

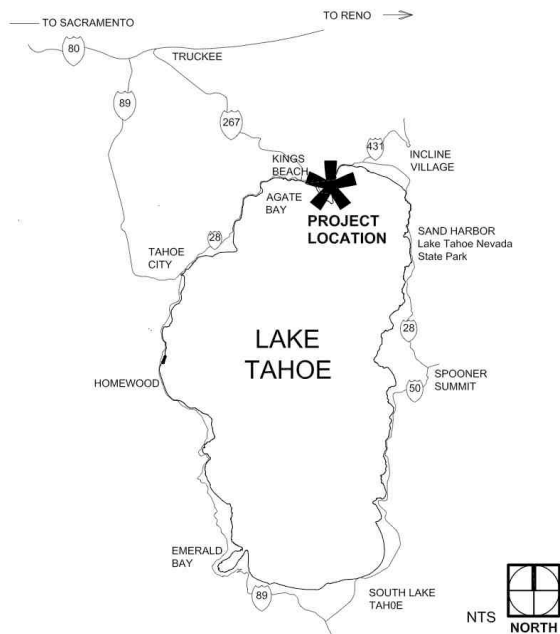
SUMMARY

The proposed Boulder Bay Community Enhancement Program Project (Boulder Bay Project) is a mixed-use, redevelopment project that is a participant in the Tahoe Regional Planning Agency's (TRPA) Community Enhancement Program (CEP). The CEP seeks "net gain solutions for the Lake Tahoe Basin which implement environmental improvements, enhance quality of life for residents, improve the visitor experience and contribute to the long-term economic vitality of the Region" (<http://trpa.org>). The focus of the CEP is to encourage revitalization projects in downtown and recreation areas that demonstrate substantial environmental, as well as social and economic benefits by providing incentives for mixed-use development projects on existing disturbed or underutilized sites. The Boulder Bay Project is one of nine proposals accepted into the CEP.

PROJECT LOCATION

The Boulder Bay Project is located in Crystal Bay, NV adjacent to the California/Nevada state line (Figure S-1). The project area is bound by State Route 28 to the east, southeast, and south; Stateline Road to the west; and Wassou and Lakeview Road to the northwest. The Crystal Bay Club Casino, Jim Kelley's Nugget Casino, The Crystal Bay Motel and the Crystal Bay Office Building border the project area to the south, across State Route 28. Commercial buildings, Residential housing units and open forestlands are located to the west, north and east of the project area (Figure S-2).

