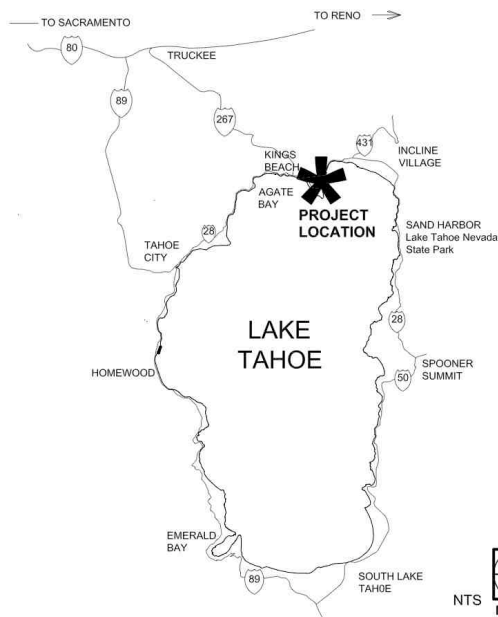


2 DESCRIPTION OF PROPOSED PROJECT AND ALTERNATIVES

2.1 PROJECT LOCATION

The Boulder Bay Project is located in Crystal Bay, Nevada adjacent to the California/Nevada state line. Figure 2-1 illustrates the project location. The 16.26-acre project area is bound by SR 28 to the East, Southeast and South, Stateline Road to the West, and Wassou and Lakeview Road to the Northwest. The project area also includes the Crystal Bay Motel and Biltmore overflow parking parcels located immediately east of SR 28 from the Tahoe Biltmore. The Crystal Bay Club and Jim Kelly's Nugget border the project area to the South, across SR 28. The project area includes the contiguous parcels with Assessor Parcel Numbers (APNs) 123-042-01, 123-042-02, 123-052-02, 123-052-03, 123-052-04, 123-053-02, 123-053-04, 123-054-01, 123-071-04, 123-071-34, 123-071-35, 123-071-36 and 123-071-37, and current Washoe County right of way (ROW) for portions of Wassou Road, Reservoir Road, Stateline Road, and Lakeview Avenue. Figure 2-2 illustrates the location of the APNs that comprise the project area.

Project Location Map



Vicinity Map

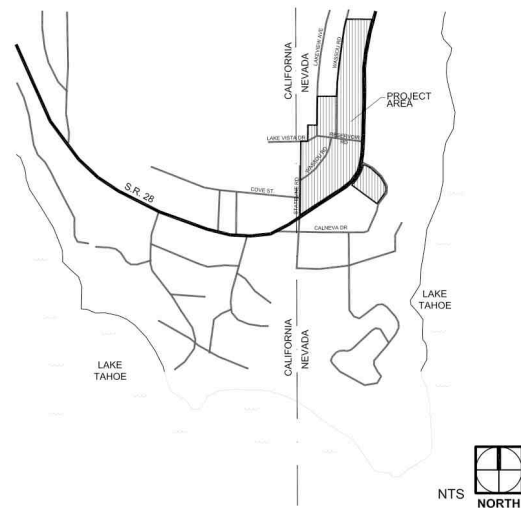


Figure 2-1 – Project Location/Vicinity Map



Figure 2-2 – Project Area APNs

2.2 PROJECT OBJECTIVES

The proponents of the Boulder Bay Project are seeking to achieve the objectives, goals and visions for the project area as stated in the North Stateline Community Plan (NSCP) and adopted by TRPA and Washoe County. The objectives of the Project include the following:

- Enhance the community character for the Crystal Bay Community;
- Develop retail and tourist amenities in a village environment;
- Create pedestrian and multimodal transportation hubs;
- Create a setback and landscaped streetscape and improve the scenic quality of SR 28;
- Enhance circulation and improve pedestrian safety and traffic flow;
- Eliminate visibility of parking areas;
- Improve energy conservation and efficiency through proper placement of structures;
- Reduce impervious surfaces and improve water quality, including the capture of fine sediment;
- Connect project site to locally accessible recreation opportunities;
- Create linkage between the North Shore communities through private and public partnerships;
- Reduce vehicle miles traveled;
- Complete priority Environmental Improvement Projects; and
- Enhance the Tahoe experience for both visitors and residents alike.

The Boulder Bay Project has also been proposed to achieve the goals and objectives established by TRPA in the Community Enhancement Program (CEP). TRPA adopted a resolution (No. 2008-11) in February 2008 to list minimum requirements for Boulder Bay's continued participation as a qualified CEP project. An analysis of the project's compliance with Resolution 2008-11 will be prepared by TRPA staff and provided to the TRPA Governing Board during review the project application. The analysis will document measures included in the action alternatives to comply with each item in the resolution, and if necessary, will identify additional measures necessary to meet the objectives of the CEP program.

Projects implemented through the CEP are intended to be consistent with the Regional Vision and Planning Concepts for the Lake Tahoe Basin (2007). The CEP focuses on the more developed areas of the Tahoe Basin since much of the past development in these areas offers the greatest potential for environmental, social and economic improvement. Many of these goals and objectives overlap and weave together to create the types of communities the CEP is promoting. Specifically, the goals and objectives of the CEP are as follows:

1. Create/Enhance mixed-use Community Centers

- Enhance community character in town and tourist centers
- Encourage mix of quality housing options, tourist accommodation options and compatible commercial uses that will serve the local population and the tourist population
- Provide a variety of sustainably designed housing, lodging and commercial choices to meet the needs of locals and visitors

- Implement Green Building Design
- Provide a variety of sustainably designed housing and tourist accommodations
- Provide housing that is economically attainable for basin employees
- Maximize density to achieve transit oriented development
- Consolidate commercial uses for economic, social and environmental gain

2. Create a multi-modal transit future

- Enhance and/or create multi-functional pedestrian activity centers that are walkable and provide multi-modal transportation linkages
- Reduce dependence on the automobile

3. Strengthen and create gathering places and economic centers

- Enrich the Lake Tahoe region and improve the quality of life of residents by providing new and improved gathering places, community services and cultural centers
- Encourage incorporation of cultural features, public spaces, and public service areas within project designs

4. Promote projects that result in the construction of threshold-related environmental improvements

- Provide area-wide (not parcel by parcel) urban water quality improvements that leverage private investment for environment gain, linked to existing or future systems, and are maintained in the long term
- Respond to site location and typical neighborhood contextual situations through site design, arrangement of building volumes, and the natural surroundings
- Enhance visual quality of and views from scenic roadway units, shoreline units, and resource areas and increase/enhance viewsheds from these areas to Lake Tahoe
- Provide public access and opportunities to recreational facilities such as trails, bike paths, beaches, and playgrounds/parks
- Be located in community plan core areas and promote pedestrian friendly/ transit oriented development
- Restore and/or protect native vegetation to reduce erosion potential and promote wildlife benefits
- Provide a reduction in overall land coverage
- Protect and enhance existing cultural/historic resources
- Ensure compatible land uses that minimize noise
- Implement an EIP Project

5. Promote transfer of development that results in substantial environmental benefits

- Achieve transit oriented development by transferring existing units of use from outside the community plan core
- Transfer existing development from sensitive lands and restoration of those lands
- Provide a variety of housing options utilizing existing units of use

6. Rehabilitate substandard development

- Create consolidated commercial and mixed-use development in the urban core
- Implement ‘green’ building design
- Rehabilitate disturbed sites and restore sensitive lands

7. Inform the new Regional, Local and Community Plan updates

8. Promote projects that feature a public/private partnership for cooperative implementation

- Provide projects that have clear public benefits with strong public support
- Leverage private investment to provide the local share of Environmental Improvement Program
- Projects are catalysts for further community revitalization

9. Create a model process for multi-jurisdictional review of project permits, implementation and monitoring

- Implement on-the-ground projects in a reasonable and timely fashion
- Provide an effective program designed to facilitate both large-scale and small-scale projects

2.3 ALTERNATIVES CONSIDERED BUT REJECTED

The Boulder Bay Project and alternatives are defined in Sections 2.4, 2.5 and 2.6. The alternatives below were considered during initial alternative development and in response to public scoping, but were rejected for further consideration because of the identified environmental concerns and constraints described below.

Achieve LEED Platinum Certification

Comments received during public scoping requested pursuit of Leadership in Energy and Environmental Design (LEED) Platinum certification. This alternative is rejected because LEED Platinum certification is not economically viable for the proposed project. In addition, LEED Platinum certification is very difficult to attain with in the Tahoe Basin with hospitality projects due to conflicting requirements and regulations between the LEED program and the TRPA Regional Plan (e.g., reuse of treated wastewater, one of the LEED Platinum criteria, is not allowed in the Tahoe Basin). The project will pursue a minimum of LEED silver-level certification for New Construction (LEED-NC). The project will also pursue a minimum score of 40 points in the LEED for Neighborhood Pilot Program (LEED-ND). The deadline for submission to the LEED Neighborhood Development program was April 6, 2007, which was prior to the start of the Boulder Bay project. As a result, Boulder Bay will submit a self-scoring of the LEED-ND program to TRPA for review as required by Governing Board Resolution 2008-11.

