOCATED ALONG ONE OR MORE OF THE PROPERTY LINES AND EXTENDING NOT MORE THAN TEN (10) FEET THEREFROM AND THE EXERCISE OF THE RIGHTS THEREUNDER DO NOT INTERFERE WITH ANY OF THE BUILDINGS OR IMPROVEMENTS LOCATED ON THIS PROPERTY, RECORDED APRIL 21, 1967 IN BOOK 250, PAGE 523 AS DOC. NO. 86341, OFFICIAL RECORDS.
- THE INTEREST OF CRYSTAL BAY DEVELOPMENT, THE GRANTOR IN THE ABOVE REFERENCED DEED, HAS BEEN CONVEYED TO INCLINE GENERAL IMPROVEMENT DISTRICT, BY AN INSTRUMENT RECORDED IN BOOK 451, PAGE 442, AS DOC. NO. 11126, OFFICIAL RECORDS.
- ITEM 12: COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED JUNE 14, 1967 IN BOOK 254, PAGE 336 AS DOC. NO. 84840, OFFICIAL RECORDS.
- ② ITEM 13: AN EASEMENT GRANTED TO INCLINE VILLAGE GENERAL IMPROVEMENT DISTRICT FOR SEWER, WATER, DRAINAGE, RECREATION, SIDEWALK AND STREET LIGHTING PURPOSES, RECORDED NOVEMBER 6, 1967 IN BOOK 286, PAGE 104, AS DOCUMENT NO. 101066, OFFICIAL RECORDS.

- ITEM 14: A NON-EXCLUSIVE EASEMENT GRANTED TO INCLINE VILLAGE GENERAL IMPROVEMENT DISTRICT FOR RIGHT-OF-WAY, RECORDED APRIL 21, 1970 IN BOOK 451, PAGE 442, AS DOCUMENT NO. 11126, OFFICIAL RECORDS.
- ITEM 15: A NON-EXCLUSIVE EASEMENT GRANTED TO TAHOE SIERRA DEVELOPMENT COMPANY, INC. AND A/R CORPORATION FOR INGRESS & EGRESS, RECORDED MAY 11, 1971 IN BOOK 542, PAGE 371, AS DOCUMENT NO. 205758, OFFICIAL RECORDS, NOT LOCATABLE OF RECORD.
- ③ MATTERS AS SET FORTH IN A DOCUMENT ENTITLED "LOCATION OF EASEMENTS" RECORDED NOVEMBER 2, 2001 AS DOC. NO. 2612435, OFFICIAL RECORDS.
- ④ MATTERS AS SET FORTH IN A DOCUMENT ENTITLED "LOCATION OF EASEMENTS" RECORDED MAY 17, 2002 AS DOC. NO. 2688867, OFFICIAL RECORDS.
- ⑤ MATTERS AS SET FORTH IN A DOCUMENT ENTITLED "LOCATION OF EASEMENTS" RECORDED JUNE 27, 2003 AS DOC. NO. 2819388, OFFICIAL RECORDS.
- ITEM 16: EASEMENTS, DEDICATIONS, RESERVATIONS, PROVISIONS, RELINQUISHMENTS, REGITALS, BUILDING SETBACK LINES, CERTIFICATES, AND ANY OTHER MATTERS AS PROVIDED FOR OR DELINEATED ON SURVEY MAP NO. 1281, RECORDED MARCH 14, 1974, FILE NO. 544536.
- ⑥ ITEM 17: NOTICE OF CLAIM OF EASEMENT FOR PARKING PURPOSES RECORDED MAY 13, 1980 IN BOOK 1502, PAGE 688, IN DOC. NO. 672725, OFFICIAL RECORDS.
- ⑦ ITEM 18: A NON-EXCLUSIVE EASEMENT GRANTED TO PIETRO G. DENEVI FOR INGRESS & EGRESS AND PARKING PURPOSES, RECORDED MAY 20, 1980 IN BOOK 1504, PAGE 830 IN DOC. NO. 673876, OFFICIAL RECORDS, AND RE-RECORDED FEBRUARY 4, 1982 IN BOOK 114, PAGE 192, IN DOC. NO. 77719, OFFICIAL RECORDS.
- ⑧ ITEM 19: AN EASEMENT GRANTED TO BELL TELEPHONE COMPANY FOR UNDERGROUND COMMUNICATIONS FACILITIES, WITH THE RIGHT OF INGRESS & EGRESS, RECORDED JULY 1, 1983 IN BOOK 1886, PAGE 944 IN DOC. NO. 864545, OFFICIAL RECORDS.
- ITEM 20: THE TERMS, CONDITIONS AND PROVISIONS CONTAINED IN AN ENCROACHMENT AGREEMENT BETWEEN INCLINE VILLAGE GENERAL IMPROVEMENT DISTRICT AND PHOENIX LANDINGS, LLC, RECORDED AUGUST 7, 2000 AS DOC. NO. 241128, OFFICIAL RECORDS.
- ⑨ ITEM 21: AN EASEMENT FOR INSTALLATION, USE AND MAINTENANCE OF SEWER LINES, DRAINAGE FACILITIES AND FOR DRAINAGE, RECORDED APRIL 17, 2001 IN DOC. NO. 2808392, OFFICIAL RECORDS.
- ITEM 22: A DEED RESTRICTION AND DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR TRANSFER OF EXISTING COMMERCIAL DEVELOPMENT, RECORDED OCTOBER 22, 2001 IN DOC. NO. 2607851, AND CORRECT BY DOCUMENT RECORDED OCTOBER 30, 2001, DOC. NO. 261027, OFFICIAL RECORDS.
- ITEM 23: EASEMENTS, DEDICATIONS, RESERVATIONS, PROVISIONS, RELINQUISHMENTS, REGITALS, BUILDING SETBACK LINES, CERTIFICATES, AND ANY OTHER MATTERS AS PROVIDED FOR OR DELINEATED ON CONDOMINIUM TRACT MAP NO. 4015.
- ITEM 24: A DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR TRPA SUBDIVISION REQUIREMENTS (DEED RESTRICTION), RECORDED OCTOBER 24, 2001, DOC. NO. 2604074, OFFICIAL RECORDS.
- ITEMS 25 & 26: COVENANTS, CONDITIONS, RESTRICTIONS, EASEMENTS, LIENS, AND CHARGES CONTAINED IN A DECLARATION RECORDED OCTOBER 25, 2001, DOC. NO. 2609181 & 2609182, OFFICIAL RECORDS.
- ITEM 27: A DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR PUBLIC SERVICE USE (DEED RESTRICTION), RECORDED APRIL 25, 2003, DOC. NO. 2943442, OFFICIAL RECORDS.
- ITEM 28: AN ENCROACHMENT OF A CANTILEVER ONTO THE LAND, DISCLOSED BY ALTA SURVEY DATED 04-19-2001, JOB NO. 172-01. \*SEE NOTE 4.

**NOTES:**

1. BEFORE DRAWING PLANS, PROPERTY OWNERS OR THEIR REPRESENTATIVES MUST CHECK FOR SETBACKS, ASSOCIATION DESIGN AND CG&R REQUIREMENTS, EXISTING AND ALLOWABLE LAND COVERAGE RESTRICTIONS, OPEN SPACE REQUIREMENTS, HEIGHT RESTRICTIONS, ETC. IT IS NOT INTENDED THAT THIS SURVEY RELIEVE THE PROJECT DESIGNER OF THE NECESSITY OF AN INVESTIGATIVE VISIT TO THE SITE. BEFORE CONSTRUCTION BEGINS, GRADES SHOULD BE CHECKED BY THE BUILDER.
2. THIS SURVEY ONLY DEPICTS TREES IN AREAS SHOWN (AT THE DIRECTION OF THE PROJECT ENGINEER). TREES SMALLER THAN 8" IN DIAMETER HAVE NOT BEEN SHOWN.
3. THE ACCURACY OF THIS SURVEY IS ONE-HALF CONTOUR INTERVAL (WHERE INDICATED).
4. FIELD WORK FOR THIS SURVEY WAS ACCOMPLISHED ON 2/24/16.
5. ALL EASEMENTS OF RECORD PER THE SUBDIVISION TRACT MAP AND PRELIMINARY TITLE REPORT HAVE BEEN SHOWN.
6. THIS MAP INDICATES THE LOCATION OF SURFACE UTILITIES DISCOVERED DURING THE COURSE OF THIS SURVEY. UTILITY COMPANIES SHOULD BE CONSULTED FOR LOCATION OF UNDERGROUND FACILITIES OR OTHER UTILITIES NOT SHOWN HEREON.
7. THE BOUNDARY LINES AND PROPERTY CORNERS SHOWN ON THIS TOPOGRAPHIC SURVEY ARE TAKEN FROM RECORD DATA. A BOUNDARY SURVEY TO RE-MONUMENT MISSING PROPERTY CORNERS SHOULD BE DONE PRIOR TO RELIANCE ON THIS PLAN FOR CONSTRUCTION.



KENNETH R. ARNETT  
LAND SURVEYOR

REVISIONS	BY

**TOPOGRAPHIC SURVEY**  
EAGLES LANDING CONDOMINIUMS AS SHOWN ON TRACT MAP NO. 4015  
BEING PARCELS 2 & 3 AS SHOWN ON SURVEY MAP NO. 1281  
LYING IN SEC. 15, T. 16 N., R. 18. E., M.D.B.&M., WASHOE COUNTY, NEVADA  
APNS 127-030-21, 127-581-01, -02, 127-582-01 THRU -05

**ARNETT & ASSOCIATES, INC.**  
LAND SURVEYORS & PLANNERS

150 COUNTRY CLUB DRIVE, NO. 13, INCLINE VILLAGE, NEVADA 89451  
NORTH TAHOE (775) 831-8888  
TRUCKEE (970) 887-0682  
SOUTH TAHOE (970) 943-3008

DATE	3/3/16
SCALE	1"=30'
DRAWN	JDT
JOB	16-02-03
FILE	TOPD.WG
SHEET	1

THIS DRAWING WAS PREPARED EXCLUSIVELY FOR BASIN STREET PROPERTIES, LAKE TAHOE SCHOOL, A VENTURE ENGINEERING, AND ACCURATELY REPRESENTS, TO THE BEST OF OUR KNOWLEDGE, THE MATTERS CONTAINED HEREIN AS OF THE DATE STATED HEREON. THIS DRAWING MAY NOT BE RELIED UPON BY ANY OTHER PERSON OR ENTITY FOR ANY PURPOSE WHATSOEVER. THIS MAP IS VALID FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF ISSUE. SUBSEQUENT USE OF THE MAP WILL REQUIRE A FIELD SITE VISIT AND MAPPING UPDATES.