Project Location Map



Vicinity Map

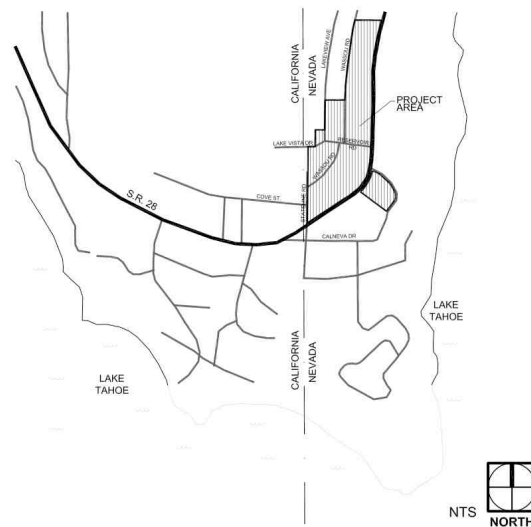


Figure S-1 – Project Location/Vicinity Map

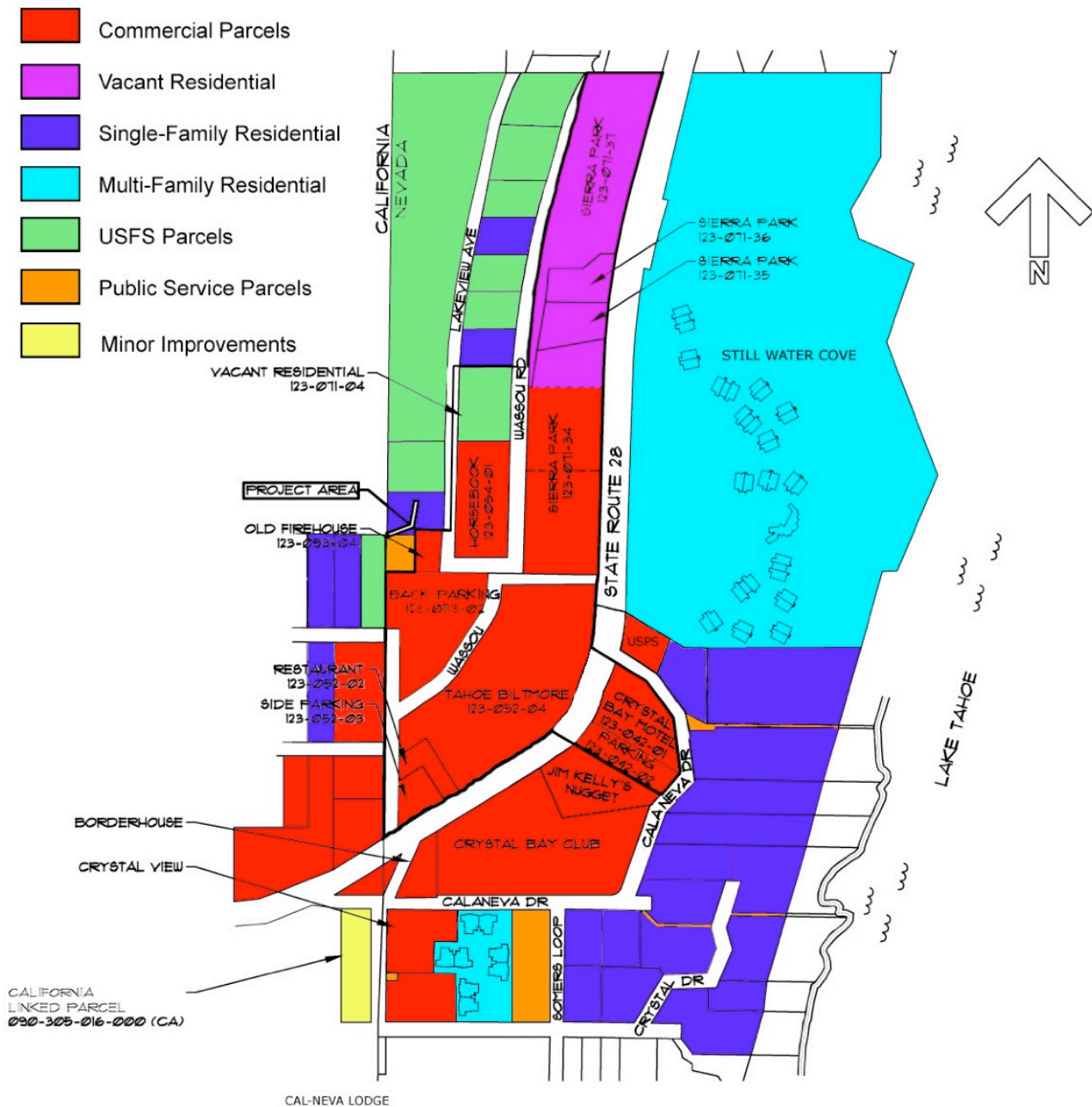


Figure S-2 – Existing Land Uses

SUMMARY OF ENVIRONMENTAL REVIEW PROCESS

In compliance with its Compact and Chapter 5 of the Code of Ordinances, the Tahoe Regional Planning Agency (TRPA) has prepared this Environmental Impact Statement (EIS) to inform agency decision makers of the potential environmental effects of the Boulder Bay Project.

The TRPA will use this EIS to disclose potential environmental effects, and mitigation measures and alternatives that may reduce the significance of potential effects during consideration of the Boulder Bay Project or alternatives for approval. The EIS analyzes each applicable alternative's compliance with the Community Enhancement Program (CEP) criteria adopted by the TRPA Governing Board and the overall net benefits achievable under each alternative. The State of Nevada responsible and trustee agencies may also use this EIS, as needed, for subsequent discretionary actions. Information provided in the EIS will also be used by agencies in their permitting process, including but not limited to, TRPA, Nevada Tahoe Regional Planning Agency (NTRPA) and Washoe County construction permits, Nevada Department of Transportation (NDOT) encroachment permits, and Incline Village General Improvement District (IVGID).

SUMMARY OF THE PROPOSED ACTION AND ALTERNATIVES TO BE CONSIDERED

The Boulder Bay Project alternatives are summarized below. Chapter 2 provides a more detailed description of the alternatives.

Alternative A – No Project - Existing Conditions

Under Alternative A (Existing Conditions), the Tahoe Biltmore Hotel and Casino (a legally-existing 76-foot tall structure) will continue to be operated under existing conditions. Basic infrastructure maintenance, upgrades and BMPs, such as infiltration trenches and limited revegetation, as required by the TRPA BMP Retrofit Program to capture the 20-year/1 hour storm on-site, will be implemented. The Boulder Bay project area currently consists of: the 95,407 square foot, four-story (76 foot tall) Tahoe Biltmore Lodge and Casino; six hotel cottage units (totaling 14,206 square feet); a two-story administrative building; two vacant buildings that were formerly hotel cottage units; several surface parking lots; a storage building that was formerly the Horsebook Casino; the 7,389 square foot Crystal Bay Motel and 7,772 square foot office building; and the vacant parcels that comprise the previous site of the Tahoe Mariner.

Alternative B – No Project with Timeshare Conversion

Under Alternative B, the existing structure housing gaming operated under the authority of the NTRPA Compact will be renovated and sold as hotel-design timeshare units. All of the exterior structures, parking facilities, driveways and signage will be retained in its current configuration. The interior of the facility will be renovated and the existing 92 hotel units will be converted to 92 timeshare units and sold in 1-week increments. To accommodate the conversion from hotel to timeshare units, approximately 1,900 square feet of existing Biltmore accessory space will be converted to timeshare space. Under Alternative B, the casino space will be enlarged and renovated to the permitted capacity of 29,744 square feet and commercial floor area will be maintained at 18,089 square feet. Accessory space (hotel accessory uses, mechanical, electrical and plumbing) will be reduced to accommodate the space needed for the enlarged casino and the conversion to timeshare units. Basic infrastructure maintenance, upgrades and BMPs will be implemented.

Alternative C – Proposed Project

Alternative C is submitted under the TRPA Community Enhancement Program (CEP) dated August 2007 and consists of eight new structures for residential, gaming and commercial uses, underground parking facilities, a pedestrian village, community park and open space, and an integrated on-site stormwater treatment system. Alternative C is a mixed-use development that consists of the following uses:

- 300 tourist accommodation units (hotel);
- 59 whole ownership condominiums;
- 14 affordable housing units (up to 38 total bedrooms);
- 20,715 square feet of commercial floor area (includes 12,172 square feet of retail and 8,853 square feet of dining within a two-acre public gathering space and pedestrian village);
- 89,187 square feet of hotel and casino accessory uses (19,089 square foot health and wellness center; 9,860 square foot fitness center; 21,253 square foot convention and meeting space; 1,665 square foot day care center; 750 square foot convenience retail; 750 square foot bar; 3,680 square foot restaurant; and approximately 32,158 square feet of lobby area, mechanical, electrical and plumbing space, and administrative services)
- 10,000 square feet of casino (reduced from 29,744 square feet of NTRPA certified gaming area);
- 540 total parking spaces (530 in underground structures); and
- 5.7 acres of open space with 1.87 acres designated for two public parks to be built and maintained by Boulder Bay and 1.20 acres for passive hiking trails and overlook.

Alternative C also includes the realignment of Wassou and Reservoir Roads, with a new site circulation utilizing two new roads – Wellness Way and Boulder Way. Existing utilities will be improved and realigned and all utilities will be located underground.

Alternative D – Alternative Mix of and Configuration of Proposed Uses

Alternative D, the basis of the original CEP application made by Boulder Bay, is a mixed-use resort with eleven new structures for residential, gaming and commercial uses, underground parking facilities, a pedestrian village, community park and open space, and an integrated on-site stormwater treatment system. Alternative D consists of the following:

- 360 tourist accommodation units (200 hotel and 160 timeshare units);
- 21 whole ownership condominiums;
- 9 affordable housing units (with up to 27 bedrooms);
- 27,620 square feet of commercial floor area (includes 16,229 square feet of retail and 11,391 square feet of dining within a two-acre public gathering space and pedestrian village);
- 90,640 square feet of hotel and casino accessory uses (19,089 square foot health and wellness center; 9,860 square foot fitness center; 21,253 square foot convention and meeting space; 1,665 square foot day care center; 750 square foot convenience retail; 750 square foot bar; 3,680 square foot restaurant; and approximately 33,611 square feet of lobby area, mechanical, electrical and plumbing space, and administrative services)
- 10,000 square feet of casino (reduced from 29,744 square feet of NTRPA certified gaming area);
- 575 total parking spaces (565 in underground structures); and

- 4.99 acres of open space with 1.40 acres designated for two parks to be built and maintained by Boulder Bay and 1.20 acres for passive hiking trails and overlook.