Exclude Multi-family Housing

Comments received during public scoping requested that multi-family housing for employees be eliminated from the proposed project. However, the provision of multi-family, affordable housing for employees of the proposed development is a highly desirable goal of the CEP process, and a policy included in the NSCP (NSCP 1.4.2). As a result, this alternative is rejected from further consideration.

Provide Pedestrian Overcrossing of State Route 28

Comments received during public scoping requested consideration of an overhead bridge crossing of SR 28 to improve traffic flow on SR 28 during peak periods. This alternative was rejected from further consideration because of conflicts with TRPA scenic thresholds and Nevada Department of Transportation (NDOT) highway codes.

2.4 MAINTAIN EXISTING TAHOE BILTMORE STRUCTURE (ALTERNATIVES A AND B)

TRPA requires that alternatives be included in the Draft EIS for consideration, and that the alternatives be studied with an equal level of detail. This requirement is outlined in Section 5.8 of the TRPA Code or Ordinances. In response to TRPA requirements for the consideration of alternatives, this environmental document evaluates the potential impacts of continuing operations in the Boulder Bay project area under existing conditions (Alternative A), and with renovation of the existing gaming structure and conversion of hotel units to timeshare units (Alternative B). Alternative B is considered to be possible with little or no new discretionary action by Washoe County and TRPA. Alternatives A and B are discussed below.

Alternative A – No Project (Existing Conditions)

Under Alternative A (Existing Conditions), the Tahoe Biltmore Hotel and Casino (a legally-existing non-conforming 76-foot tall structure) will continue to be operated under existing conditions. Existing site development is not in compliance with current TRPA Code of Ordinances including the requirement for onsite BMPs. Basic infrastructure maintenance, upgrades and BMPs, such as infiltration trenches and limited re-vegetation, as required by the TRPA BMP Retrofit Program to capture the 20 year/1 hour storm on-site, will be implemented.

No improvements will be made to public roads or infrastructure either on or offsite. Tourist accommodation units (TAUs) and equivalent residential units (ERUs) assembled by Boulder Bay for the proposed project will be available for use on other project's around the Tahoe Basin under an applicable TRPA permit.

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 Sierra Park parcels that comprise the previous site of the Tahoe Mariner (see Figure 2-3).

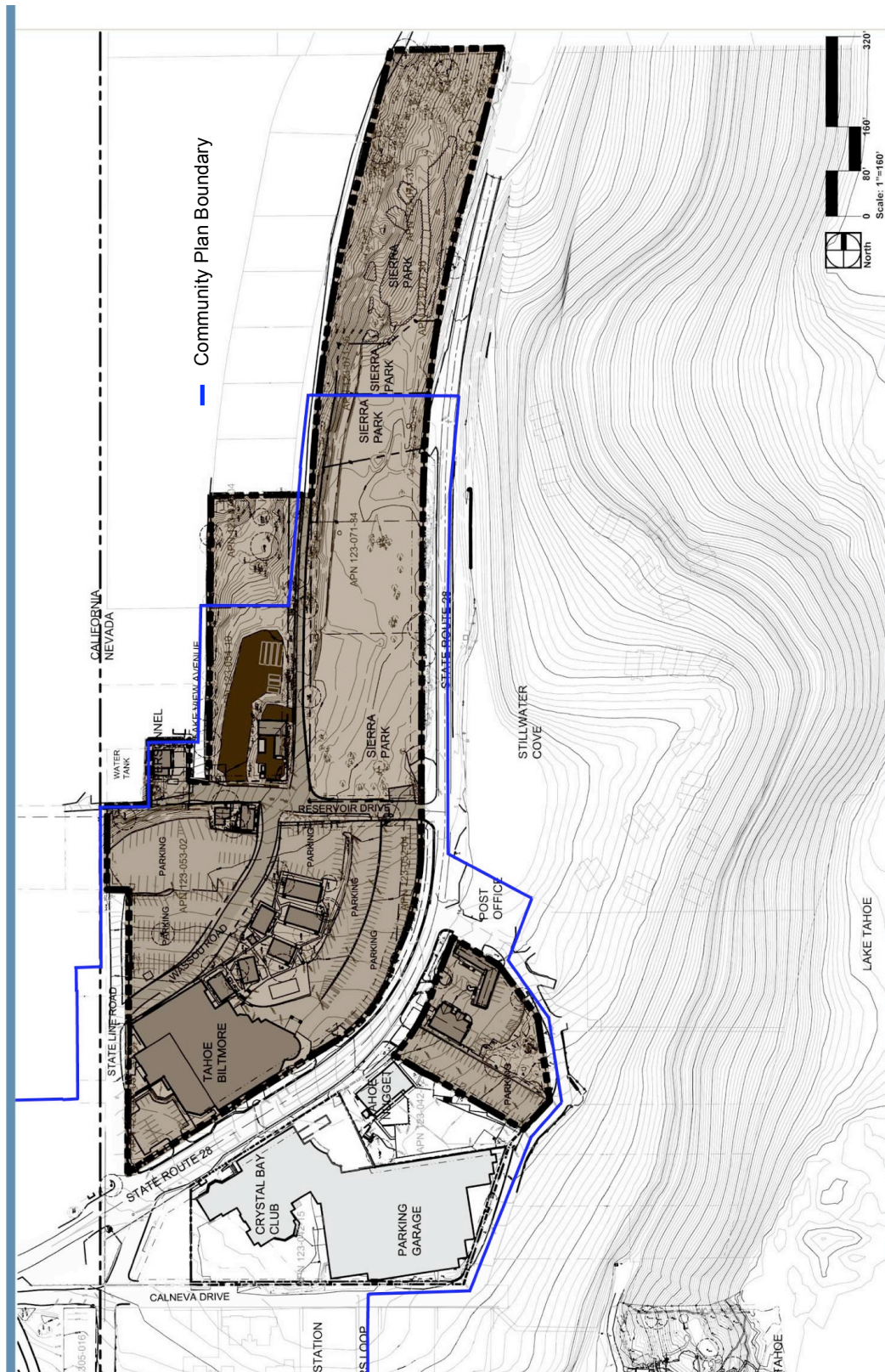


Figure 2-3 – Existing Conditions

Existing tourist accommodation units of use available in the project area include 131 TAUs (including 95 in the Tahoe Biltmore, 17 banked on the former Tahoe Mariner site and 19 in the Crystal Bay Motel). The 17 TAUs allocated to the former Tahoe Mariner site are currently banked as 41,993 square feet of CFA by TRPA and would require conversion back to TAU (at 2,470 CFA for each TAU) to be used for development. Under Alternative A, there is no plan to utilize either the CFA or TAU banked on the former Tahoe Mariner site. The project area also contains three existing ERUs (including two banked on the back parking lot and one in the Crystal Bay Motel). Tourist accommodation units of use currently in operation include 111 TAUs (92 for the Tahoe Biltmore and 19 for the Crystal Bay Motel).

TRPA verified commercial floor area (CFA) for the project area is 56,322 square feet (see Appendix D) of which 29,744 square feet is certified for gaming use by the Nevada Tahoe Regional Planning Agency (NTRPA). However, under Alternative A, the current amount of commercial floor area, gaming area, and accessory space in use within the project area will be maintained, including 18,089 square feet of CFA, 22,400 square feet of gaming, and 39,603 square feet of accessory space which includes storage areas, restrooms, bar areas, meeting space, laundry, dining, lobby, etc. Existing parking in the Boulder Bay project area includes 382 total surface parking spaces including: 296 surface spaces associated with the Tahoe Biltmore, 31 surface spaces associated with the Crystal Bay Motel and office building, and 55 surface spaces associated with the overflow parking lot adjacent to the Crystal Bay Motel.

TRPA verified land capability for the project area includes approximately 60 percent Class 4 and 40 percent Class 2 and Class 1a. TRPA verified land coverage within the project area is 56.4 percent (399,884 square feet) and includes 77,076 square feet of Class 1a land coverage and 322,808 square feet of Class 4 land coverage. The official TRPA land capability verification letters are provided in Appendix D.

Existing open space includes the former Tahoe Mariner site that is subject to a settlement agreement signed by the previous property owners, TRPA and the State of California. The original settlement resolved a dispute between TRPA and the previous land owner over TRPA's ability to approve a tourist redevelopment project on the former Tahoe Mariner site. Three subsequent amendments to this settlement agreement have been developed in order to accommodate the changing needs of new property owners. The current Tahoe Mariner Settlement Agreement requires 4.78 acres of open space and sets aside 1.27 acres of the 4.78 acres for a public park to be built and maintained by Washoe County. According to Doug Doolittle, Washoe County Parks Director, there are no existing formal parks or outdoor gathering spaces or plans for Washoe County to provide these amenities within the project area.