**TRANSPORTATION PLANNING AND  
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C  
Post Office Box 5875  
Tahoe City, California 96145  
(530) 583-4053 • FAX: 583-5966  
www.lsc Tahoe.com • info@lsc Tahoe.com

January 31, 2017

Nick Exline, Senior Planner  
Midkiff and Associates, Inc.  
P.O. Box 12427  
Zephyr Cove, NV 89448

RE: Lake Tahoe School Multi-Purpose Building –  
Trip Generation Analysis (LSC Job #167500)

Dear Mr. Exline:

Per your request, LSC Transportation Consultants, Inc. has conducted a trip generation analysis of the proposed redesign of the Lake Tahoe School located at 995 Tahoe Boulevard (State Route 28) in Incline Village, Nevada. Lake Tahoe School is preparing to build an 11,840 square foot multi-purpose building. In conjunction with the construction of the building, the circulation and parking areas will be redesigned. All access to the school and residential units to the south is proposed to be provided via the existing western driveway on State Route (SR) 28, and the existing eastern (or main) driveway would be eliminated. First, existing traffic data is presented. Next, the traffic generation of the proposed project is estimated.

## **EXISTING CONDITIONS**

### **School Hours**

Lake Tahoe School serves grades pre-K through 8. The start bell times for the middle grades occur from 7:40-8:00 AM, while the lower grades start between 8:00 and 8:15 AM. The lower grades let out from 2:45-3:00 PM, and the middle grades are dismissed between 3:05 and 3:15 PM.

### **Existing Traffic Volumes**

Consistent with the previous study for this school (the *Lake Tahoe School Use of Eagles Landing Building – Traffic Parking Analysis*, LSC Transportation Consultants, Inc., 2002), the design day for purposes of this analysis is assumed to reflect typical busy non-summer weekday conditions during the school year. Historical counts conducted by NDOT on SR 28 west of Lakeshore Boulevard indicate that the highest average non-summer weekday traffic volumes occur in the month of October. This analysis is therefore based upon traffic conditions in October. (Analysis of conditions during summer tourist months is not included, given the relatively low level of activity at the school site during this season.)

New intersection turning-movement counts were conducted on Tuesday and Wednesday, October 11-12, 2016 by LSC staff. The AM peak hour (7:00 AM to 9:00 AM), school afternoon peak hour (2:00PM to 3:30PM) and the PM peak hours (3:30PM to 5:30 PM) on the highway were all counted. The counts were



conducted at the following intersections:

- SR 28/West Driveway
- SR 28/East Driveway
- Internal Road/South Parking Lot (to capture the residential traffic to/from the south)

The afternoon peak-hour of school-generated traffic (the “school PM peak hour”) occurred from 2:30 to 3:30 PM, with the busiest 15-minute period occurring from 2:45 to 3 PM. The PM peak hour of commuter traffic along the highway occurred from 4:30 to 5:30 PM. The busiest 15-minute period of morning school-related traffic occurred from 7:45 to 8 AM. The AM peak hour of through traffic along the highway was staggered from the AM peak hour of school site-generated traffic by approximately 15 minutes. In order to remain conservative in this analysis (conservatively high traffic volumes), the AM peak-hour through traffic volumes were combined with the school AM peak hour driveway volumes. The resulting “existing” intersection peak-hour turning movement volumes for the AM, school PM, and commuter PM peak periods are shown in Table 1. As shown, the through traffic volumes along the highway are highest during the commuter PM peak hour, and the total traffic on the school driveways is highest during the AM peak hour.

## TRIP GENERATION

The traffic generation of the proposed multi-purpose building is estimated. No increase in student enrollment or staff is expected as a result of the proposed redesign. Consequently, the only increase in traffic will be from the addition of the multi-purpose building. Traffic generation associated with a multi-purpose building is dependent upon the specific schedule of activities. Many different types of events are planned for the multi-purpose building, although the building will generally be used by Lake Tahoe School students, parents, and friends only. That is, no community-wide events are anticipated to occur there. Table 2 shows a potential schedule of activities at the multi-purpose building. A “worst-case” event from a traffic operations standpoint would be an event starting at 3:00 PM and ending at 5:00 PM, with traffic entering during the school PM peak hour and exiting during the commuter PM peak hour. This type of event would see about 100 attendees. A 200-person event, such as a talent show, could potentially occur monthly in the evening. However, as this type of event would occur after the PM peak hours, it is not analyzed for purposes of traffic impacts. Note that not more than one large event per day would occur at the new building.

The trip generation of the multi-purpose building is estimated based upon an analysis of person-trip patterns, factored by travel mode and vehicle occupancy characteristics. During the AM peak hour, vehicle trips generated by the multi-purpose building are expected to be negligible. The event analyzed is expected to start during the school PM peak hour. The following assumptions are made to estimate the impact of this event:

- The event is estimated to have 100 attendees, of which 40 are assumed to be students and 60 are assumed to be parents. In addition, 10 staff members are assumed to remain on site for the event.
- An average vehicle occupancy rate of approximately 1.26 staff members per vehicle is assumed, consistent with the previous study for the school. This figure is derived from the TRPA *Trip Data* (1995) for Resident Home-Based Work (RHBW) trips.
- No school-sponsored student transportation is assumed to be provided, nor are any of the students assumed to walk, bicycle, or take public transit to or from the school.


- Average vehicle occupancy rates of approximately 1.6 students and 1 parent per vehicle are assumed for pick-up and drop-off of students, consistent with the original study. The rate of 1.6 students per vehicle is derived from a survey of students at Kings Beach Elementary School (*Kings Beach Elementary School Parking Study*, LSC Transportation Consultants, Inc., 1999).
- For the 40 students attending the event, it is assumed 25 vehicles will enter the site (40 students divided by 1.6 students per vehicle). These vehicles would have entered the site to pick-up without the event, and are therefore not considered new trips. However, given that these 25 vehicles will stay on site for the duration of the event, there are 25 less trips leaving in the school PM peak hour and 25 more trips leaving in the commuter PM peak hour.
- For the 60 parents attending the event, 25 parents are assumed to arrive in the 25 vehicles mentioned above. The remaining 35 parents are expected to enter the site in their own vehicle during the school PM peak hour and depart during the commuter PM peak hour, creating 35 new inbound trips in the school PM peak hour and 35 new outbound trips in the commuter PM peak hour.
- Approximately half of the staff running the event (or 5 staff) are assumed to normally leave during the school peak hour, and now will stay onsite (generating 4 less trips outbound in the school peak hour). All of the event staff (10 staff) are assumed to leave during the commuter PM peak hour when the event lets out, generating 8 additional trips outbound in the PM peak hour.

As shown in Table 3, the multi-purpose building is expected to generate zero trips during the AM peak hour, a net increase of 6 one-way vehicle trips in the school PM peak hour (an increase of 35 inbound trips and a reduction of 29 outbound trips), and in the commuter PM peak hour 68 additional trips will be generated (0 inbound and 68 outbound). Adding 4 one-way trips (2 inbound and 2 outbound) over the course of the day for delivery/service/utility vehicles and 4 trips (2 inbound and 2 outbound) associated with the proposed guard(s) yields a total increase in daily one-way trips of approximately 82.

Please contact our office at (530) 583-4053 with any questions or comments pertaining to this analysis.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By   
Sara T. Hawley, PE, Associate

Encl: Table 1 – Existing Turning-Movement Volumes  
Table 2 – Multi-Purpose Building Activities  
Table 3 – Trip Generation of Multi-Purpose Building



**TABLE 1: Lake Tahoe School - Existing Turning-Movement Volumes**

	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	<b>AM</b>												
SR 28/ Main Driveway	46	--	38	--	--	--	--	291	50	51	354	--	830
SR 28/ Western Driveway Internal Road/South Lot	5	--	4	--	--	0	--	337	11	2	398	--	757
	0	27	--	--	16	0	0	--	0	--	--	--	43
<b>School PM</b>													
SR 28/ Main Driveway	46	--	25	--	--	--	--	444	41	33	371	--	960
SR 28/ Western Driveway Internal Road/South Lot	8	--	12	--	--	0	--	473	18	1	416	--	928
	0	17	--	--	25	0	0	--	0	--	--	--	42
<b>Commuter PM</b>													
SR 28/ Main Driveway	36	--	21	--	--	--	--	495	32	18	395	--	997
SR 28/ Western Driveway Internal Road/South Lot	5	--	1	--	--	0	--	526	2	0	431	--	965
	0	31	--	--	28	0	0	--	0	--	--	--	59

Source: LSC Transportation Consultants, Inc.

**TABLE 2: Lake Tahoe School - Multi-Purpose Building Activities**

Program/Activity	School Season?	Weekday?	If Weekday, What time?	Frequency	Max Attendees
Rotating Art Gallery	Yes	No	n/a	Monthly	n/a
Educational Programming	Yes	Yes	Yes	Monthly / Occasionally	100
Youth Introductory Fitness Classes	Yes	Yes	5 pm - 7 pm	Monthly / Occasionally	50
Training/Certification & Community Board Meetings	Yes	Yes, based on availability	8 am -6 pm	Monthly / Occasionally	50
Youth Theatre/Rehearsal space	Yes	Yes	3 pm - 5pm	Monthly / Occasionally	100
Drop-in Art Programs for Existing Students	Yes	based on availability	7 pm - 10 pm	Monthly	50
School and School Social Gathering	Yes	based on availability	Noon - 10 pm	Monthly	100
Community Variety/Talent Show	Yes	based on availability	6pm - 10 pm	Monthly	200
Teen safe space hangout				Occasionally	
Facility rentals for events/conferences				Occasionally	
Movie nights				Occasionally	

Source: LSC Transportation Consultants, Inc. and Lake Tahoe School staff.