Alternative D also includes the realignment of Wassou and Reservoir Roads, with a new site circulation utilizing two new roads – Wellness Way and Boulder Way. Existing utilities will be improved and realigned and all utilities will be located underground.

Alternative E – Timeshare Renovation and Redevelopment

Alternative E is a timeshare and gaming development project that proposes a renovation of the existing structure housing gaming with grandfathered height and the addition of new buildings consistent with existing TRPA height and coverage requirements built on the remainder of the project area. Alternative E will include temporary and permanent BMPs to improve site drainage and water quality. Alternative E consists of the following:

- 202 hotel units;
- 45 hotel-design timeshare units;
- 30 whole-ownership condominium units;
- 3 single-family homes to be located on the Tahoe Mariner site;
- 29,744 square feet of casino (the maximum square feet of NTRPA certified gaming area);
- 18,089 square feet of commercial floor area;
- 39,267 square feet of hotel and casino accessory uses;
- 456 surface and pedestal (structured) parking spaces; and
- 4.78 acres of open space.

Under this alternative, existing onsite roadways will be maintained and improved. Existing utilities will be repaired and retained in an overhead configuration. New utilities required for Alternative E will be constructed underground. This Alternative will not be considered under TRPA's CEP.

KEY ENVIRONMENTAL ISSUES

The following key environmental issues were identified during the public scoping process that preceded preparation of the environmental document. For a complete discussion of potential issues and impacts, refer to Chapter 4.

Land Use

Land use impacts include changes to onsite uses, land use compatibility, and community character. Land use compatibility issues with the surrounding neighborhood are studied in the EIS. The EIS addresses the Project and alternatives' consistency with TRPA (e.g., Code of Ordinances, Goals and Policies, Community Plans, and Community Enhancement Program Guidelines adopted by the TRPA Governing Board) and Washoe County planning guidelines.

Soils and Geology

The Project involves grading, excavation, and the placement of fill material for construction of facilities, BMPs and landscaping associated with the Project. The Project carries the potential for large excavations necessary for the foundations and parking garage. Potential environmental effects related to land capability and coverage, soils and geology, topographic alteration, seismic hazards, slope stability, and erosion potential are described in this section. Mitigation options for addressing excess land coverage in the project area are outlined.

Hydrology and Water Quality

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

Biological Resources (Fisheries and Aquatic Resources, Vegetation and Wildlife)

The Project will result in minimal impacts to biological resources due to the existing developed nature of the project area. The EIS evaluates the potential direct, indirect and cumulative effects of the Project on: 1) existing vegetation communities, wildlife habitats, and aquatic resources; 2) common and ecologically significant vegetation, wildlife, and aquatic resources; and 3) special-status plant, wildlife, and aquatic species, including TRPA Special Interest Species. The relationship of Project effects to TRPA thresholds for vegetation, wildlife, and fisheries is also evaluated.

Scenic Resources/Community Design

The impacts from adoption of a Height Amendment and construction of the Project are evaluated through the use of site visits and photographs from sensitive viewpoints on and near the project area and the review of visual simulations. Viewpoint locations were selected to include scenic travel routes from SR 28 and Lake Tahoe. The project area is located in Roadway Unit 20D (North Stateline Casino Core) and Shoreline Units 22 (Brockway) and 23 (Crystal Bay). The TRPA's 2006 Threshold Evaluation Report continues to identify Roadway Unit 20D as non-attainment and "at risk" for additional degradation as a result of the introduction of new structures. Both Shoreline Units 22 and 23 are currently listed as out of attainment.

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

Recreation

Construction and operation of the Project will have limited impacts to existing public access and recreational uses adjacent to the project area and in the project vicinity. Included in the Project are a public park and open space area and the potential for a connection to existing and proposed recreational

trails adjacent to the project area. The EIS evaluates the changes to existing recreation areas and uses, recreation area capacity and user experience as a result of project implementation.

Cultural and Historical Resources

The Project is located entirely on developed land. The cultural and historical report prepared for the Project identifies certain existing structures as eligible for listing on the National Historic Register. The potential for disturbance of known and/or undiscovered cultural or historic resources due to project implementation are addressed. In addition, the evaluation methodology includes consultation with the Washoe Tribe and the Nevada State Historic Preservation Office (NVSHPO) and evaluation of potentially significant resources in accordance with Section 106 of the National Historic Preservation Act.

Transportation, Parking and Circulation

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

Air Quality

Project construction will involve emissions from construction equipment and vehicle trips associated with construction personnel, and the generation of fugitive dust, both contributing pollutants to the air basin. An assessment of short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile, stationary, and area source emissions was performed. The analysis discusses the potential long-term benefits that may occur from the replacement of old buildings (including offsite TAUs that will be transferred to the project) with more efficient structures as well as a potential reduction in vehicle trips and/or vehicle miles traveled.

Noise

Short-term (e.g., construction) and long-term (e.g., traffic and building equipment) noise impacts, relative to sensitive receptors and their potential exposure are assessed and compared with current TRPA, Washoe County and Federal noise standards. Noise levels and vibration of specific construction equipment are determined and resultant noise levels at nearby receptors (at given distances from the source) are calculated. Standard practices to reduce and regulate noise impacts are incorporated into and committed to by the Project.

Hazards

The EIS addresses potential hazard issues within the Geology, Hydrology, and Public Service sections.

Agricultural and Mineral Resources

The alternatives are not expected to affect agricultural or mineral resources in the project area. Since the Project would not impact agriculture or mineral resources a detailed analysis is not included in this document.

Socioeconomics, Population and Housing

Economic impacts related to employment growth and population and housing are considered.

Public Services and Utilities

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

Growth Inducement

The effects of the Project on growth inducement are addressed according to the TRPA goals and policies restricting growth. The Project is not expected to induce or result in the substantial growth of the full-time population in the region, cause a substantial increase in demand for employment opportunities, or cause an increase in other public service or facility needs.

Cumulative Effects

The EIS identifies and describes recently approved and reasonably anticipated projects in the Kings Beach/North Shore and Incline Village area and vicinity of the Boulder Bay Project. The EIS evaluates the combined effects of these activities with related impacts of the Project or alternatives.

TRPA Threshold Carrying Capacities

The EIS includes impact evaluation criteria to help assess the Project's compliance with and contribution to the attainment of environmental threshold carrying capacities adopted by TRPA.