Existing non-conforming Washoe County road easements within the project area will remain – they include Wassou Road, Stateline Road, and portions of Reservoir Drive.

Alternative B – Tahoe Biltmore Timeshare Conversion and Single-Family Residences

Under Alternative B, the existing structure housing gaming operated under the authority of the Tahoe Regional Planning Compact, Article VI(e) will be renovated and sold as timeshare units. Renovation of an existing gaming structure can occur without a TRPA permit.

All of the exterior structures, parking facilities, driveways and signage will be retained in their current configuration. The interior of the facility will be renovated and the existing 92 hotel units will be converted to 92 hotel design 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.

TRPA verified commercial floor area (CFA) for the project area is 56,322 square feet, of which 29,744 square feet is certified for gaming use by the NTRPA. Under Alternative B, the casino space will be enlarged (currently operated at 22,400 square feet) and renovated to the permitted capacity of 29,744 square feet and CFA will be maintained at 18,089 square feet. Accessory space (hotel accessory uses, mechanical, electrical and plumbing, restrooms, bar areas, meeting space, lobby, laundry, etc.) will be reduced from 39,603 square feet to 30,397 square feet in order to accommodate the space needed for the enlarged casino and the conversion to timeshare units.

Basic infrastructure maintenance and upgrades will be completed, and BMPs, such as infiltration trenches and limited re-vegetation will be implemented as required by the TRPA BMP Retrofit Program. The 296 existing surface parking spaces for the Tahoe Biltmore will be maintained for the property according to Washoe County Parking Code. Other parking used for the Crystal Bay Motel and office building (31 spaces) and overflow parking lot (55 spaces) will also be maintained.

Alternative B will maintain the 399,884 square feet of existing land coverage within the project area. No offsite water quality improvement project will be built as a result of this project. Under this alternative, existing and banked land coverage associated with unused buildings and previously disturbed areas will be restored and utilized to construct an access roadway and three single-family residential units (ERUs) that are included in the Settlement Agreement on the former Tahoe Mariner site. The location of the proposed access roadway and single-family homes are shown on the site plan for Alternative E (Figure 2-11). Each home is proposed to be three stories in height (up to 37 feet tall) and include approximately 6,000 square feet in floor area.

Construction of Alternative B could commence immediately after project approval, acquisition of permits and financing. Construction of Alternative B could be completed in one phase beginning as early as 2010, with final project completion approximately 1 year after commencement. Construction activities would be continuous, except during winter months when activities may cease for a period of time.

No improvements will be made to offsite public road infrastructure will occur under this alternative. Improvements to access the new single family dwellings would likely occur in conjunction with their development as required by Washoe County. TAUs and ERUs assembled by Boulder Bay for the proposed project will be reapplied to other project proposals around the basin.

Existing open space includes the former Tahoe Mariner site that was subject to a settlement agreement signed by the previous property owners, TRPA and the State of California. The original settlement resolved a dispute of TRPA's ability to approve a tourist redevelopment project on the former Tahoe Mariner site. Three subsequent amendments to this settlement agreement have been developed in order to accommodate the changing needs of new property owners. The current Tahoe Mariner Settlement Agreement requires 4.78 acres of open space and sets aside 1.27 acres of the 4.78 acres for a public park to be built and maintained by Washoe County. According to Doug Doolittle, Washoe County Parks Director, there are no existing formal parks or outdoor gathering spaces or plans for Washoe County to provide these amenities within the project area.

Existing non-conforming Washoe County road easements within the project area will remain – these include Wassou Road, Stateline Road, and portions of Reservoir Drive.

2.5 PROPOSED PROJECT (ALTERNATIVE C)

The proposed project (Alternative C) was initially described as a “modified mix of uses” alternative in the Notice of Preparation (NOP) published on July 18, 2008. The original project proposed by Boulder Bay and described in the NOP is analyzed in this Draft EIS as Alternative D, but is no longer considered the

proposed project. Alternative C is submitted under the TRPA CEP dated August 2007 and consists of eight new structures for hotel, residential, gaming and commercial uses, underground parking facilities, a pedestrian village, Community Park and open space, and an integrated on-site stormwater treatment system. Figure 2-4 shows the layout of project structures and roadways for the proposed project. The changes to the original proposed project (now Alternative D) represented by Alternative C are the result of community, TRPA and County feedback and recommendations. 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 (10 three-bedroom and 4 two-bedroom units);
- 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 gaming accessory uses (19,089 square foot health and wellness center; 9,860 square foot fitness center; 21,253 square foot conference/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 scenic overlook.

Alternative C will require an amendment to Chapter 20 of the TRPA Code of Ordinances to allow additional height for specified Special Projects to permit a maximum building height of 75 feet within the project area. In addition, an amendment to the existing Settlement Agreement is necessary to facilitate the redevelopment of the former Tahoe Mariner property.

As described above, Alternative C is a CEP project, and as such requires compliance with TRPA Resolution No. 2008-11. An analysis of the project's compliance with the CEP Resolution will be prepared by TRPA staff and reviewed during consideration of project approval.

A more detailed discussion of Alternative C is provided in the subsections below.

Pedestrian Village and Public Gathering Space

A two-acre public space in the form of a pedestrian village (a fully landscaped, multi-use promenade) runs through the center of the project area and includes walkways, public gathering space, street furniture, outdoor public art, bicycle storage, lighting, and information kiosks/directories. The pedestrian village amenities will be available to all Boulder Bay guests, residents (including residents of the affordable employee housing) and the general public. The pedestrian village and a community park are designated on Figure 2-4 with a "P". Figure 2-5 documents how the onsite pedestrian and bike system will link to existing and future public pedestrian and bicycle trails at the periphery of the project area. The project proposes approximately 5,100 linear feet of pedestrian paths, 900 linear feet of hiking paths, and 2,000 linear feet of bicycle lanes.