**TABLE 3: Lake Tahoe School - Trip Generation of Multi-Purpose Building**

	Peak Hour			Daily 1-Way Vehicle Trips
	In	Out	Total	
<u>AM</u>	0	0	0	0
<u>School PM</u>				
Students	0	-25	-25	
Parents	35	0	35	
Staff	0	-4	-4	
<i>Subtotal</i>	<i>35</i>	<i>-29</i>	<i>6</i>	<i>6</i>
<u>PM</u>				
Students	0	25	25	
Parents	0	35	35	
Staff	0	8	8	
<i>Subtotal</i>	<i>0</i>	<i>68</i>	<i>68</i>	<i>68</i>
<u>Other Daily Trips</u>				
Delivery/Service/Utility Trips				4
Guard Trips				4
<i>Total Daily</i>				<u><i>82</i></u>

Source: LSC Transportation Consultants, Inc.

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**LAKE TAHOE  
SCHOOL  
EXPANSION**



A.P.N. 127-030-21  
A.P.N. 127-581-01 THRU 05  
995 TAHOE BLVD.  
INCLINE VILLAGE, NV 89451  
WASHOE COUNTY

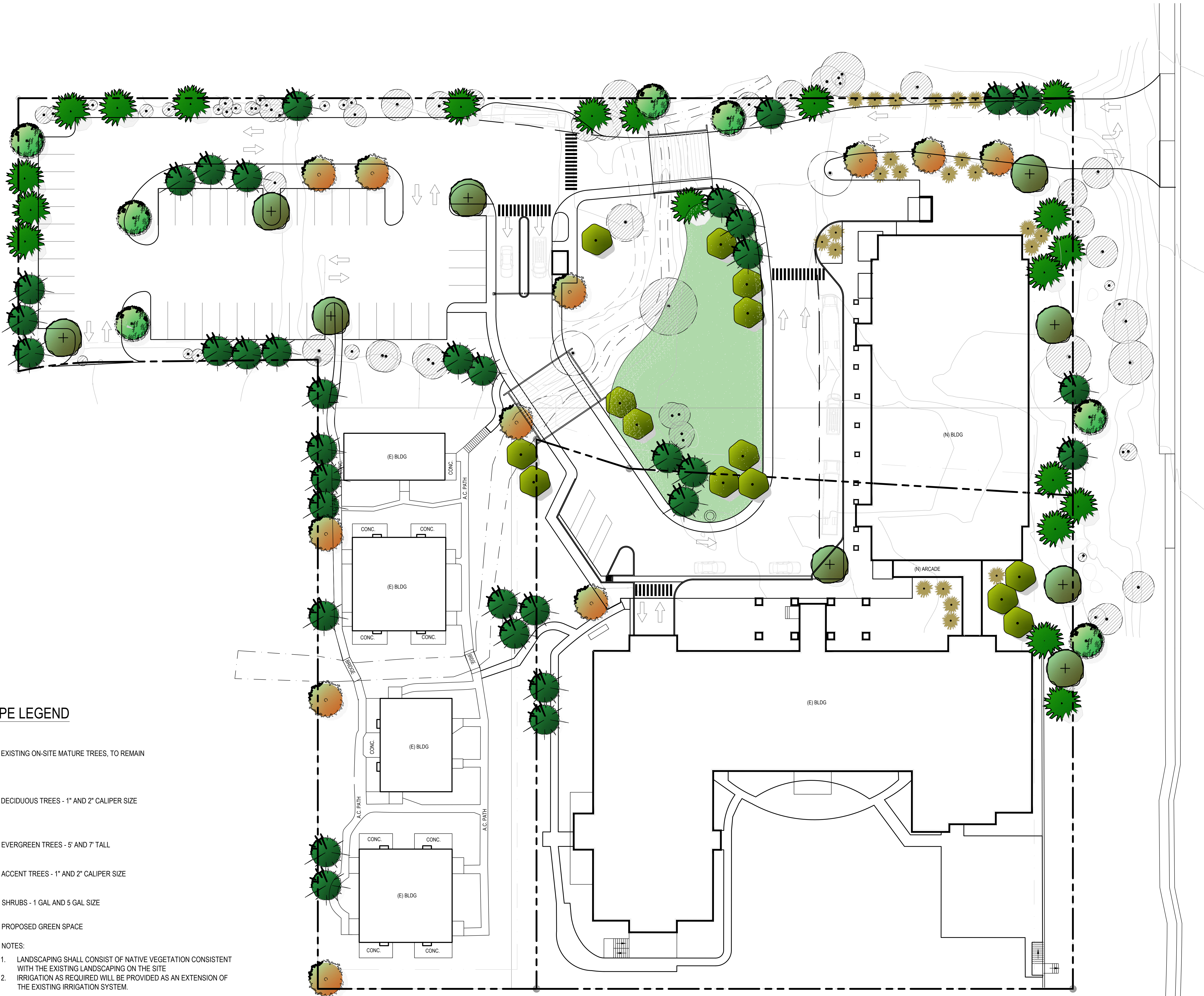
JOB NO: 201613  
DATE: 27 JANUARY, 2017  
REVISIONS:

TRPA SUBMITTAL

CONCEPTUAL LANDSCAPE PLAN

**L1.1**

WSUP17-0004  
EXHIBIT K

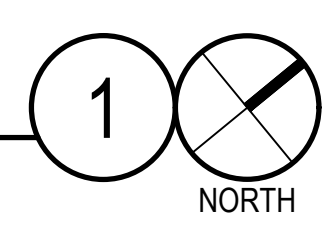


**LANDSCAPE LEGEND**

- EXISTING ON-SITE MATURE TREES, TO REMAIN
- DECIDUOUS TREES - 1" AND 2" CALIPER SIZE
- EVERGREEN TREES - 5' AND 7' TALL
- ACCENT TREES - 1" AND 2" CALIPER SIZE
- SHRUBS - 1 GAL AND 5 GAL SIZE
- PROPOSED GREEN SPACE

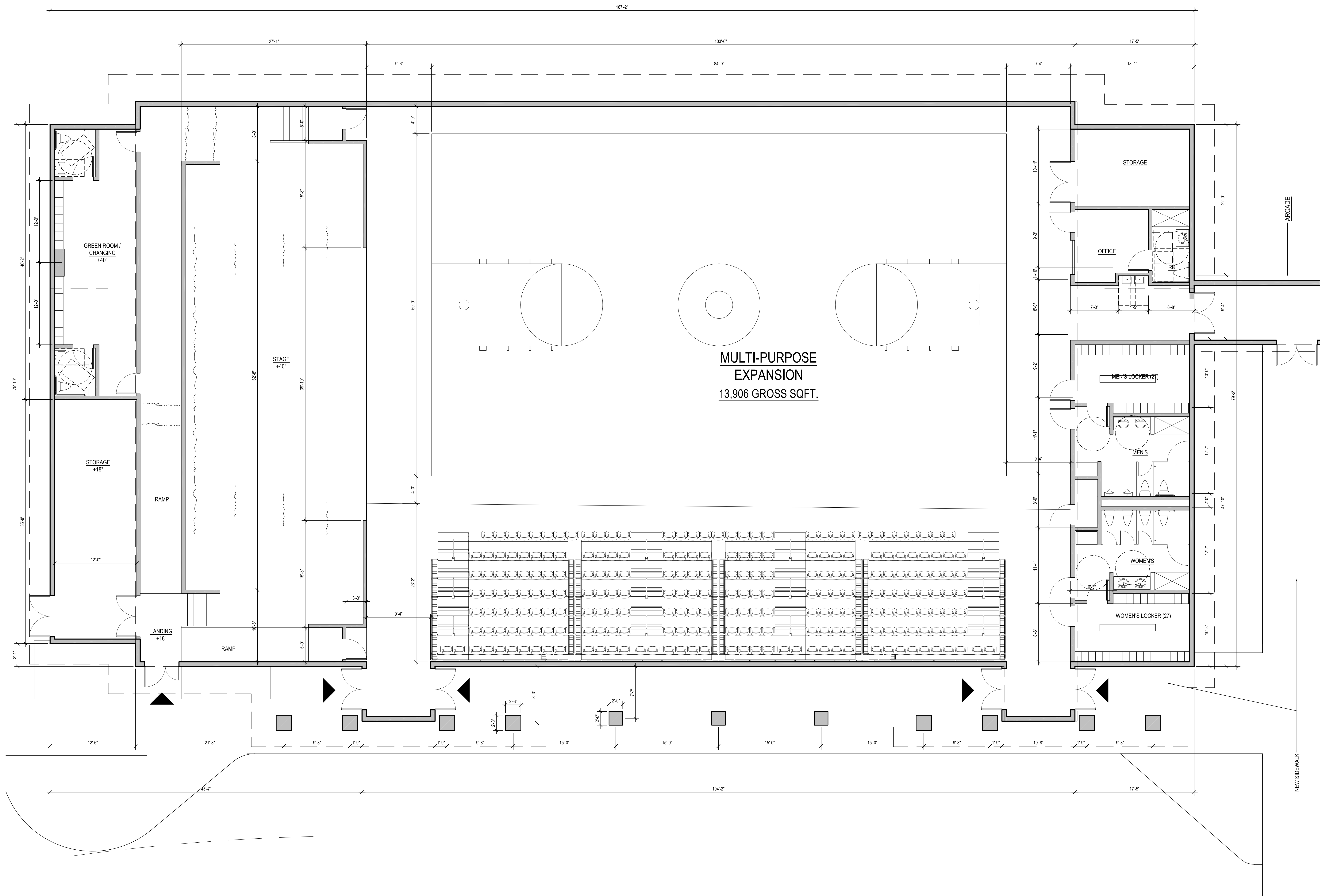
- NOTES:
1. LANDSCAPING SHALL CONSIST OF NATIVE VEGETATION CONSISTENT WITH THE EXISTING LANDSCAPING ON THE SITE
  2. IRRIGATION AS REQUIRED WILL BE PROVIDED AS AN EXTENSION OF THE EXISTING IRRIGATION SYSTEM.