SUMMARY OF THE ENVIRONMENTALLY PREFERABLE ALTERNATIVE

Based on the analysis included in Chapters 4 and 5, it is recommended that Alternative C be selected as the Environmentally Preferable Alternative as it would not result in a significant and unavoidable impact and would best meet the range of goals established for the Project. Alternative C is considered to have the least effect on the environment because it would:

- Meet the project objectives listed in Chapter 2;
- Achieve of benefits included in the CEP resolution through various design, transit, water quality, land use, and visual enhancements that improve the area and benefit the community;
- Provide affordable housing onsite for use by resort employees;

- Reduce land coverage and implement water quality improvements over and above standard TRPA regulations and existing planning goals;
- Reduce daily and peak hour trip generation compared to existing uses within the project area;
- Reduce vehicle miles traveled compared to existing uses within the project area;
- Increase park and open space acreage over and above requirements in the existing Tahoe Mariner Settlement Agreement;
- Improve the scenic quality of the SR 28 corridor through utility under grounding, removal of non-conforming signage, increasing building set backs, and improving architectural design and landscaping; and
- Contribute to EIP projects (utility under grounding and water quality improvements) benefiting offsite lands within the NSCP area.

IMPACT AND MITIGATION SUMMARY

For each of the alternatives, Table S-1 summarizes the impacts, mitigation measures designed to eliminate or reduce the impacts, the duration of the impact, and the level of significance of each impact after mitigation is implemented. The following acronyms are used:

- SU – Significant and Unavoidable
- PSU – Potentially Significant and Unavoidable
- S – Significant
- PS – Potentially Significant
- LS – Less than Significant
- NI – No Impact
- P – Permanent (indefinitely)
- LT – Long-term (6+ years)
- T – Temporary (0-5 years)
- C – Construction (construction period)

Table S-1

Summary of Impacts and Mitigation for the Project

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
4.1 Land Use				
LU-1: Will the Project be consistent with the land use plan or zoning plan, or land use goals, policies, and provisions of the TRPA Regional Plan, Code of Ordinances, or Plan Area Statement, or Washoe County Comprehensive Plan?	A – S	A and B – None Available	A – SU	T
	B – S	C and E – None Required	B – SU	
	C – LS	D – LU-1A: Reduce Proposed Building Height to be Consistent with TRPA Resolution No 2008-11	C – LS	
	D – S		D – LS	
	E – LS	D – LU-1B: Reduce Development Levels to Equal Allowable Density	E – LS	

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
LU-2: Will the Project be consistent with adjacent land uses or expand/intensify existing non-conforming uses?	A – LS B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – LS B – LS C – LS D – LS E – LS	T
LU-3: Will the project be consistent with NDOT encroachment permit conditions?	A – LS B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – LS B – LS C – LS D – LS E – LS	T
LU-C1: Will the project have significant cumulative impacts to land use?	A – NI B – NI C – LS D – LS E – LS	All Alternatives – None Required	A – NI B – NI C – LS D – LS E – LS	T
4.2 Geology and Earth Resources				
GEO-1: Will the Project result in compaction or covering of the soil beyond the limits allowed by TRPA land capability classifications?	A – S B – S C – S D – S E – S	A and B – None Available C, D, and E – GEO-1: Excess Land Coverage Mitigation Program	A – SU B – SU C – LS D – LS E – LS	P

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
GEO-2: Will the Project facilities be subject to ground rupture due to location near a surface trace of an active fault or expose people or property to geologic hazards such as earthquakes, landslides, avalanches, mudslides, ground failure, or similar hazards?	A – S	B – GEO-2A: Retrofits for Compliance with International Building Codes as Amended for Washoe County B, C, and D – GEO-2B: Emergency Response Plan	A – SU	LT
	B – S		B – LS	
	C – S		C – LS	
	D – S		D – LS	
	E – PS		E – LS	
GEO-3: Will construction or operation of the Project cause erosion, loss of topsoil, changes in topography, undisturbed soil or native geologic substructures, or unstable soil conditions from excavation, grading or filling?	A – LS	All Alternatives – None Required	A – LS	LT
	B – LS		B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
GEO-C1: Will the project have significant cumulative impacts to geology and earth resources?	A – LS	All Alternatives – None Required	A – LS	LT
	B – LS		B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
4.3 Hydrology and Water Quality				
HYDRO-1: Will Project construction or operations result in the degradation of surface water quality in the East Stateline Point watershed?	A – PS	All Alternatives – HYDRO-1. Apply TRPA Security Deposit Towards Retrofit and/or Expansion of BMPs and Stormwater Treatment Systems if Post-Project Monitoring Determines TRPA Standards are Not Met	A – LS	P
	B – PS		B – LS	
	C – PS		C – LS	
	D – PS		D – LS	
	E – PS		E – LS	

Table S-1

Summary of Impacts and Mitigation for the Project

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
HYDRO-2: Will Project construction or operations result in the degradation of groundwater quality in the East Stateline Point watershed?	A – NI	All Alternatives – None Required	A – NI	P
	B – NI		B – NI	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
HYDRO-3: Will Project construction or operations alter the existing surface water drainage patterns, or the rate and amount of surface water runoff so that a 20-year, 1-hour storm runoff cannot be contained on the site?	A – LS	All Alternatives – None Required	A – LS	P
	B – LS		B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
HYDRO-4: Will Project construction or operation interfere with groundwater movement or change the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	A – LS	All Alternatives – None Required	A – LS	P
	B – LS		B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
HYDRO-5: Will the Project alter the course or flow of the 100-year floodwaters or expose people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	A – NI	All Alternatives – None Required	A – NI	P
	B – NI		B – NI	
	C – NI		C – NI	
	D – NI		D – NI	
	E – NI		E – NI	