Figure 2-4 – Proposed Project Site Plan

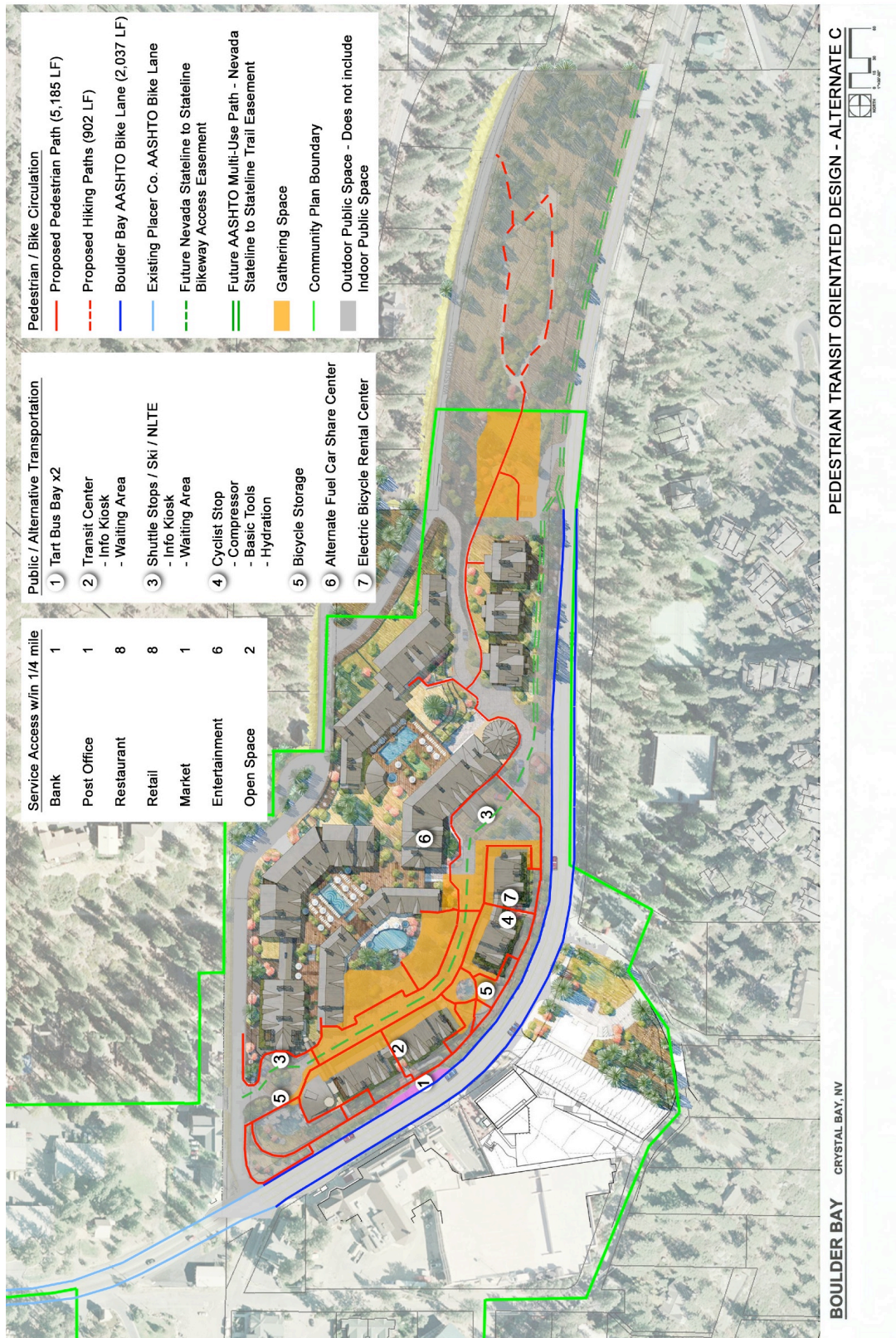


Figure 2-5 – Proposed Project Pedestrian and Bike System

Access, Circulation and Parking

The project proposes to reduce the total number of SR 28 curb cuts within the project area from three to two and includes a new center turn lane and five-foot wide bike lanes on each side of the highway. Roadway realignment, including the abandonment of certain road sections, is incorporated into the project design. The proponents of the Boulder Bay Project submitted a roadway abandonment and variance application to the Washoe County Planning Commission and received final approval on the January 13, 2009. Reservoir Road will be closed, while portions along Wassou Road and Lakeview Avenue will be relocated. The two roads will be realigned to connect with Stateline Road. A new private drive with a public access easement, called Wellness Way, will connect Wassou Road with SR 28. In response to requests from members of the upper Crystal Bay neighborhood, Wellness Way will be kept clear of snow through a heated snowmelt system. As a result, the road must be a private road managed by Boulder Bay instead of a county-owned and maintained road.

The southernmost 1,060 linear feet of Wassou Road, along with the 113 linear feet of Lakeview Avenue and 418 linear feet of Reservoir Drive will be abandoned along with associated access easements and country rights-of-way, as authorized in Article 806 of the Washoe County Development Code. The roadway realignment is shown on Figure 2-6.

The Wellness Way street alignment will connect Lakeview Avenue to Stateline Road with the following changes to road design standards as approved by the county:

1. Increasing the maximum permissible grade from 10 percent to 12.5 percent for not more than 800 feet;
2. Increasing the horizontal length limitation for a street with a grade greater than 8 percent from 400 feet to 1,200 feet; and
3. Varying the requirements for the landing at the top of the new alignment to allow for no less than 40 feet with a maximum grade of 8 percent (a change from 100 feet with a maximum grade of 6 percent).

The Washoe County Engineer may modify the final road design in accordance with Washoe County Development Code Article 436.

Circulation for Alternative C is illustrated in the Circulation Plan in Appendix E. The plan establishes entrances and egresses to the project area at the two termini of Wellness Way (one off of SR 28 and one off of Washoe Road), the two termini of the internal roadway named Boulder Way (one off Wellness Way and one off of Stateline Road). An additional garage entrance is proposed off of Stateline Road to provide a second entrance to the Casino parking structure. The required parking for Alternative C is located in underground and structured parking facilities accessed from Wellness Way, two locations on Boulder Way and Stateline Road. Parking requirements are based on Washoe County parking standards and the Urban Land Institute Shared Use parking methodology. Alternative C plans for 530 underground and 10 surface parking spaces.

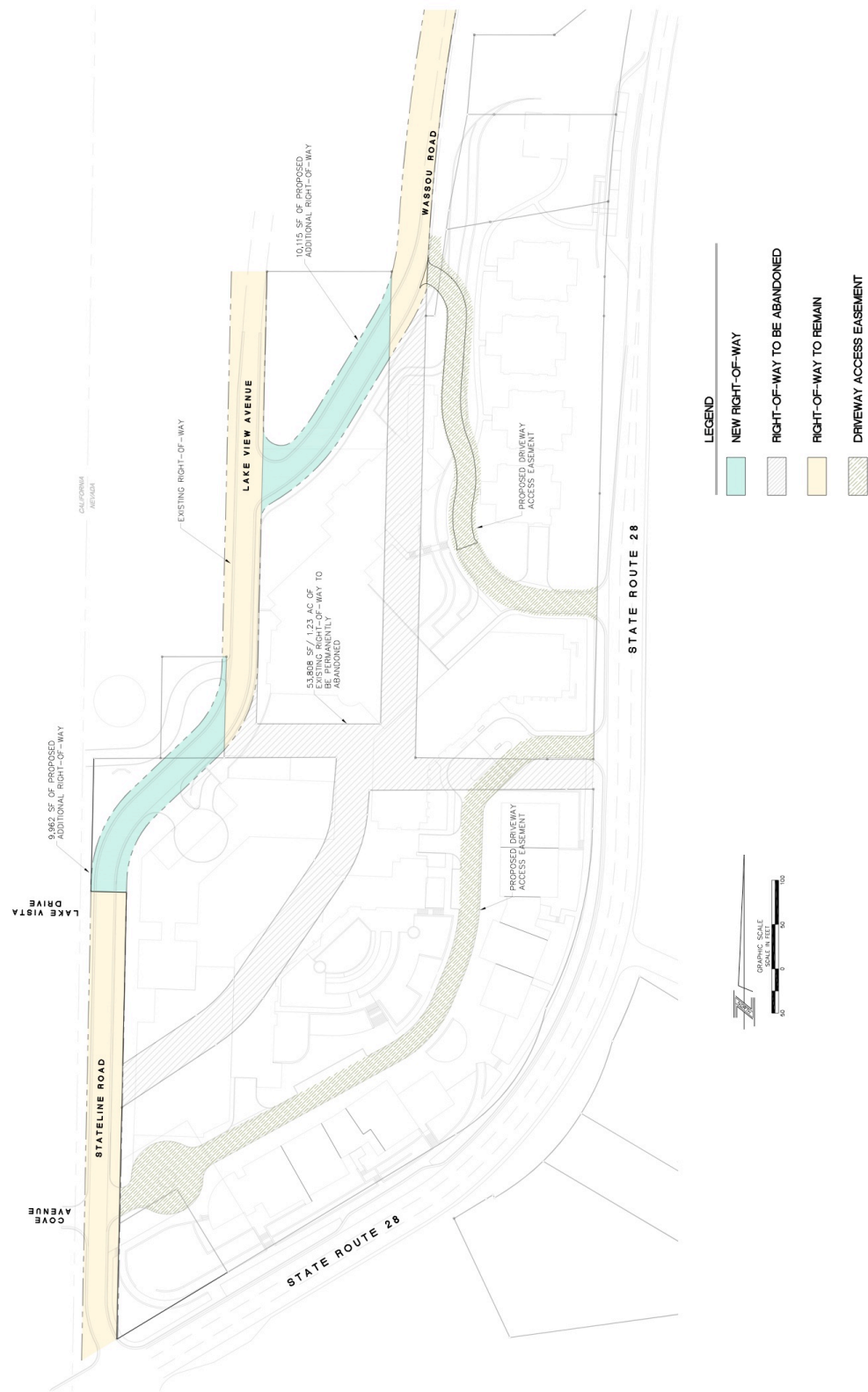


Figure 2-6 – Proposed Roadway Realignment

Utilities

Installation of new utilities for water supply, sewage, fire flows, electricity, gas, telephone, and cable television is necessary for this alternative. All utility lines will be placed underground in accordance with the North Stateline Community Plan guidelines. The project proponents are responsible for implementing the required public facility improvements and replacement of utilities in coordination with the utility providers that service the project area. All construction for utilities required for the Project will be located within the project area boundaries.

Boulder Bay is participating in the Nevada Utility Undergrounding project (EIP Projects #970 and #992) to underground over 2,500 linear feet of existing overhead utilities in the NSCP. Over 95 percent of these existing above ground utilities are located outside of the project area and are scheduled for completion in 2009.

Transportation Programming

Alternative C proposes the implementation of an Alternative Transportation Plan (Appendix F) prepared by LSC Transportation Consultants (December 5, 2008). The plan is based upon a review of existing public and private transit services around the lake and an assessment of potential demand for transit services generated by the Project. The transportation strategy includes both stand-alone new services as well as public partnerships to expand existing transit services and plans for additional strategies to encourage increased use of transit and non-motorized travel modes.