CONCEPTUAL LANDSCAPE PLAN  
1" = 20'-0"

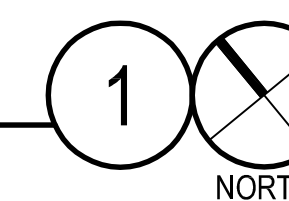


Z:\1613-Lake Tahoe School Expansion\02-Working Drawings\02-CAD\1613 L1.1 Landscape Plan.dwg SITE PLAN, 1/20/2017 3:41:07 PM

Z:\1613-Lake Tahoe School Expansion\02-Working Drawings\02-CAD\1613 A21 FLOOR PLAN\_v6.dwg, A21, 1/20/2017 10:16:48 AM



CONCEPTUAL FLOOR PLAN  
3/16" = 1'-0"



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 WASHOE COUNTY

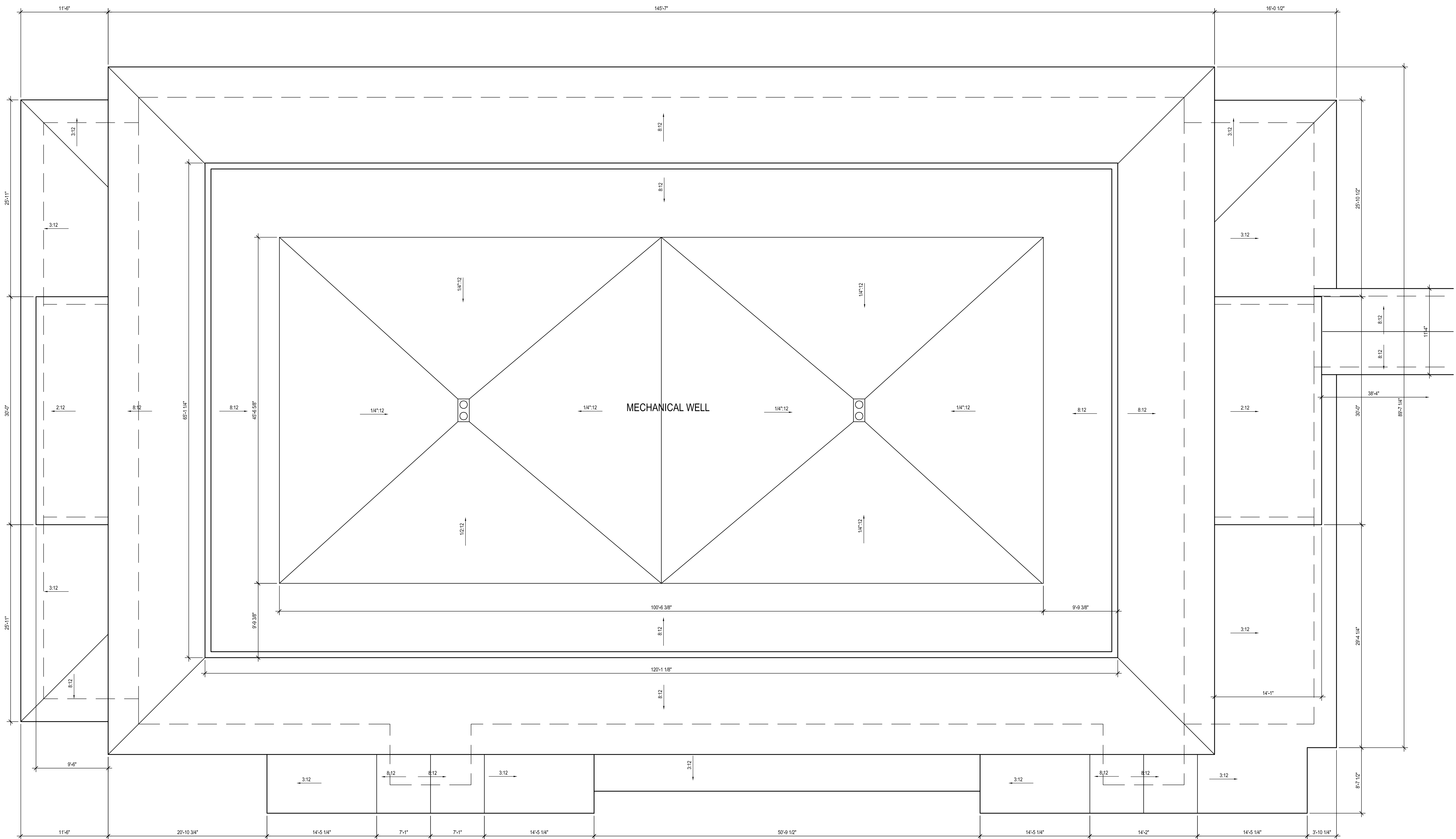
JOB NO: 201613  
 DATE: 27 JANUARY, 2017  
 REVISIONS:

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CONCEPTUAL FLOOR PLAN

**A2.1**

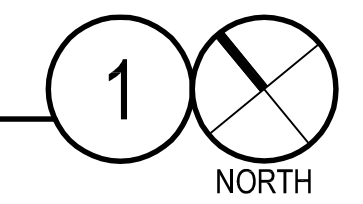
Z:\1613-Lake Tahoe School Expansion\02-Working Drawings\02-CAD\1613 A2.1 FLOOR PLAN\_v6.dwg, A2.1, 1/20/2017 10:16:23 AM



TRPA ROOF AREA CALCULATIONS

SLOPE	ROOF AREA	% ROOF AREA
8:12	18,014 SF	TOTAL ROOF AREA
8:12	9,084 SF	50.4%
3:12	3,115 SF	17.3%
2:12	950 SF	5.3%
1:2:12	4,865 SF	27.0%

CONCEPTUAL ROOF PLAN  
3/16" = 1'-0"



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WASHOE COUNTY

JOB NO: 201613  
DATE: 27 JANUARY, 2017  
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CONCEPTUAL ROOF PLAN

A2.2





EXISTING BUILDING IMAGES: MATERIALS ON ADDITION TO MATCH

**TRPA INFORMATION**

% CROSS SLOPE: 6%  
 PRIMARY ROOF PITCH: 8/12  
 ALLOWABLE HEIGHT (TRPA CODE SECTION 37.5.2): 38'-0"  
 (E) BUILDING NATURAL GRADE: 6,320'  
 PROPOSED RIDGE: 6,357.96'  
 PROPOSED HEIGHT FROM NAT. GRADE: 37' - 11 1/2"

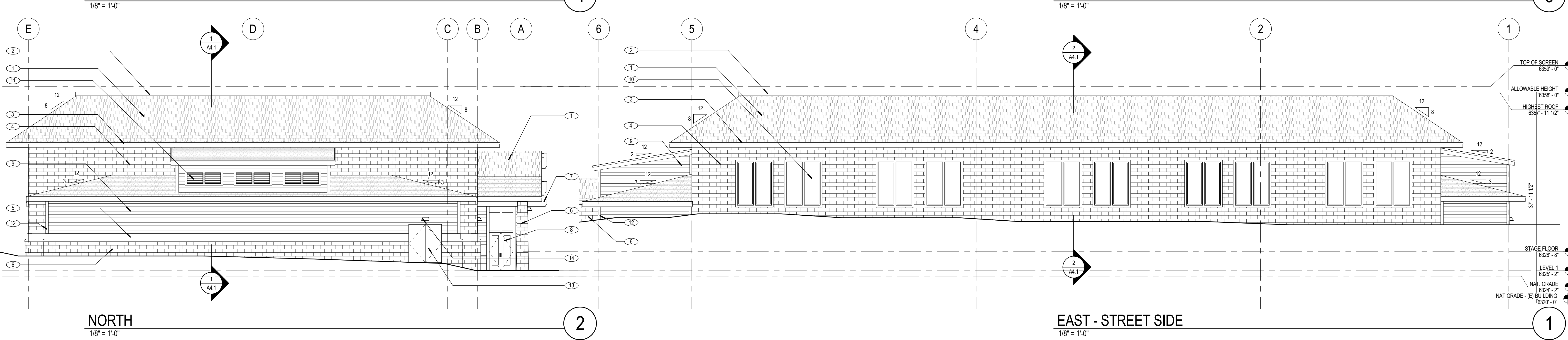
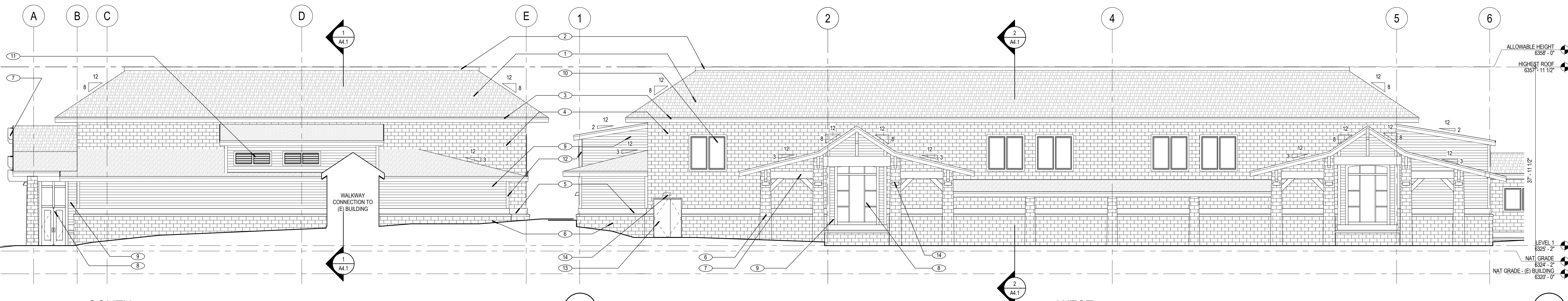
**GENERAL SHEET NOTES**

- SEE GENERAL NOTES APPLICABLE TO ENTIRE PROJECT IN THE A.0 SERIES OF DRAWINGS AT THE FRONT OF THIS SET
- DO NOT SCALE DRAWINGS. DIMENSIONS TAKE PRECEDENCE, AND LARGER SCALE DETAILS TAKE PRECEDENCE OVER SMALLER SCALE DETAILS.
- SEE SHEET A0.4 FOR ALL INTERIOR WALL TYPES.
- ALL INTERIOR WALLS TO EXTEND TO UNDERSIDE OF STRUCTURE ABOVE U.N.O.
- NOTES ARE TYPICAL. NOT ALL ELEMENTS IN DRAWINGS ARE NOTED.