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time-frame
HYDRO-6: Will the Project change the amount of surface water in any water body, substantially reduce the amount of water otherwise available for public water supplies, or be located within 600 feet of a drinking water source?	A – NI	All Alternatives – None Required	A – NI	P
	B – NI		B – NI	
	C – NI		C – NI	
	D – NI		D – NI	
	E – NI		E – NI	
HYDRO-C1: Will the project have significant cumulative impacts to water resources?	A – LS	All Alternatives – None Required	A – LS	LT
	B – LS		B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
4.4 Biological Resources				
BIO-1: Will the Project, directly or indirectly (including through spread of noxious weeds), cause a loss of individuals or occupied habitat of endangered, threatened, or rare wildlife or plant species?	A – LS	All Alternatives – None Required	A – LS	P
	B – LS		B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
BIO-2: Will the Project cause loss of individuals of rare or at-risk plant species as defined by the Nevada Native Plant Society (NNPS)?	A – NI	All Alternatives – None Required	A – NI	P
	B – LS		B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
BIO-3: Will the Project cause loss of active raptor nests, migratory bird nests, or wildlife nursery sites?	A – NI	A – None	A – NI	C
	B – PS	B, C, D, and E – BIO-3: Active Raptor and Migratory Bird Nest Site Protection Program	B – LS	
	C – PS		C – LS	
	D – PS		D – LS	
	E – PS		E – LS	
BIO-4: Will the Project substantially block or disrupt major wildlife migration or travel corridors?	A – NI	All Alternatives – None Required	A – NI	P
	B – NI		B – NI	
	C – NI		C – NI	
	D – NI		D – NI	
	E – NI		E – NI	
BIO-5: Will the Project cause a permanent loss of sensitive wildlife individuals, habitat, or native plant communities (including Stream Environment Zones [SEZ] and communities defined as sensitive by the TRPA)?	A – NI	All Alternatives – None Required	A – NI	P
	B – NI		B – NI	
	C – LS		C – LS	
	D – LS		D – LS	
	E – NI		E – NI	
BIO-6: Will the Project result in the removal of trees 24 inches or greater in diameter at breast height (dbh)?	A – NI	All Alternatives – None Required	A – NI	P
	B – NI		B – NI	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
BIO-7: Will the Project conflict with any federal, local, regional, or state policies or TRPA ordinances protecting biological resources (including standards for native vegetation removal), or with any applicable habitat conservation plans?	A – NI B – NI C – LS D – LS E – LS	All Alternatives – None Required	A – NI B – NI C – LS D – LS E – LS	LT
BIO-8: Will the project have an effect on wetlands or waters of the U.S. and/or riparian and Stream Environment Zones (SEZ) through direct removal, filling, hydrological interruption, encroachment, removal of streamside vegetation, or other means?	A – LS B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – LS B – LS C – LS D – LS E – LS	P
BIO-C1: Will the project have significant cumulative impacts to biological resources?	A – LS B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – LS B – LS C – LS D – LS E – LS	LT
4.5 Scenic Resources				
SR-1: Will the Project be inconsistent with any County Comprehensive Plan, Community Plan or regulations, standards, or guidelines of agencies (TRPA) with jurisdiction in the area regarding Scenic Corridors?	A – S B – S C – S D – S E – S	A, B, and E – None Available C and D – SR-1A: Modify Proposed Code Chapter 22.4.E Height Amendment C and D – SR-1B: Redesign Building “A”	A – SU B – SU C – LS D – SU E – SU	LT

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time-frame
SR-2: Will the Project be visible from or cause an adverse effect on foreground or middleground views from a high volume travelway, recreation use area, or other public use area, including Lake Tahoe, TRPA designated bike trail, or state or federal highway?	A – NI	A – None Required	A – NI	LT
	B – S	B and E – SR-2 – Screen Single-Family Homes	B – LS	
	C – S	C and D – SR-1B: Redesign Building “A”	C – LS	
	D – S		D – SU	
	E – S		E – LS	
SR-3: Will the Project be inconsistent with the TRPA Scenic Quality Improvement Program or Design Review Guidelines?	A – S	A and B – None Available	A – SU	LT
	B – S	C and D – SR-1A: Modify Proposed Code Chapter 22.4.E Height Amendment	B – SU	
	C – S	C and D – SR-1B: Redesign Building “A”	C – LS	
	D – S	E – SR-2 – Screen Single-Family Homes	D – SU	
	E – S		E – SU	
SR-C1: Will the project have significant cumulative impacts to scenic resources?	A – LS	All Alternatives – None Required	A – LS	LT
	B – LS		B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
4.6 Recreation				
REC-1: Will the Project result in decreased availability or degradation of a high quality recreational experience?	A – LS	A and B – None Required	A – LS	LT
	B – LS	C, D, and E – REC-1: Beach Access Shuttle Service	B – LS	
	C – PS		C – LS	
	D – PS		D – LS	
	E – PS		E – LS	

Table S-1

Summary of Impacts and Mitigation for the Project

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
REC-2: Will the Project conflict with an established recreational use in the area?	A – LS B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – LS B – LS C – LS D – LS E – LS	T
REC-3: Will the project result in the need for new or expanded parks or recreational facilities?	A – LS B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – LS B – LS C – LS D – LS E – LS	LT
REC-C1: Will the project result in cumulative impacts to recreational uses or resources?	A – LS B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – LS B – LS C – LS D – LS E – LS	LT

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
4.7 Cultural and Historical Resources				
CUL-1: Will the Project disturb or alter known, potentially-eligible National Register properties, including archaeological, historical, architectural, and Native American/traditional heritage resources?	A – NI	A and B – None Required	A – NI	P
	B – NI	C, D, and E – CUL-1A: Prepare Resource Protection Plan to Preserve Historically Eligible Signs and Document the History of the Biltmore Resort and Cottages	B – NI	
	C – S		C – LS	
	D – S		D – LS	
	E – S	D and E - CUL-1B: Redesign Alternative D Building Plans to Reflect a Resort Rustic Architectural Style E – CUL-1C: CUL-1C: Renovate the Tahoe Biltmore Hotel and Casino consistent with the Secretary of the Interior's Standards for Rehabilitating Historic Buildings	E – LS	
CUL-2: Will the Project disturb unknown archaeological resources?	A – PS	All Alternatives – CUL-2: Identify and Protect Undiscovered Archaeological Resources	A – LS	C
	B – PS		B – LS	
	C – PS		C – LS	
	D – PS		D – LS	
	E – PS		E – LS	
CUL-3: Will the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	A – NI	All Alternatives – None Required	A – NI	C
	B – NI		B – NI	
	C – NI		C – NI	
	D – NI		D – NI	
	E – NI		E – NI	

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
CUL-4: Will the Project disturb any human remains, including those interred outside formal cemeteries?	A – PS B – PS C – PS D – PS E – PS	All Alternatives – CUL-2: Identify and Protect Undiscovered Archaeological Resources	A – LS B – LS C – LS D – LS E – LS	C
CUL-5: Will the Project restrict historic or pre-historic religious or sacred uses within the potential impact area?	A – NI B – NI C – NI D – NI E – NI	All Alternatives – None Required	A – NI B – NI C – NI D – NI E – NI	P
CUL-C1: Will the project have significant cumulative impacts to cultural or historical resources?	A – NI B – NI C – LS D – LS E – LS	All Alternatives – None Required	A – NI B – NI C – LS D – LS E – LS	P
4.8 Transportation, Parking and Circulation				
TRANS-1: Will the Project result in generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?	A – NI B – S C – LS D – LS E – S	A, C, and D – None Required B and E – TRANS-1: Traffic and Air Quality Mitigation Program	A – NI B – LS C – LS D – LS E – LS	LT