Alternative C proposes transit shelters at the center of the project area for the existing Tahoe Area Regional Transit (TART) service and a visitor shuttle service, along with an employee shuttle service at each end of Boulder Way. The shelters are denoted on Figure 2-4 with a "T". A bus and shuttle turnout is also proposed on the north side of State Route 28 across from the existing Crystal Bay Club.

The following measures are presented as transit strategies to reduce trips to and from the project area:

1. Provide financial subsidy to increase North Lake Tahoe Express Service between Reno-Tahoe International Airport and Incline Village/Crystal Bay from 7 runs per day to 11 runs per day during peak travel seasons (summer and winter);
2. Reduce existing Crystal Bay to Tahoe Vista Trolley headways from 30 to 15 minutes during summer daytime hours by operating an additional Trolley at no cost to users;
3. Operate Year-Round Tahoe Connection Service using three alternative-fueled vans (12-15 passenger) to provide free transit service throughout the Tahoe/Truckee region to Boulder Bay guests and residents;
4. Encourage alternative transportation strategies for Boulder Bay employees by offering subsidized employee transit passes, preferred carpool parking, carpool matching service, showers/lockers, and bicycle amenities;
5. Provide two bays for Transit buses and shuttles along SR 28 and an Alternative Transportation Center for transit, bicycle and pedestrian travelers to be protected from the elements (including a bicycle station with an air compressor and secured parking);
6. Onsite alternative-fuel car share service (up to four vehicles) for Boulder Bay guests and residents; and

7. Onsite bicycle-share service for Boulder Bay guests and residents, including some bicycles with “electric assist”.

Tourist Accommodation Units (Hotel Units)

Alternative C proposes 300 hotel units in five hotel structures and a single casino structure located behind the commercial and residential buildings that will front SR 28. The architectural character, materials and color palette derives its appearance from Tahoe mountain-inspired architecture, as identified by the Nevada State Historic Preservation Office as factors for the potential listing of the Tahoe Biltmore, which includes exposed wood structure elements, heavy wood slat and stone exteriors have been incorporated into the design. Figure 2-7 provides an example of the facades and building materials proposed for the structures.

The Boulder Bay proponents currently own 150 Tourist Accommodation Units (TAUs) associated with the Biltmore Hotel (95), the Crystal Bay Motel (19), the former Baltabrin Casino (19) and 17 units banked on the Sierra Park parcels. As a result, Alternative C would require the acquisition of 150 additional TAUs to accommodate the proposed uses. Boulder Bay currently has assembled 148 TAUs from eight different motels which have been or will be torn down and the sites restored around Lake Tahoe. Forty-two (42) of the assembled TAUs include SEZ restoration credits that will result in approximately 1.5 acres of SEZ restoration in the Bijou watershed. Boulder Bay has also applied for 31 TAUs associated with the NSCP and 40 bonus TAUs from the TRPA Special Project Pool (available as a result of the demolition and restoration of 40 TAUs from the Colony Inn that were located in SEZ). All of the units of use will be transferred to the Project through the transfer process within the CEP Application (see analysis in Chapter 4.1, Land Use).

Residential Units

Alternative C will construct 59 whole ownership condominiums. Twenty-four of the whole ownership condominiums will be located in the multi-family residential building (Building A) located adjacent to SR 28 and oriented east towards mountain with filtered lake views. The residential building will be adjacent to the public open space and connected to the remainder of the project area via a network of pedestrian paths. The remaining 35 whole ownership condominiums will be located in the upper floors of the casino (Building E) and adjacent resort building (Building D).

Alternative C also includes 14 affordable housing units (located in buildings G and H) with an average size of approximately 1,400 square feet. The 14 affordable residential units will have a total of 38 bedrooms – most being three bedroom units. Initially, Boulder Bay proposed 34 affordable housing units with 38 total bedrooms. However, based on the TRPA Code of Ordinances Chapter 21 density calculations formula, the number of Affordable Housing Units proposed under Alternative C is only 14. Approximately 28,000 square feet of gross floor area (20,000 net square feet), as described in the Boulder Bay CEP application, will still be provided for affordable housing units, but a different mix of bedrooms per unit is needed to comply with TRPA Chapter 21 Mixed Use density requirements. As a result, only 14 Multi-Family residential bonus units (MFRBUs) will be applied for from the TRPA affordable housing Bonus Pool.

The Boulder Bay proponents currently own three verified Equivalent Residential Units (ERUs) associated with the back parking lot at the Biltmore (2) and the manager’s unit at the Crystal Bay Motel (1). Boulder Bay also owns 14 ERUs which are banked offsite. The remaining 42 ERUs will be acquired by converting the 42 TAUs associated with The Colony Inn SEZ restoration described above under Tourist Accommodation Units into ERUs under the provisions of TRPA Code Chapter 33.7.

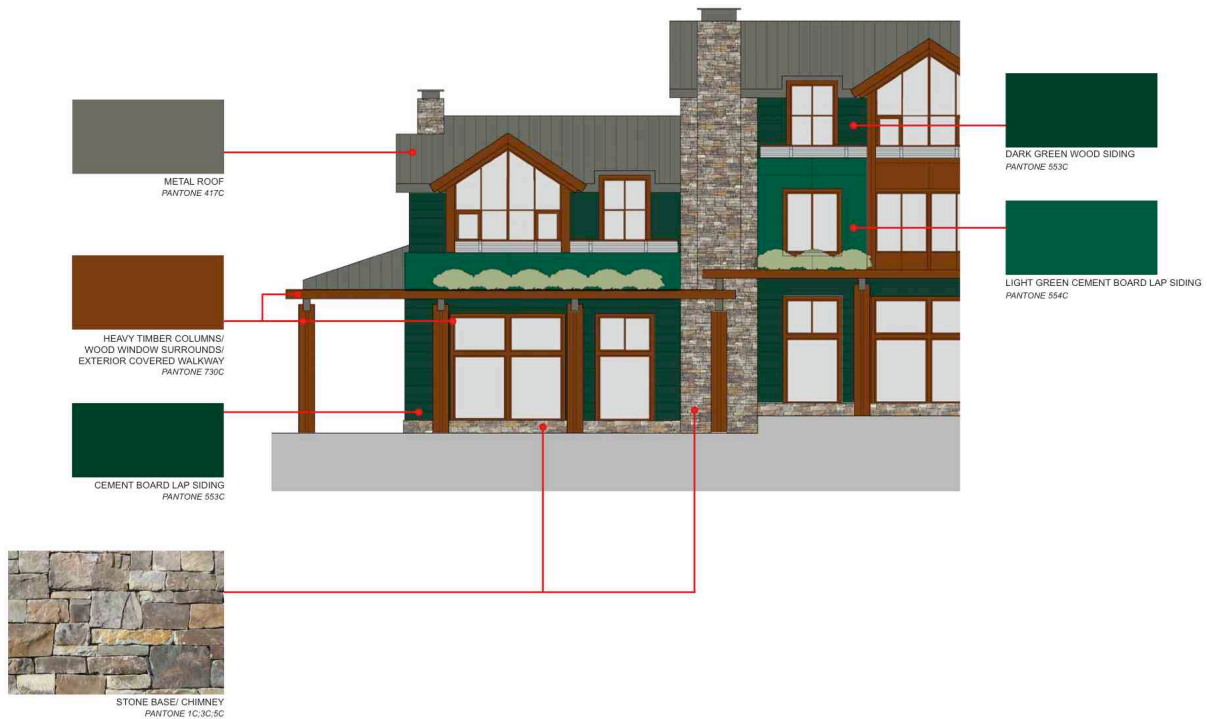


Figure 2-7 – Proposed Project Building Material Examples

Parks & Open Space

The existing Tahoe Mariner Settlement Agreement requires 4.78 acres of open space and sets aside 1.27 acres of the 4.78 acres for a park use consistent with the open space dedication to be built and maintained by Washoe County. Under Alternative C, 5.70 acres of deed restricted, landscaped, public open space is proposed, including 1.87 acres designated for two urban parks. One park is located on the north end of the project area, accessed from the Boulder Bay development and a small parking lot located off of SR 28. A second Boulder Bay owned park is located at the Stateline at the site of a proposed underground stormwater treatment facility (also known as the Stateline mini-park) being implemented under a Boulder agreement with Placer County. The Stateline mini-park is a benefit of a water quality treatment project being processed by Placer County under a separate environmental review.

The larger park (1.49 acres) on the northern end of the project area includes seating areas, footpaths, historical interpretive kiosks, and lake vistas and will be developed and maintained by Boulder Bay. The Stateline mini-park (0.38 acre) will be vegetated with native grasses and trees and will include a low stone monument celebrating both states, seating areas, NV, CA and USA flags and several kiosks with educational information on the stormwater function of the park site (e.g., lake clarity TMDL, stormwater retention and bio wetland function). The remaining open space and buffer area includes 3.83 acres composed of 1.20 acres of footpaths with lake vistas north of the community park, 1.24 acres of open space on the north end of the project area, and 1.39 acres of other open space and buffer areas spread out through the project area. The landscape and irrigation plan for these areas uses native trees and shrubs requiring minimal maintenance and no fertilizer and provides some areas with high-traffic, groomed turf.