**SHEET KEYNOTES**

- SHINGLE ROOF, DARK
- METAL CAP FLASHING, DARK BRONZE
- WOOD FASCIA, STAINED
- SMOOTH FACED CMU BLOCK
- WOOD
- SPLIT FACED CMU BLOCK
- GLULAM BEAM, STAINED
- ALUMINUM STOREFRONT SYSTEM, DARK BRONZE
- WOOD SIDING, STAINED
- ALUMINUM WINDOW AND WOOD TRIM
- METAL LOUVER, DARK BRONZE
- WOOD TRIM, STAINED
- HW DOOR, PAINTED
- EXTERIOR DOWNLIGHT, DARK BRONZE

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**LAKE TAHOE SCHOOL EXPANSION**

**LAKE TAHOE SCHOOL**

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 WASHOE COUNTY

JOB NO.: 201613  
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ELEVATIONS

**A3.1**

1/25/2017 9:45:18 AM Z:\1513 Lake Tahoe School Expansion\2017 Working Drawings\01-Revised\06161513151305-Gym\_ILC-Center.rvt



Street View - Looking South (approximate)



Street View - Looking North (approximate)



View of Entry (approximate)

## DESCRIPTION

The Impact Elite family of wall luminaires is the ideal complement to site design. Incorporating modular LightBAR™ technology, the Impact Elite luminaire provides outstanding uniformity and energy-conscious illumination. Combined with a rugged construction, the Impact Elite luminaire is the ideal facade and security luminaire for zones surrounding schools, office complexes, apartments and recreational facilities. UL/cUL listed for wet locations.

<b>Catalog #</b>		<b>Type</b>
<b>Project</b>		
<b>Comments</b>		<b>Date</b>
<b>Prepared by</b>		

## SPECIFICATION FEATURES

### Construction

Heavy-wall, die-cast aluminum housing and removable hinged door frame for precise tolerance control and repeatability. Hinged door inset for clean mating with housing surface and secured via two captive fasteners. Optional tamper-resistant Torx™ head fasteners offer vandal resistant access to the electrical chamber.

### Optics

Choice of six patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K CCT, 5000K CCT and 5700K CCT.

### Electrical

LED drivers mount to die-cast aluminum back housing for optimal heat sinking, operation efficacy, and prolonged life. Standard drivers feature electronic universal voltage (120-277V 50/60Hz), 347V 60Hz or 480V 60Hz operation, greater than 0.9 power factor, less than 20% harmonic distortion, and are suitable for operation in -40°C to 40°C ambient environments. All fixtures are shipped standard with 10kV/10kA common – and differential – mode surge protection. LightBARs feature an IP66 enclosure rating and maintain greater than 95% lumen maintenance at 60,000 hours per IESNA TM-21. Emergency egress options for -20°C ambient environments and occupancy sensor available.

### Mounting

Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" j-box or wall with the Impact Elite "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws concealed but accessible from bottom of fixture.

### Finish

Cast components finished in a five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

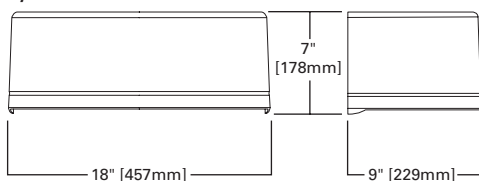
### Warranty

Five-year warranty.

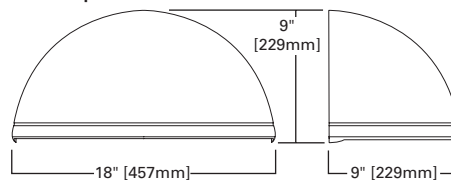


## DIMENSIONS

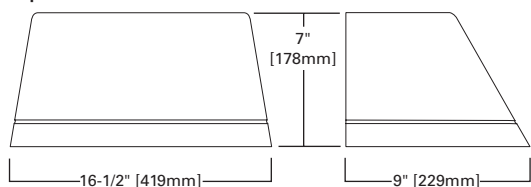
### Cylinder



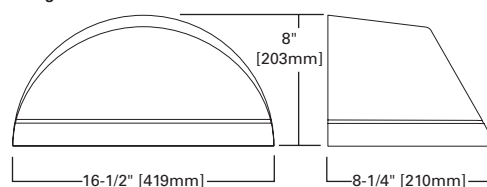
### Quarter Sphere



### Trapezoid



### Wedge



## ISC/ISS/IST/ISW IMPACT ELITE LED



1 - 2 LightBARs  
Solid State LED

WALL MOUNT LUMINAIRE

### CERTIFICATION DATA

UL/cUL Listed  
LM79 / LM80 Compliant  
IP66 LightBARs  
ISO 9001  
DesignLights Consortium® Qualified\*

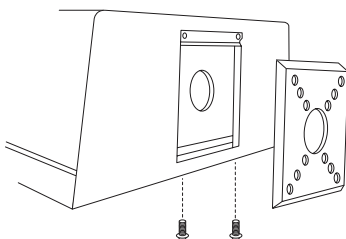
### ENERGY DATA

**Electronic LED Driver**  
>0.9 Power Factor  
<20% Total Harmonic Distortion  
120-277V/50 & 60Hz, 347V/60Hz,  
480V/60Hz  
-40°C Minimum Temperature  
40°C Ambient Temperature Rating

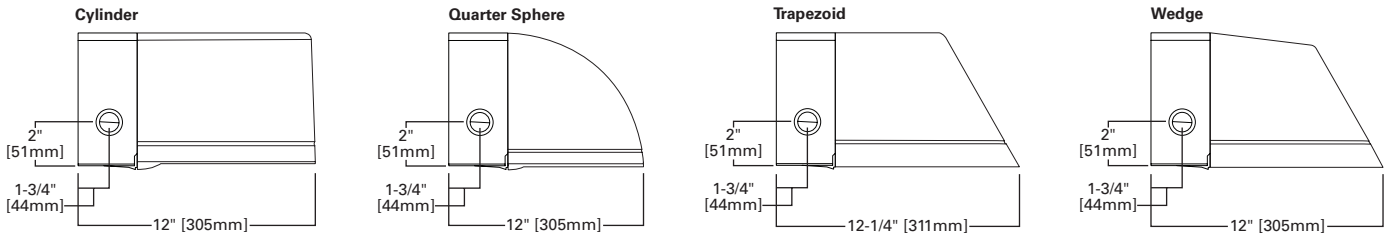
### SHIPPING DATA

Approximate Net Weight:  
18 lbs. (8 kgs.)

## HOOK-N-LOCK MOUNTING



THRUWAY BACK BOX



POWER AND LUMENS BY BAR COUNT

Number of LightBARs	E01		E02		F01		F02	
	21 LED LightBAR				7 LED LightBAR			
Drive Current	350mA				1A			
Power (Watts)	120-277V	25W	47W	26W	50W			
Current (A)	120V	0.22	0.40	0.22	0.42			
	277V	0.10	0.18	0.10	0.19			
Power (Watts)	347V or 480V	31W	52W	32W	55W			
Current (A)	347V	0.11	0.16	0.11	0.17			
	480V	0.16	0.18	0.16	0.18			
<b>Optics</b>								
BL2	Lumens	2,738	5,476	2,260	4,521			
	Bug Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1			
BL3	Lumens	2,702	5,405	2,231	4,462			
	Bug Rating	B1-U0-G1	B1-U0-G2	B1-U0-G1	B1-U0-G1			
BL4	Lumens	2,613	5,225	2,157	4,313			
	Bug Rating	B1-U0-G1	B1-U0-G2	B1-U0-G1	B1-U0-G1			
GZW	Lumens	2,785	5,570	2,299	4,598			
	Bug Rating	B2-U0-G2	B3-U0-G3	B1-U0-G1	B2-U0-G2			
SLR/SL	Lumens	2,435	4,869	2,010	4,020			
	Bug Rating	B1-U0-G1	B1-U0-G2	B1-U0-G1	B1-U0-G2			

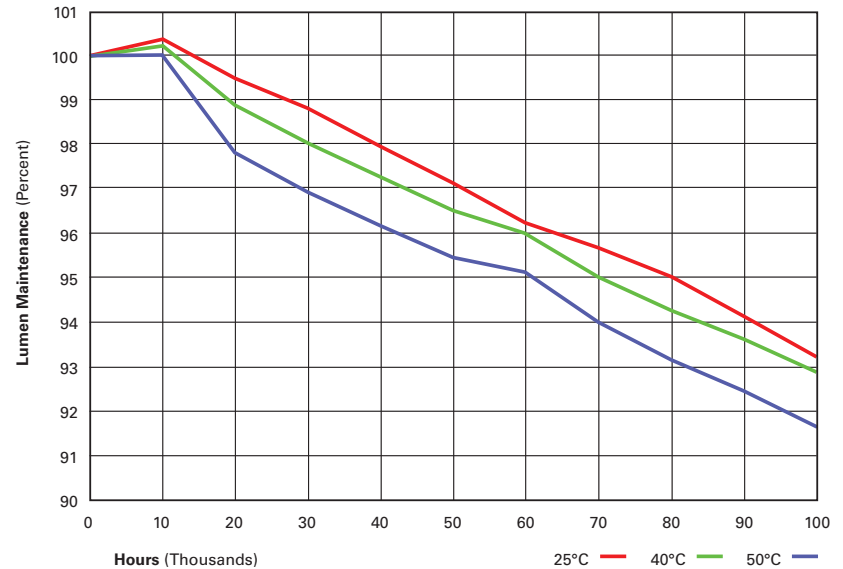
LUMEN MAINTENANCE

Ambient Temperature	25,000 Hours*	50,000 Hours*	60,000 Hours*	100,000 Hours	Theoretical L70 (Hours)
25°C	> 99%	> 97%	> 96%	> 93%	> 450,000
40°C	> 98%	> 97%	> 96%	> 92%	> 425,000
50°C	> 97%	> 96%	> 95%	> 91%	> 400,000

\* Per IESNA TM-21 data.

LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.99



ORDERING INFORMATION

Sample Number: ISC-E02-LED-E1-BL3-GM

Product Family <sup>1</sup>	Number of LightBARs <sup>2,3</sup>	Lamp Type	Voltage	Distribution	Color <sup>5</sup>
ISC=Impact Elite LED Small Cylinder ISS=Impact Elite LED Small Quarter Sphere IST=Impact Elite LED Small Trapezoid ISW=Impact Elite LED Small Wedge	E01=(1) 21 LED LightBAR E02=(2) 21 LED LightBARs F01=(1) 7 LED LightBAR F02=(2) 7 LED LightBARs	LED=Solid State Light Emitting Diodes	E1=Electronic (120-277V) 347=347V 480=480V <sup>4</sup>	BL2=Type II w/Back Light Control BL3=Type III w/Back Light Control BL4=Type IV w/Back Light Control GZW=Wall Grazer Wide SLL=90° Spill Light Eliminator Left SLR=90° Spill Light Eliminator Right	AP=Grey BZ=Bronze BK=Black DP=Dark Platinum GM=Graphite Metallic WH=White
<b>Options (Add as Suffix)</b>				<b>Accessories (Order Separately) <sup>11</sup></b>	
2L=Two Circuits <sup>6</sup> 7030=70 CRI / 3000K CCT <sup>7</sup> 7050=70 CRI / 5000K CCT <sup>7</sup> 7060=70 CRI / 5700K CCT <sup>7</sup> 8030=80 CRI / 3000K CCT <sup>7</sup> P=Button Type Photocontrol (Available in 120, 208, 240 or 277V. Must Specify Voltage) OSB=Occupancy Sensor with Back Box (Specify 120V or 277V) <sup>8</sup> BBB-XX=Battery Pack with Back Box (Specify 120V or 277V) <sup>9</sup> CWB-XX=Cold Weather Battery Pack with Back Box (Specify 120V or 277V) <sup>10</sup> DIM=0-10V Dimming Drivers LCF=LightBAR Cover Plate Matches Housing Finish ULG=Uplight Glow TR=Tamper Resistant Hardware				MA1253=10kV Circuit Module Replacement MA1254-XX=Thruway Back Box - Impact Elite Trapezoid MA1255-XX=Thruway Back Box - Impact Elite Cylinder MA1256-XX=Thruway Back Box - Impact Elite Quarter Sphere MA1257-XX=Thruway Back Box - Impact Elite Wedge	

- NOTES:
- DesignLights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
  - Standard 4000K CCT and greater than 70 CRI. LightBARs for downlight use only.
  - 21 LED LightBAR powered by 350mA and 7 LED LightBAR powered by 1A.
  - Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
  - Custom and RAL color matching available upon request. Consult your lighting representative at Eaton for more information.
  - Low-level output varies by bar count. Consult factory. Not available with 347V or 480V. Available with two bars (E02 or F02) only.
  - Extended lead times apply.
  - Available with E02 or F02, only one bar on street side will be wired to sensor. Time delay factory setting 15-minutes. When ordered with PC option, both bars are connected to photocontrol as primary switching means. Standard sensor lens covers 8" mounting height, 360° coverage, maximum 48" diameter. Not available in all configurations or with BBB or CWB options.
  - Specify 120V or 277V. LED standard integral battery pack is rated for minimum operating temperature 32°F (0°C). Operates one bar for 90-minutes. Not available in all configurations or with OSB option. Consult factory.
  - Specify 120V or 277V. LED cold weather integral battery pack is rated for minimum operating temperature -4°F (-20°C). Operates one bar for 90-minutes. Not available in all configurations or with OSB option. Consult factory.
  - Replace XX with color suffix.



Eaton  
1121 Highway 74 South  
Peachtree City, GA 30269  
P: 770-486-4800  
www.eaton.com/lighting

Specifications and dimensions subject to change without notice.



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**CIVIL ENGINEER**



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# LAKE TAHOE SCHOOL EXPANSION



A.P.N. 127-030-21  
A.P.N. 127-581-01 Thru 05  
995 TAHOE BLVD.  
INCLINE VILLAGE, NV 89451  
WASHOE COUNTY

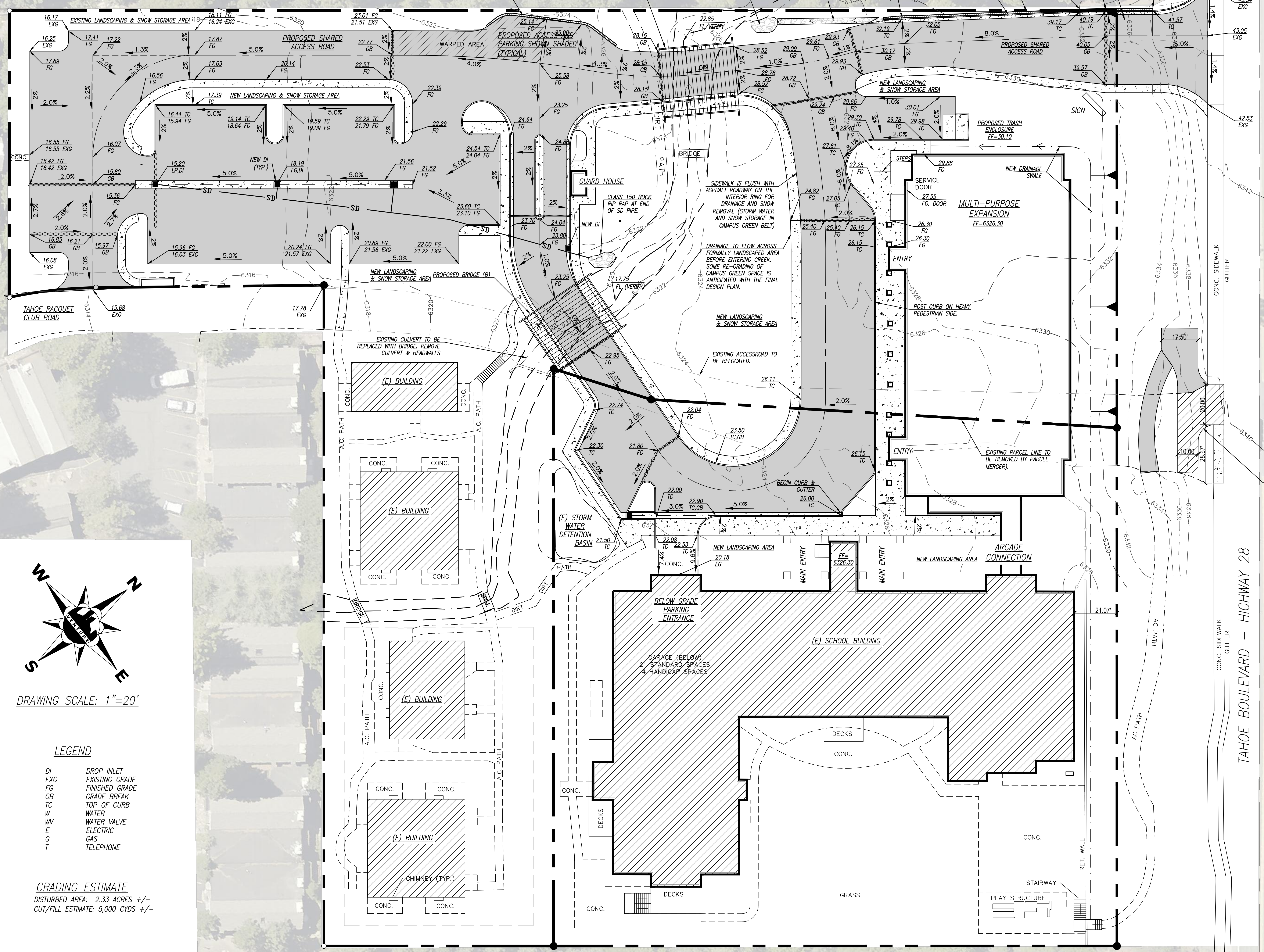
JOB NO : 201813  
DATE : 2/9/2017  
REVISIONS :