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
TRANS-2: Will the Project result in an increase in Vehicle Miles of Travel?	A – NI	A, C, and D – None	A – NI	LT
	B – S	B and E – TRANS-1: Traffic and Air Quality Mitigation Program	B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – S		E – LS	
TRANS-3: Will the Project result in changes to existing parking facilities, or demand for new parking?	A – NI	All Alternatives – None Required	A – NI	P
	B – NI		B – NI	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
TRANS-4: Will the Project result in a substantial impact upon the existing transportation systems, including highway, transit, bicycle or pedestrian facilities?				
	Level of Service	A, C, and D – None Required	A – NI	LT
		B and E – TRANS-4: Implement Intersection Improvements	B – LS	
			C – LS	
			D – LS	
			E – LS	
Intersection Queuing at SR 28/SR 267	A – NI	All Alternatives – None Required	A – NI	LT
	B – LS		B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
TRANS-5: Will the Project result in a substantial impact upon existing transportation systems, including transit facilities?	A – NI	All Alternatives – None Required	A – NI	LT
	B – NI		B – NI	
	C – LS		C – LS	
	D – LS		D – LS	
	E – NI		E – NI	
TRANS-6: Will the Project result in a substantial impact upon existing transportation systems, including bicycle or pedestrian facilities?	A – NI	All Alternatives – None Required	A – NI	LT
	B – NI		B – NI	
	C – LS		C – LS	
	D – LS		D – LS	
	E – NI		E – NI	
TRANS-7: Will the Project result in a temporary impact upon existing transportation systems due to construction traffic?	A – NI	All Alternatives – None Required	A – NI	C
	B – NI		B – NI	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
TRANS-8: Will the Project result in alterations to present patterns of circulation or movement of people and/or goods?	A – NI	All Alternatives – None Required	A – NI	P
	B – NI		B – NI	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	

Table S-1

Summary of Impacts and Mitigation for the Project

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
TRANS-9: Will the Project result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	A – NI B – NI C – LS D – LS E – LS	All Alternatives – None	A – NI B – NI C – LS D – LS E – LS	LT
TRANS-C1: Will the project result in a substantial impact upon cumulative transportation systems, including roadways and intersections?				
Level of Service	A – NI B – S C – S D – S E – S	A – None Required B, C, D, and E – TRANS-C1: Implement Intersection Improvements	A – NI B – LS C – LS D – LS E – LS	LT
Intersection Queuing at SR 28/SR 267	A – NI B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – NI B – LS C – LS D – LS E – LS	LT

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
4.9 Air Quality				
AIR-1: Will the project result in temporary air quality impacts associated with construction activities?	A – NI B – NI C – LS D – LS E – LS	All Alternatives – None Required	A – NI B – NI C – LS D – LS E – LS	C
AIR-2: Will the project result in substantial air pollutant emissions from daily operations?				
Vehicle Miles of Travel	A – NI B – S C – LS D – LS E – S	A, C, and D – None Required B and E – AIR-2: Traffic and Air Quality Mitigation Program	A – NI B – LS C – LS D – LS E – LS	LT
Project Generated Emissions	A – NI B – S C – LS D – S E – S	A and C – None Required B, D and E – AIR-2: Traffic and Air Quality Mitigation Program	A – NI B – LS C – LS D – LS E – LS	LT
AIR-3: Will the project result in the creation of objectionable odors?	A – LS B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – LS B – LS C – LS D – LS E – LS	LT

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time-frame
AIR-C1: Will the Project result in substantial cumulative air pollutant emissions from daily operations?	A – NI	A and C – None Required	A – NI	LT
	B – S	AIR-C1: Traffic and Air Quality Mitigation Program	B – LS	
	C – LS		C – LS	
	D – S		D – LS	
	E – S		E – LS	
4.10 Noise				
NOISE-1: Will the project result in a significant increase in traffic noise levels?	A – NI	A and E – None Required	A – NI	LT
	B – S	B, C, and D – NOISE-1: Use of Alternative Pavement	B – LS	
	C – S		C – LS	
	D – S		D – LS	
	E – LS		E – LS	
NOISE-2: Will the project result in an exceedance of an exterior traffic noise level standard at on-site residential, condominium, timeshare or hotel uses?	A – NI	All Alternatives – None Required	A – NI	LT
	B – LS		B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
NOISE-3: Will the project result in excessive noise due to construction activities?	A – NI	A and B – None	A – NI	C
	B – LS	C, D, and E – NOISE 3A: Time of Day Construction Restrictions and Noise Barriers	B – LS	
	C – S	C, D, and E – NOISE 3B: Equipment Location Guidance	C – LS	
	D – S		D – LS	
	E – S	C, D, and E – NOISE 3C: Noise Complaint Coordination and Response	E – LS	

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
NOISE-4: Will the project result in excessive vibration at buildings in the immediate vicinity of the project site due to construction activities?	A – NI	All Alternatives – None Required	A – NI	C
	B – LS		B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
NOISE-5: Will the development of the project result in noise levels from on-site mechanical equipment and loading dock activities that exceed the applicable noise level standards for stationary equipment shown in Table 4.10-5 and contained within the North Stateline Community Plan?	A – NI	A and B – None Required C, D, and E – NOISE 5A: Mechanical Equipment Noise Level Specifications and Sound Control C, D, and E – NOISE 5B: Loading Dock and Truck Circulation Design	A – NI	LT
	B – NI		B – NI	
	C – PS		C – LS	
	D – PS		D – LS	
	E – PS		E – LS	
NOISE-6: Will the development of the project result in outdoor activities from people gathering on decks and patios that exceed the applicable noise level standards for stationary noise sources shown in Table 4.10-5 and contained within the North Stateline Community Plan?	A – NI	All Alternatives – None Required	A – NI	LT
	B – NI		B – NI	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	
NOISE-C1: Will the project have significant cumulative short-term construction noise impacts to the noise environment?	A – NI	All Alternatives – None Required	A – NI	LT
	B – LS		B – LS	
	C – LS		C – LS	
	D – LS		D – LS	
	E – LS		E – LS	