Approximately six of the surface parking spaces including ADA parking will be provided for the community park off of SR 28.

TRPA Environmental Improvement Program (EIP) Participation

As part of the proposed project, or through a separate agreement with Placer County, Boulder Bay will complete or contribute to three EIP projects in the North Stateline Community Plan area. These EIP projects include:

1. EIP No. 970: Nevada Utility Undergrounding projects – Phase I
2. EIP No. 732: Brockway Residential Water Quality Improvement Project
3. EIP No. 114: North Stateline Community Plan Lake Vista Mini-Park

Restoration, Water Quality and Best Management Practices (BMPs)

Proposed storm water management consists of collection systems, infiltration and detention basins, drop inlets, pre-treatment vaults, underground infiltration vaults and underground piping to intercept runoff generated in the project area (Figure 2-8). In excess of what is required by TRPA, runoff from the 50-year, one-hour storm event will be treated on-site. In addition one additional off-site water quality project, will be completed in conjunction with EIP No. 732 and will also be designed to the 50-year, one-hour storm event (California Stateline Road parcel). The storm water management plan and systems are detailed in Appendix G.

Underground water infiltration systems in conjunction with modular wetlands, 56,342 square feet of pervious pavers, 61,283 square feet of storm water catchment systems and 16,179 square feet of green roofs, are incorporated into the storm water management system, which potentially increases treatment capacity to capture the runoff volume from the 100-year, one-hour storm event. Dustless sweepers will be used for maintenance of the impervious surfaces and roads in the project area.

The designs of new facilities provide for automatic snow melting capability throughout the pedestrian circulation and promenade. Where automatic snow melting is infeasible, areas are designed for snow removal and storage (see Figure 2-8). The snowmelt from the project area is collected, transported, and treated in the storm water management system.

Alternative C addresses Washoe County and NDOT snow removal requests, as the widening of SR 28 allows for plowing and transport of excess snow to storage locations in the project area thereby avoiding snow storage along SR 28.

The verified existing land coverage for the project area is 399,884 square feet (56.4 percent), composed of Class 1(a) and Class 4 land coverage. Alternative C will reduce onsite land coverage by 43,841 square feet to achieve 50.3 percent land coverage for the project area including the Washoe County Right of Way. Excluding the Washoe County Right of Way, the project will achieve 47.9% land coverage. Boulder Bay also proposes to remove and restore 15,000 square feet (100 percent) of the verified existing offsite land coverage associated with the property known as the Stateline parcel (APN 090-305-016) and 9,476 square feet of offsite land coverage within the SR 28 right-of-way to expand the land coverage reduction proposed for the Project. As a result, total NSCP land coverage reduction is 68,317 square feet, over five times the goal identified in the North Stateline Community Plan.

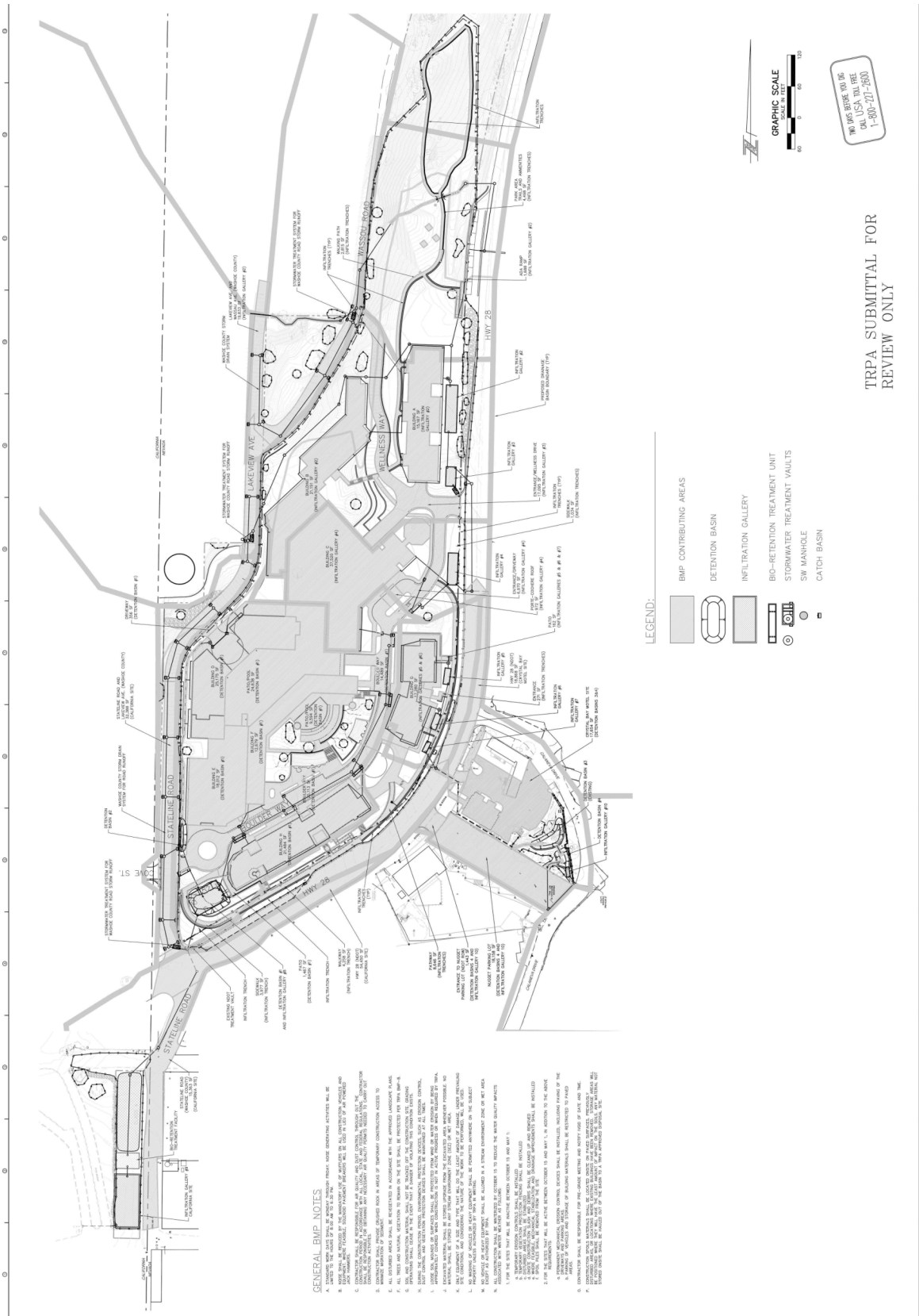


Figure 2-8 – Proposed Project Water Quality and BMP Plan

Total Maximum Daily Load (TMDL)

The Boulder Bay project proposes the use of a network of interrelated storm water conveyance and TMDL treatment strategies appropriate for urban infill regions. These strategies fall into four distinct categories and are designed to reduce annual run-off of total sediment, fine sediment, nitrogen and phosphorus. The TMDL treatment strategies are described below and shown on Figure 2-9.

1. Pollutant Source Control (PSC): 15.8% reduction in impervious coverage, improved roadways, stabilized eroding slopes and snow melted roadways.
2. Hydrologic Source Control (HSC): underground storm water infiltration, pervious pavement, roof storm water catchment systems and planted roofs.
3. Storm water Treatment (SWT): planted bio-retention systems in-line with storm water conveyance.
4. Airborne Source Control (ASC): regenerative air street sweeper, underground parking and alternative and public transportation program.

Accessory Floor Area

To support the hotel, residential and casino uses, 89,187 square feet of accessory floor area is proposed. Accessory uses will include a: 19,089 square foot health and wellness center; 9,860 square foot fitness center; 21,253 square foot conference/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 for lobby, mechanical, electrical and plumbing space, and administrative services. The amenities included in the accessory areas will be available to all Boulder Bay guests and residents (including residents of the affordable employee housing). The conference/meeting and health and wellness (spa) uses will be accessed through the hotel and casino lobby spaces, will utilize the hotel and casino parking, will not operate independent of the hotel and casino facility, and will not be advertised separate from the hotel facility.