SPECIAL USE PERMIT APPLICATION

PRELIMINARY GRADING PLAN

C-2

WSUP17-0004 EXHIBIT K

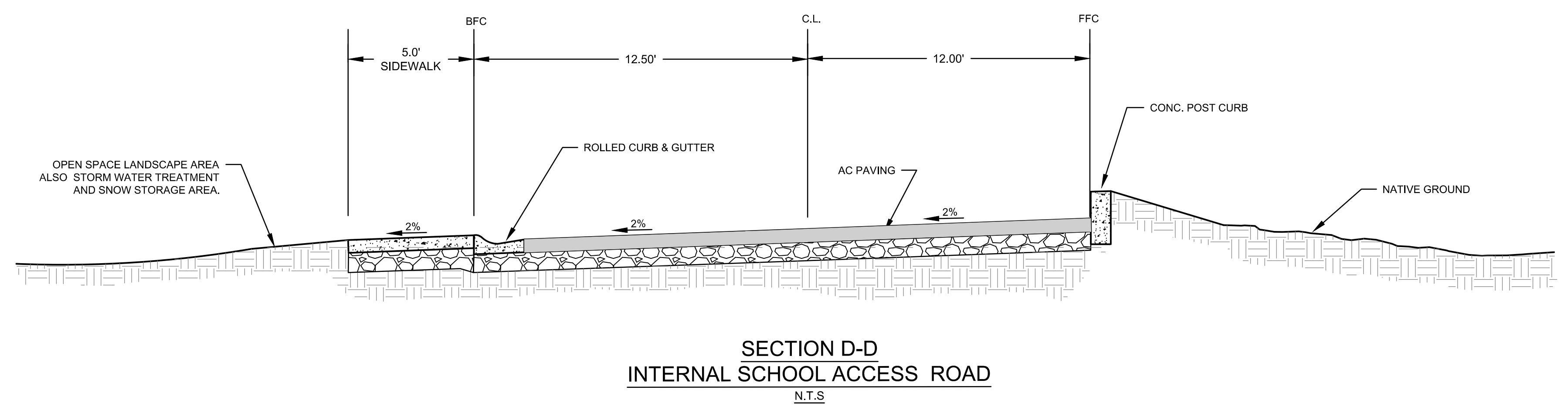
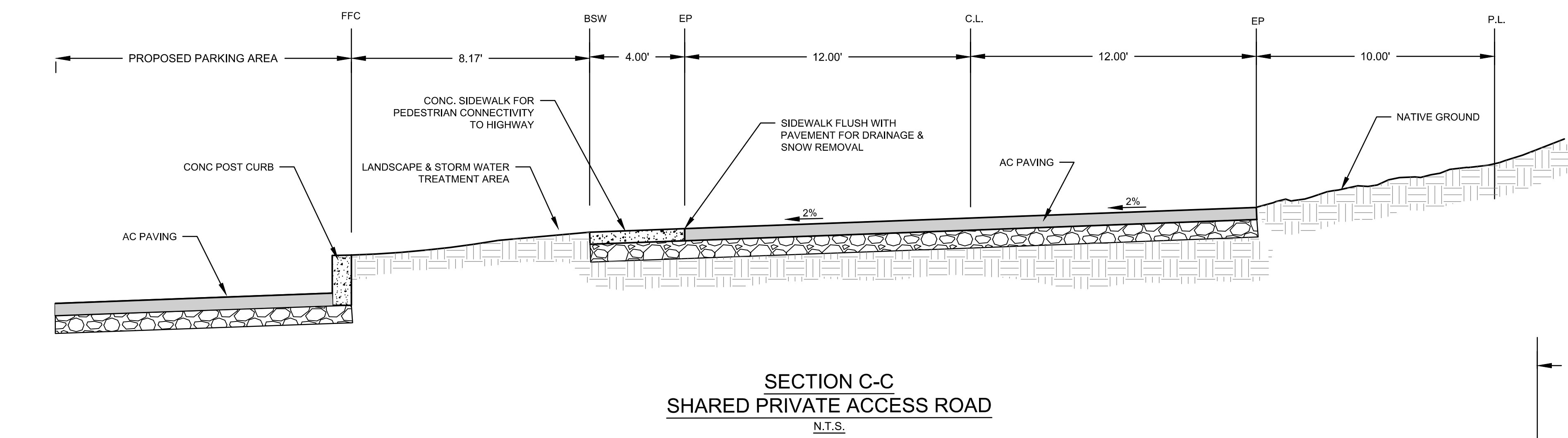
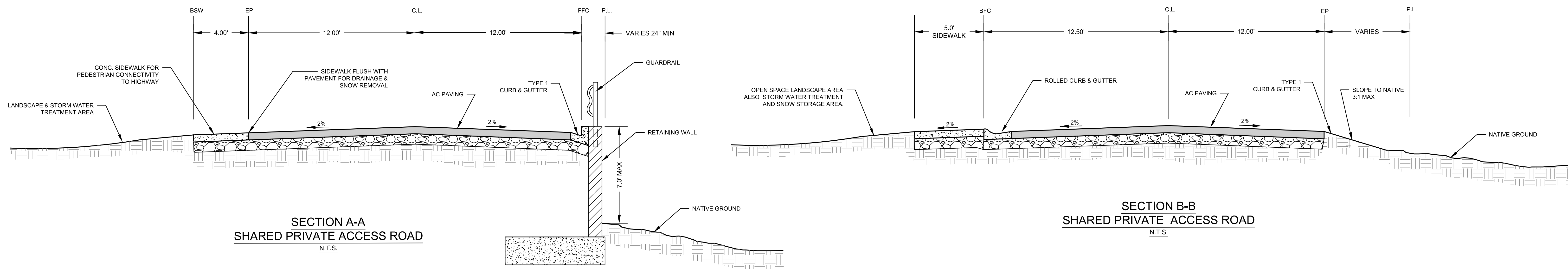


DRAWING SCALE: 1"=20'

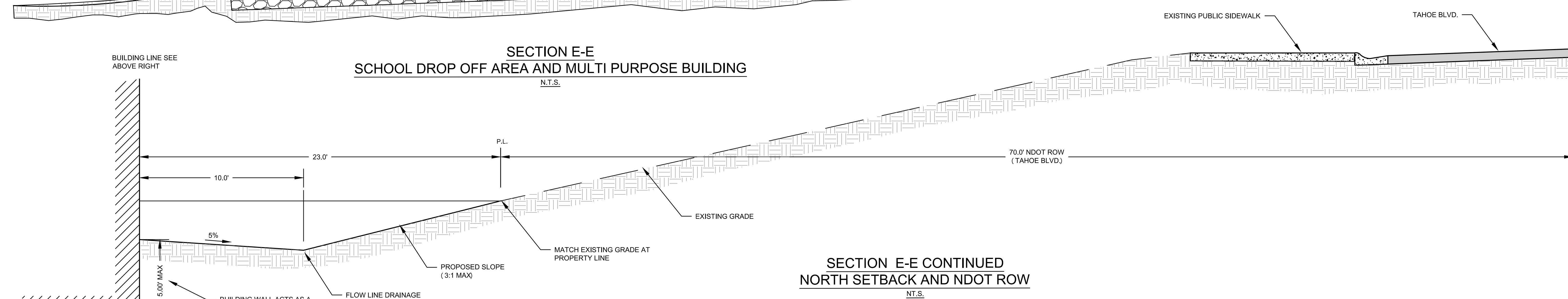
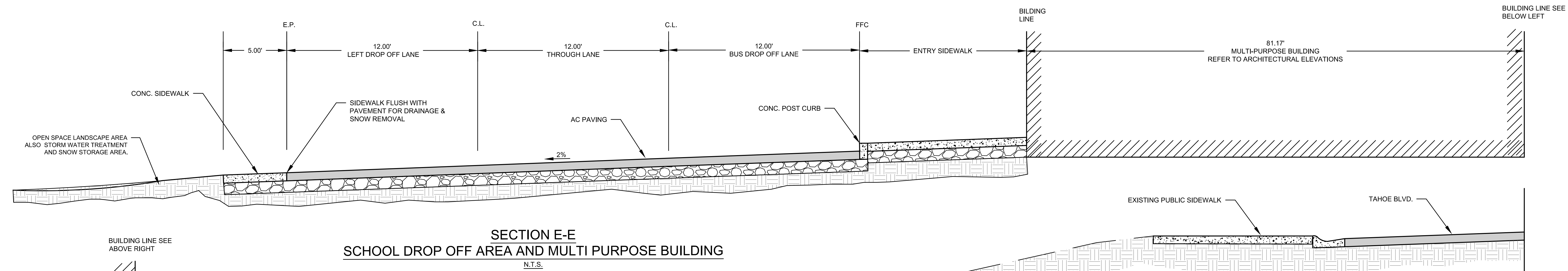
**LEGEND**

- DI DROP INLET
- EXG EXISTING GRADE
- FG FINISHED GRADE
- GB GRADE BREAK
- TC TOP OF CURB
- W WATER
- WV WATER VALVE
- E ELECTRIC
- G GAS
- T TELEPHONE

**GRADING ESTIMATE**  
DISTURBED AREA: 2.33 ACRES +/-  
CUT/FILL ESTIMATE: 5,000 CYDS +/-



NOTE:  
LOCATIONS OF CURBS AND  
GUTTERS ARE SUBJECT TO CHANGE  
WITH FINAL DESIGN.