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
NOISE-C2: Will the project have significant cumulative increase in noise levels due to on-site stationary noise sources?	A – NI B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – NI B – LS C – LS D – LS E – LS	LT
NOISE-C3: Will the project have significant cumulative increase in noise levels due to traffic on the local street network?	A – NI B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – NI B – LS C – LS D – LS E – LS	LT
4.11 Socioeconomics, Population and Housing				
SPH-1: Will the Project include or result in the temporary or permanent displacement of residents or convert or demolish homes occupied by low- or moderate-income households?	A – NI B – NI C – NI D – NI E – NI	All Alternatives – None Required	A – NI B – NI C – NI D – NI E – NI	P
SPH-2: Will the project increase the demand for housing, thereby causing indirect environmental impacts?	A – LS B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – LS B – LS C – LS D – LS E – LS	LT

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
SPH-3: Will the Project alter the location, distribution, density, or growth rate of the human population planned for the Region?	A – LS B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – LS B – LS C – LS D – LS E – LS	LT
SPH-C1: Will the project have significant cumulative impacts to socioeconomics, population and housing?	A – LS B – LS C – LS D – LS E – LS	All Alternatives – None Required	A – LS B – LS C – LS D – LS E – LS	LT
4.12 Public Services and Utilities				
PSU-1: Will the Project increase demand or exacerbate peak period service demand of fire, police, schools, government services, water, sewage treatment and disposal, phone, solid waste, gas, or electric to such a degree that accepted service standards cannot be maintained or new facilities are needed?	A – LS B – LS C – PS D – PS E – PS	A and B – None Required C, D, and E – PSU-1A: Special Event Security Coordination and Notification C, D, and E – PSU-1B: Water Rights Dedication C, D, and E – PSU-1C: Utility Service Coordination C, D, and E – PSU-1D: Safety Planning	A – LS B – LS C – LS D – LS E – LS	LT

Table S-1**Summary of Impacts and Mitigation for the Project**

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Time- frame
PSU-2: Does the Project have the potential to damage existing underground utility lines?	A – LS	A and B – None Required	A – LS	C
	B – LS	C, D, and E – PSU-1C: Utility Service	B – LS	
	C – PS	Coordination	C – LS	
	D – PS		D – LS	
	E – PS		E – LS	
PSU-3: Will project construction interfere with law enforcement and fire protection services?	A – LS	A and B – None Required	A – LS	C
	B – LS	C, D, and E – PSU-3A: Construction Fire	B – LS	
	C – PS	Prevention and Safety Requirements	C – LS	
	D – PS	C, D, and E – PSU-3B: Construction Schedule	D – LS	
	E – PS	Coordination and Notification	E – LS	
PSU-C1: Will the Project have significant cumulative impacts to public service and utility resources?	A – LS	A and B – None Required	A – LS	T
	B – LS	C, D, and E – PSU-C1: Emergency	B – LS	
	C – PS	Shelter/Staging Area Designation	C – LS	
	D – PS		D – LS	
	E – PS		E – LS	

Source: Hauge Brueck Assoc. 2009

Table S-2 summarizes project benefits associated with each alternative by applicable impact. More detailed analysis of potential benefits is included in the “environmental impacts and recommended mitigation” section of Chapter 4. This table illustrates how the project, particularly Alternatives C and D result in a variety of environmental and community benefits that are above and beyond baseline TRPA requirements and Community Enhancement Program (CEP) resolutions made by the TRPA Governing Board in February 2008.

Table S-2

Summary of Environmental Benefits under the CEP Alternatives (C and D)

Impact	Project Benefits
4.2. Geology and Earth Resources	
GEO-1: Will the Project result in compaction or covering of the soil beyond the limits allowed by TRPA land capability classifications?	Alternatives C and D include an overall reduction in land coverage within the project area of 11.0 and 5.5 percent respectively, and an additional reduction in land coverage within the NSCP through the removal of base land coverage on parcel 090-305-016 (Stateline mini park) and within the SR 28 right of way that fronts the project area equaling a total on- and offsite land coverage reduction of 15.8 percent (Alternative C) and 9.7 percent (Alternative D). Further, existing land coverage within Class 1a/2 lands is reduced by 30.2 and 18.3 percent respectively. The NSCP goals and policies require a 5 percent reduction in existing land coverage.
4.3. Hydrology and Water Quality	
HYDRO-1: Will Project construction or operations result in the degradation of surface water quality in the East Stateline Point watershed?	Alternatives C and D include BMPs for stormwater treatment required by TRPA plus additional programs to improve water quality in the NSCP area. Low-impact development strategies such as advanced snow management (automatic snow melt and treatment), regionally approved and water conserving landscaping, expanded regional storm water treatment systems (50-year, 1-hour storm event capacity) that include capture of runoff from Washoe County and NDOT ROW, off-site water quality improvement projects (EIP #114, and #732), land coverage reductions (total 15.8% reduction for Alternative C and 9.7% reduction for Alternative D), underground parking, off-site SEZ restoration (1.5 acres of restoration associated with the TAUs to be transferred from The Colony Inn), increased open space (5.7 acres open space and 1.87 acres of park under Alternative C and 4.99 acres open space and 1.40 acres of park under Alternative D), and a TMDL reduction plan (green roofs, pervious pavers, and bio-retention treatment systems). The TMDL Reduction Plan included in Alternatives C and D would achieve the following: <ul style="list-style-type: none"> • Total Effective Site Land Coverage reduced to

Table S-2**Summary of Environmental Benefits under the CEP Alternatives (C and D)**

Impact	Project Benefits
	<p>35.8%;</p> <ul style="list-style-type: none"> Storm Water Runoff Volume Capture Capacities of (TRPA/TMDL): <ul style="list-style-type: none"> 20-yr, 1-hr – 125%/150% 50-yr, 1-hr – 100%/125% 100-yr, 1-hr – 75%/100%; Total Suspended Sediment Annual Load Reduction of 90%; and Fine Sediment (<20 micron) Annual Load Reduction of 90%. <p>The proposed storm water treatment system includes:</p> <ul style="list-style-type: none"> Nine infiltration galleries; Four detention basins; Five infiltration trenches; Bioretention systems and Storm water treatment vaults. <p>Offsite, Boulder Bay is committed to a public/private partnership with Placer County to help complete the Brockway Residential WQIP: EIP Number 732.</p>
4.4. Biological Resources	
<p>BIO-5: Will the Project cause a permanent loss of sensitive wildlife individuals, habitat, or native plant communities?</p>	<p>Alternatives C and D result in the transfer of development rights from The Colony Inn in South Lake Tahoe, where a 1.5-acre SEZ will be permanently restored.</p>
<p>BIO-8: Will the project have an effect on wetlands or waters of the U.S. and/or riparian and Stream Environment Zones (SEZ) through direct removal, filling, hydrological interruption, encroachment, removal of streamside vegetation, or other means?</p>	<p>As addressed under HYDRO-1, Alternatives C and D include BMPs that would treat surface water runoff and associated pollutants to a greater level than current TRPA requirements. Improved water quality and storm water treatment in the project area will benefit projects being implemented down slope and address an historic road runoff situation between Caltrans and NDOT.</p>
4.5. Scenic Resources	
<p>SR-1: Will the Project be inconsistent with any County Comprehensive Plan, Community Plan or regulations, standards, or guidelines of agencies (TRPA) with jurisdiction in the area regarding Scenic Corridors?</p>	<p>Alternatives C and D include a contribution of \$600,000 toward utility under grounding efforts both within and outside of the project area to improve the visual quality of the area as required in the NSCP.</p> <p>Alternatives C and D include a pedestrian village that will include public gathering spaces and opportunities for public art displays.</p>