The accessory use square footage of 12 other existing resort properties of similar scale and composition were compared to the proposed Project by Boulder Bay. These properties included Four Seasons Jackson Hole, Park Hyatt Beaver Creek, Ritz-Carlton Batchelor Gulch, St. Regis Aspen, Pan Pacific Whistler, Westin Avon, Ritz-Carlton Northstar, Hotel Jerome Aspen, Westin Whistler, Chateau at Heavenly, Resort at Squaw Creek, and Hyatt Incline Village. The analysis included the number of food and beverage facilities, square feet of meeting space provided, square feet of spa space, and presence of room service, swimming pool, fitness center and gift shop. The average meeting space for the other properties is 27,550 square feet and the average spa space is 18,699 square feet. The properties included in the analysis have an average meeting space per key of 116 square feet and an average spa space per key of 103 square feet. The proposed project has an average of 71 square feet of meeting space per key and an average of 96 square feet of spa space per key. Chapter 4.1, Land Use provides an analysis of the proposed accessory uses and compares the proposal to industry standards.



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Commercial Floor Area

Within the project area, there is currently 56,322 square feet of verified CFA, which includes 29,744 square feet of NTRPA certified gaming area. Alternative C will utilize 20,715 square feet of the existing CFA for the retail and restaurant village and 10,000 square feet of certified gaming area for the casino. 7,772 square feet of the existing and verified CFA associated with the exiting Crystal Bay Office Building will remain in use. The total overall reduction of CFA is 17,835 square feet. The CFA reduction consists of the 19,744 square feet of gaming area reduction, a portion of which will be used for non-gaming commercial uses within the project. The total gaming reduction is over 66 percent of the total gaming area currently certified on the Biltmore property. With project approval, Boulder Bay has agreed to permanently retire one-third (9,914 square feet) of its gaming floor area within the NSCP (Tahoe Biltmore/Gaming Floor Area Agreement between Boulder Bay and the State of California dated December 9, 2008). A portion of the 9,914 square feet of permanently retired gaming CFA, per the December 9, 2008 agreement, will be used for the proposed retail and dining space onsite.

Structure Housing Gaming

On December 11, 2008, the Governing Board of the NTRPA approved Boulder Bay's request to relocate and modify the existing Biltmore Structure Housing Gaming to a new structure on parcels APN 123-052-04 and 123-053-02. The approval is summarized in a letter from the NTRPA dated March 3, 2009 (Appendix H) and requires that the Project, including all changes in square footage of area and exchanges of cubic feet of volume, must be implemented as shown on the plans and documents submitted to the NTRPA on December 1, 2008. Any changes or modifications to these plans that directly affect the structure housing gaming must be reviewed and approved by NTRPA. The State of California Attorney General's office has reviewed the proposed gaming relocation and has determined that it is consistent with the spirit of the Compact's limitations on gaming in a letter to NTRPA dated December 9, 2008 (Appendix H).

Leadership in Energy and Environmental Design (LEED)

The Boulder Bay Project will pursue a LEED silver-level certification for new construction (LEED-NC) from the U.S. Green Building Council. This level of certification is higher than is required by the Community Enhancement Program documentation. The Project will also be scored according to the LEED Neighborhood Development pilot program. The following measures are planned for the design phase submittal for LEED silver-level certification:

- Green roofs and building materials;
- On-site water treatments and infiltration;
- Reduction in land coverage;
- Reduction in peak VMT;
- Pedestrian oriented design;
- Shuttle services (improve Airport and North Shore shuttle service, and provide on demand Tahoe connection service using Boulder Bay owned vans);
- On-site electric bike rentals;

- Alternative fuel car share program;
- Comprehensive employee transit program;
- 50% decrease in energy use per guest;
- Green Building/Sustainable design;
- Solar for electricity and hot water;
- High efficiency, recycled insulation product;
- Ultra efficient windows and appliances; and
- Radiant floor heating in central spaces.

The project was registered with the U.S. Green Building Council (Registration number 2424574999124310) and the Design Phase Review application will be submitted upon completion of construction drawings. Boulder Bay has completed the LEED-ND pilot project checklist with a goal of scoring greater than 40 points upon project completion. A minimum score of 40 is required to achieve LEED-ND certification.

Building Height, Scenic Improvements and Compliance with Design Guidelines

The existing Biltmore Hotel and Casino structure is 76 feet utilizing the current TRPA height calculation method. The existing building is setback less than 7 feet from the SR 28 rights-of-way and 15 feet from the road. Buildings included in the Project will exceed TRPA allowable height limits. The building setback from SR 28 will be increased to over 40 feet from the edge of SR 28 with the tallest buildings set back at least 190 feet. The taller buildings will be positioned toward the rear of the site with the lower buildings along the SR 28 frontage. Boulder Bay proposes a Code Amendment (Appendix U) to allow additional height for specified Special Projects that will allow for the consideration of the proposed building heights:

Building	Floors	Min. Setback to SR 28	TRPA Measured Height
A	4	53 ft	57 ft
B	5-6	190 ft	75 ft
C	4-5	66 ft	67 ft
D	4	320 ft	75 ft
E	4	164 ft	65 ft
F	3-4	169 ft	57 ft
G	2-3	47 ft	45 ft
H	2-3	43 ft	56 ft

There is an excess number of non-conforming signs, including the 60-foot monument sign eligible for the National Register of Historic Places, that will be removed from the proposed project area. Analysis of historic resources, including existing signage, is provided in Chapter 4.7. Proposed signage is designed to benefit the pedestrian level and to conform to the Design Standards and Guidelines outlined in the NSCP. Existing surface parking will be replaced with underground parking. Ninety-eight percent of the proposed parking will be concealed in the underground parking structures, allowing for the large pedestrian village and gathering spaces.

Consistent with the Goals and Objectives of the CEP, Boulder Bay has executed a legally binding agreement with Washoe County to participate in the undergrounding of overhead utilities within the NSCP. The undergrounding of existing utilities along SR 28 will be completed during the 2009 building season.

New structures shall comply with TRPA Design Guidelines for building materials and colors. Signage shall be uniform and in accordance with TRPA guidelines. Internal and external lighting fixtures shall have the minimum necessary intensity and shall be in accordance with Section 30.8 of the TRPA Code of Ordinances. External lighting shall face downward and shall be mounted at a height appropriate for its purpose to avoid light pollution. Lighting fixtures and placement shall be in accordance with TRPA guidelines. Lighting within the pedestrian village shall be shielded and landscaping shall be placed so that light is not reflected on adjacent parcels or into the night sky. Reflective building materials shall be avoided.

North Stateline Community Plan

Boulder Bay is located within the NSCP, which defines allowed uses, special uses and critical project goals. In summary, the uses allowed are tourist, residential, commercial, gaming, and uses accessory thereto. All building footprints are sited within the existing NSCP boundary and only this area is used for calculation of allowable mixed-use project density.

Plan Area Statement 034 Crystal Bay

A portion of the Project is located outside the NSCP boundary and is within the Crystal Bay (034) Plan Area Statement. Allowable uses within the Plan Area Statement include residential, public service, recreation and resource management. Public open space including hiking trails is the only land use planned for development inside the PAS 034 boundary.

Noise Control

SMC Contracting, Inc. submitted a Construction Noise Control Plan. The following measures will be employed during project construction to decrease excessive construction noise:

- Heavy equipment will be muffled to reduce engine noise. This includes cranes, dirt hauling trucks, concrete mixing trucks, concrete pumps, excavators, dozers, loaders, scrapers, compacting equipment, forklifts and work trucks. Although back up alarms on equipments required by federal Occupational Health and Safety Administration (OSHA), they contribute the high level of construction noise on a job site. As much as possible, loop routes will be implemented for dirt hauling trucks to prevent backing up on site. Inevitably concrete trucks and earthwork equipment will need to back up to perform their functions.
- General work hours will be between 6:00 AM and 6:00 PM, Monday through Friday. Work conducted outside of TRPA's construction noise exemption hours (8 am to 6:30 pm) will have to

be consistent with TRPA Plan Area limitations. Most Saturdays will also include construction activities, usually on a more limited basis than the weekdays. Exceptions to these work hours will be as follows:

- Large concrete pours will take place in the late night/early morning hours (approximately 1:00 AM start). The purpose of this time frame is to minimize traffic impact with slow concrete trucks (with a product vulnerable to long sitting periods) during the peak daytime traffic hours. The pours will occur one to two nights per week during the Summer and Fall seasons only. In order to occur outside of TRPA construction noise exemption hours (8 am to 6:30 pm), noise levels will have to be consistent with TRPA Plan Area limitations (see Chapter 4.10, Noise).
- Dirt hauling will occur during late night/early morning hours for a limited period of time (3 weeks in late spring/early summer). The purpose is also to minimize the traffic impacts with the dirt trucks during the peak daytime traffic hours.
- In every instance possible very loud disruptive noises, such as jack hammering, will occur in the later hours of the day (8:00 AM to 5:00 PM).
- The General Contractor will hold a preconstruction meeting and then regular progress meetings, with neighboring property owners, residents, and guests to discuss the construction noise impacts. All feasible feedback from these meetings will be implemented into the construction logistics plan and schedule. The property owners will have several points of contact within SMC to voice concerns, complaints and comments during the project.