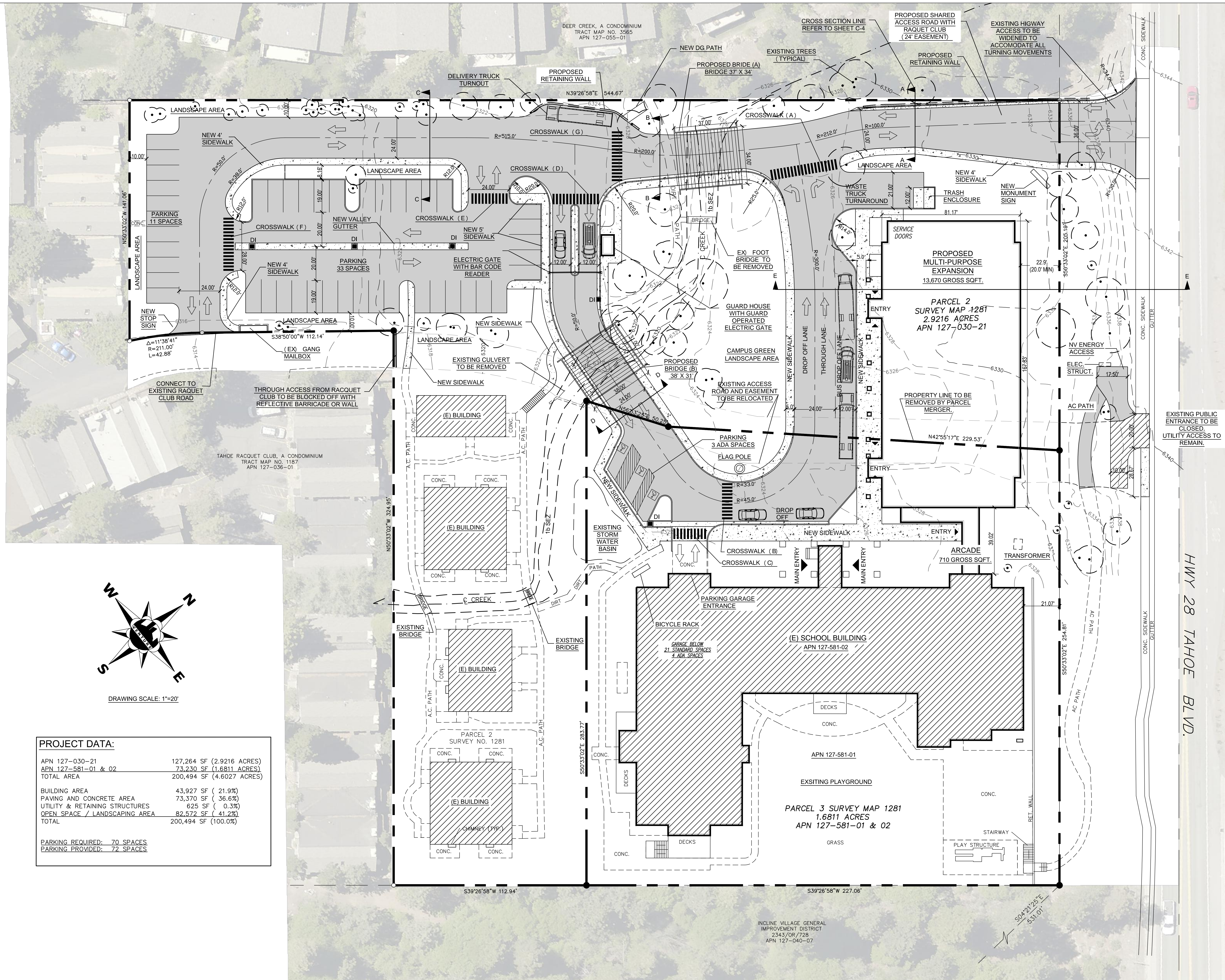
**LAKE TAHOE SCHOOL EXPANSION**



A.P.N. 127-030-21  
A.P.N. 127-581-01 Thru 05  
995 TAHOE BLVD.  
INCLINE VILLAGE, NV 89451  
WASHOE COUNTY  
JOB NO: 201613  
DATE: 2/9/2017  
REVISIONS:

SPECIAL USE PERMIT APPLICATION

STREET & SITE CROSS SECTIONS

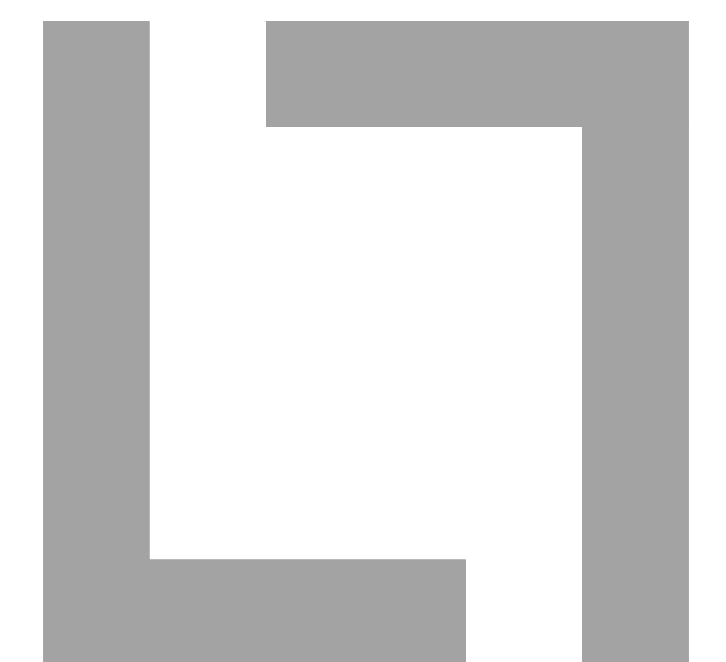


DRAWING SCALE: 1"=20'

**PROJECT DATA:**

APN 127-030-21	127,264 SF (2.9216 ACRES)
APN 127-581-01 & 02	73,230 SF (1.6811 ACRES)
<b>TOTAL AREA</b>	<b>200,494 SF (4.6027 ACRES)</b>
BUILDING AREA	43,927 SF ( 21.9%)
PAVING AND CONCRETE AREA	73,370 SF ( 36.6%)
UTILITY & RETAINING STRUCTURES	625 SF ( 0.3%)
OPEN SPACE / LANDSCAPING AREA	82,572 SF ( 41.2%)
<b>TOTAL</b>	<b>200,494 SF (100.0%)</b>

PARKING REQUIRED: 70 SPACES  
PARKING PROVIDED: 72 SPACES



**COLLABORATIVE DESIGN STUDIO**  
architecture of experience and place  
9444 DOUBLE R BLVD / SUITE 9 / RENO NV 89521  
WWW.COLLABORATIVEDESIGNSTUDIO.COM  
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**CIVIL ENGINEER**



530 E. PLUMB LANE, #4 / RENO, NV 89502  
PHONE: (775) 825-9898 / info@venturece.com

# LAKE TAHOE SCHOOL EXPANSION



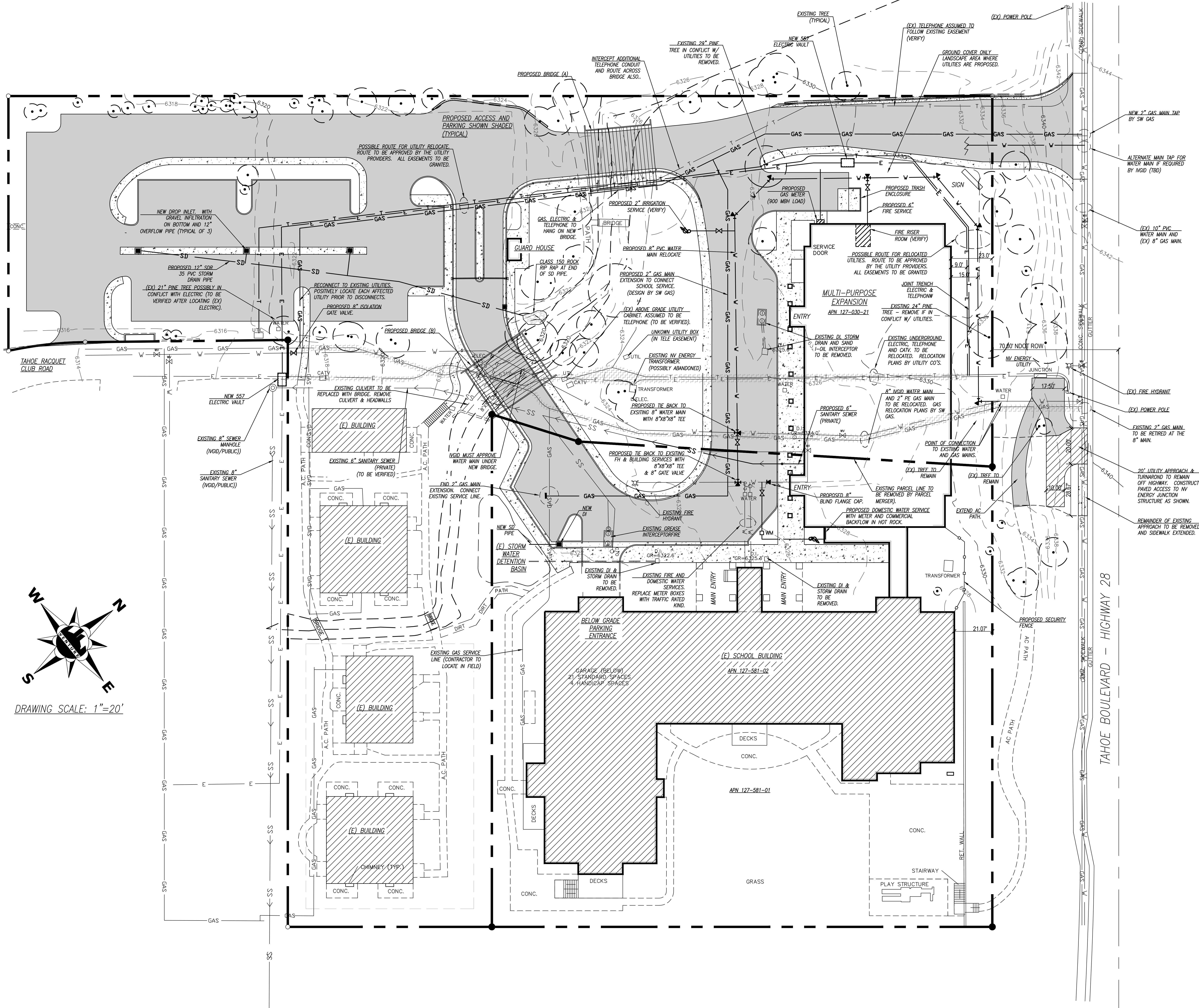
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INCLINE VILLAGE, NV 89451  
WASHOE COUNTY

JOB NO : 201613  
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SITE PLAN WITH CONTOURS





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# LAKE TAHOE SCHOOL EXPANSION



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 WASHOE COUNTY

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SPECIAL USE PERMIT APPLICATION

PRELIMINARY UTILITY PLAN

C-3