Table S-2**Summary of Environmental Benefits under the CEP Alternatives (C and D)**

Impact	Project Benefits
SR-2: Will the Project be visible from or cause an adverse effect on foreground or middleground views from a high volume travelway, recreation use area, or other public use area, including Lake Tahoe, TRPA designated bike trail, or state or federal highway?	Alternative C includes neighborhood buffers on SR 28, Lakeview Avenue, and Wassou Road through setbacks and deed restricted open space, would increase set backs along SR 28, and would include the removal of the existing surface parking lots west of SR 28 and the Crystal Bay Motel east of SR 28. The result is an improvement to the SR 28 scenic travel route rating.
SR-3: Will the Project be inconsistent with the TRPA SQIP or Design Review Guidelines?	Alternatives C and D include Design Phase submittals to the USGBC for Silver LEED certification and will prepare a self score for TRPA review to achieve a minimum score of 40 in the LEED Neighborhood Development Pilot Rating System.
4.6. Recreation	
REC-1: Will the Project result in decreased availability or degradation of a high quality recreational experience and REC-3: Will the Project result in the need for new or expanded parks or recreational facilities?	Alternative C increases total open space and park uses from the existing requirement of 4.78 acres to 5.7 acres and includes the construction, operation and maintenance of two parks totaling 1.87 acres and 1.20 acres for passive hiking trails and overlook. The existing Tahoe Mariner Settlement Agreement sets aside 1.27 acres of the 4.78 acres of open space for a public park to be built and maintained by Washoe County. However, at present, Washoe County does not have funding for construction of park facilities at the project area. Alternative D increases total open space to 4.99 acres and includes the development and operation of two parks totaling 1.40 acres and 1.20 acres for passive hiking trails and overlook.
4.8. Transportation, Parking, and Circulation	
TRANS-1: Will the Project result in generation of 100 or more new Daily Vehicle Trip Ends? and TRANS-2: Will the Project result in an increase in Vehicle Miles of Travel?	Alternatives C and D decrease vehicle trips and VMT primarily due to the proposed reduction in gaming floor area. When compared to the existing approved uses within the project area (using trip rates to model operations), Alternative C would reduce daily project trip generation by approximately 2,190 trips and VMT by approximately 9,955. Alternative D would reduce daily project trip generation by approximately 1,720 trips and VMT by approximately 9,805. The reduction of VMT under Alternatives C and D substantially achieves the NSCP goal of no more than a 1,150 increase in VMT for redevelopment projects.

Table S-2**Summary of Environmental Benefits under the CEP Alternatives (C and D)**

Impact	Project Benefits
TRANS-3: Will the Project result in changes to existing parking facilities, or demand for new parking?	Alternative C and D place 98% of proposed parking spaces underground as encourage in the NSCP and Washoe County Standards.
<p>TRANS-5: Will the Project result in a substantial impact upon existing transportation systems, including transit facilities?</p> <p>and</p> <p>TRANS-6: Will the Project result in a substantial impact upon existing transportation systems, including bicycle or pedestrian facilities?</p>	<p>Alternatives C and D include an Alternative Transportation Plan, including transit shelters, a bus and shuttle turnout, financial subsidies to increase transit service to the site, employee shuttle services, car- and bike-share services onsite, and other alternative transit amenities.</p> <p>Alternatives C and D include a two-acre pedestrian village open to the public through the project site that includes walkways, street furniture, lighting, and information kiosks/directories. In addition, up to 5,100 linear feet of onsite pedestrian and multi-use paths will connect to the existing public pedestrian and bicycle trails at the project area boundaries. Bicycle Lanes will be improved along the SR 28 frontage on both sides of the highway and will connect with the new Kings Beach Class 2 bicycle lanes at the Stateline. Specifically, the plan will include approximately 2,000 linear feet Class 2 bike lanes along State Route 28 per AASHTO guidelines; and five feet wide lanes where curb/gutter present, four feet wide lanes along roadway without curb/gutter. Bicycle amenities will include bicycle parking, U-shaped bicycle racks, bicycle service area, and bicycle rental.</p> <p>Alternatives C and D include an easement for the Nevada Stateline to Stateline multi-use trail through the project area, including an easement through the northern portion of the project area near Building A for the trails eventual construction, and use of the Boulder Bay transportation route through the pedestrian village to connect to Stateline Road and SR 28.</p>
TRANS-9: Will the Project result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	Alternatives C and D provide enhanced roadway connectivity by providing new internal roadways that meet Washoe County roadway standards. These alternatives will enhance pedestrian safety onsite by providing pedestrian facilities and eliminating curb cuts on SR 28. Class 2 bicycle lanes will be constructed on SR 28 adjacent to the project area with appropriate width and signing and striping for improved bicycle safety.

Table S-2**Summary of Environmental Benefits under the CEP Alternatives (C and D)**

Impact	Project Benefits
4.9. Air Quality	
AIR-2: Will the project result in substantial air pollutant emissions from daily operations?	Alternatives C and D generate substantially less VMT (a reduction of 9,955 VMT for Alternative C and 9,805 VMT for Alternative D) than existing conditions at full occupancy and therefore, less air pollutants than existing conditions under full capacity.
4.11. Socioeconomics, Population, and Housing	
SPH-3: Will the Project alter the location, distribution, density, or growth rate of the human population planned for the Region?	Alternatives C and D include the construction of 14 and 8 low income affordable housing units, respectively, to address current and future employee housing needs and to reduce commuter traffic.
Source: HBA, 2009	