Groundwater Interception and Trench Dewatering

The Soils/Hydrologic Report prepared in August of 2008 states that there was no groundwater or evidence of seasonal groundwater encountered during the field investigation and that the probability of groundwater interception is unlikely. On February 24, 2009, TRPA provided Boulder Bay with approval of the proposed excavation depths included in the Soils/Hydrologic Report. However, based on the remote chance for interception of groundwater during construction, a trench dewatering plan has been prepared and included in the BMP Plan. The Soils/Hydrologic Report, TRPA approval letter and Dewatering Plan are provided in Appendix I.

Staging and Stockpiling Areas

Construction staging will occur onsite, as the Project will be constructed in phases allowing all materials to be stored onsite for construction activities.. Stockpile areas will be placed on areas that are currently disturbed or covered (e.g., existing surface parking or storage areas), or that will be disturbed for future construction.

Vegetation Removal and Tree Preservation Program

Trees located in the project area are identified in the Certified Arborist Report, which includes a complete tree inventory and recommendations for retention and removal. (Appendix J). From the total of 368 trees that were evaluated within the project area, 225 trees are recommended for removal because of their location within development footprints (116 trees) or because of their existing condition (109 trees - many of the existing trees have been topped and pruned for utility line clearance over the past few decades). Trees to be retained on-site will be protected prior to initiation of demolition or construction activities in

accordance with the tree protection measures outlined in Appendix K. The tree protection measures will be followed for all pre-construction and construction activities.

Revegetation/Landscaping Plans

The revegetation and landscaping plans require the use of native or TRPA-approved nonnative shrubs and trees in the project area, as these plants are most adapted to the conditions of the project area and require less irrigation for establishment and upkeep.

Bioretention systems such as bio swales and modular wetlands are proposed for use throughout the project area in-line with storm water conveyance and retention systems (Figure 2-8). Runoff will be directed into landscaped systems, where it can pond and infiltrate into the soil. The engineered soil mix and vegetation in the bio swales and modular wetlands will provide water quality treatment and infiltration similar to undeveloped areas.

High traffic groomed turf areas are designed and located to allow for controlled irrigation and fertilization throughout the project area. Irrigation will be installed and managed to minimize the potential for runoff to the storm water management systems. Fertilizer will be managed carefully and used in dry, slow release form when applications are necessary and applied as outlined in the TRPA Fertilizer Management Plan that will be included with the landscape plan. Special measures to avoid over spraying onto paved surfaces, which could result in wash off of nutrient rich water to the storm water systems, will be taken. To ensure minimal escape of nutrients, fertilizer and irrigation will be monitored closely.

2.6 ACTION ALTERNATIVES (ALTERNATIVES D AND E)

In order to represent a range of development on the existing parcels, two action alternatives (D and E) have been identified for inclusion in the EIS.

Alternative D – Alternative Mix and Configuration of Proposed Uses represents the original CEP application made by Boulder Bay to the TRPA in May 2008. Alternative D proposes to use commodities available in the NSCP and through the CEP, but will also include timeshare units along with the hotel and whole ownership residential units included in Alternative C (Proposed Project). Alternative D will include a greater number of total TAUs and more CFA than the proposed project, and will include the same amount of proposed casino floor area. In order to accommodate the additional residential units, most buildings will include an additional floor, and therefore building heights will be greater under Alternative D than the proposed project.

Alternative D – Alternative Mix of and Configuration of Proposed Uses

Alternative D is a mixed-use resort with an alternative mix and number of whole ownership residential units, TAUs, gaming, retail and dining areas. This alternative will also reconfigure the location and height of the buildings described under Alternative C (e.g., buildings A and C are larger and buildings B, C, D, E, F, G and H are taller). The purpose of this alternative is to evaluate the impact of different types and intensity of residential uses with a shift away from hotel and whole ownership units towards timeshare. Alternative D was the basis of the original CEP application made by Boulder Bay and also includes a request for 40 bonus TAUs from the TRPA Special Projects allocation pool and 31 bonus TAUs associated with the NSCP.

Alternative D also includes 9 affordable housing units (located in buildings G and H) with an average size of approximately 1,600 square feet. The 9 affordable residential units will have a total of 27 bedrooms – each being three bedroom units. Initially, Boulder Bay proposed 34 affordable housing units with 38 total

bedrooms. However, based on the TRPA Code of Ordinances Chapter 21 density calculations formula, the number of Affordable Housing Units proposed under Alternative D is only 9. Approximately 28,000 square feet of gross floor area (14,400 net square feet) as described in the Boulder Bay CEP application will be provided for affordable housing units, but a different mix of bedrooms per unit is needed to comply with TRPA Chapter 21 Mixed Use density requirements. As a result, 9 Multi-Family residential bonus units (MFRBUs) will be applied for from the TRPA affordable housing Bonus Pool.

Similar to Alternative C, after receiving Washoe County Building Permits, the existing Washoe and Reservoir Roads that bisect the project area will be replaced with newly realigned roads as depicted in Figure 2-10. The new roads will be constructed to meet current Washoe County Code and Standards. The existing utilities onsite are aging and in need of repairs; therefore the utilities will be improved and realigned to follow the new roadway or dedicated utility easements. In addition, pursuant to Chapter 30 of the TRPA Code of Ordinances, any above ground utility lines will be placed underground.

Circulation for Alternative D is illustrated in the Circulation Plan in Appendix E. The plan establishes entrances and egresses to the project area from two new roadways – Wellness Way and Boulder Way. Under Alternative D, each of these new roadways will intersect with SR 28. An additional garage entrance only is proposed off of Stateline Road.

Alternative D is a mixed-use development that consists of the following services and amenities:

- 360 tourist accommodation units (200 hotel and 160 residential design 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 conference/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 gaming area (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 scenic overlook.

Alternative D will require an amendment to Chapter 20 of the TRPA Code of Ordinances to allow additional height for specified Special Projects to permit a maximum building height of 85 feet. An amendment to the existing Settlement Agreement is necessary to facilitate the redevelopment of the former Tahoe Mariner property. In addition, the North Stateline Community Plan must be amended for Alternative D to add Timeshare (Residential Design) as a special use.



Figure 2-10 – Alternative D Site Plan

The total verified existing land coverage for the project area is 399,884 square feet (56.4 percent), composed of Class 1(a) and Class 4 land coverage. Alternative D will reduce onsite land coverage by 22,009 square feet to achieve 53.3 percent land coverage for the project area. Boulder Bay also proposes to remove and restore 15,000 square feet (100 percent) of the existing land coverage associated with the property known as the Stateline parcel (APN 090-305-016) and 4,965 square feet of offsite land coverage within the SR 28 right-of-way to expand the land coverage reduction proposed for the Project. As a result, total NSCP land coverage reduction is 41,974 square feet.

The remainder of the Alternative D description is the same as provided for Alternative C in Section 2.5.

Alternative E – Timeshare Renovation and Redevelopment

Alternative E – Timeshare Renovation will involve expansion and redevelopment of both the Biltmore and Mariner properties according to the existing TRPA Code with the maximum available land coverage and existing commercial use allocations.

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. This Alternative will not be considered under the CEP, because it does not require a special height district or tourist accommodation or residential units from the TRPA special project bonus pool.

Under this alternative, existing onsite roadways will be maintained and improved. Wassou Road will be extended through the project area, and Reservoir Road will be retrofitted to conform to Washoe County width and design standards as depicted in Figure 2-11. Existing utilities will be repaired and retained in an overhead configuration. New utilities required for Alternative E will be constructed underground.

Circulation for Alternative E is illustrated in the Circulation Plan in Appendix E. The existing entrances and egresses to the project area will be retained.

Alternative E includes 202 hotel units, 45 residential design timeshare units, and 30 whole ownership condominium units. This alternative does not propose onsite affordable housing units and expands the existing casino floor space currently in operation (22,400 square feet) to the maximum amount recognized by the NTRPA (29,744 square feet) for the project area. Alternative E proposes up to 18,089 square feet of CFA consistent with the amount of CFA currently in use at the project area. Up to 39,267 square feet are proposed to accommodate accessory spaces, mechanical, electrical and plumbing (MEP) and other service uses. Up to 456 surface and pedestal (structured) parking spaces will be necessary for Alternative E. Alternative E also includes three single-family homes on the Tahoe Mariner site allowable under the terms of the existing Settlement Agreement with access from Reservoir Road (refer to description included in Alternative B).

Alternative E will maintain up to 399,884 square feet of the existing verified land coverage within the project area. Alternative E will include temporary and permanent BMPs to improve site drainage and water quality. No offsite water quality improvement project will be built as a result of Alternative E and the project will not be submitted for LEED certification. The current Tahoe Mariner Settlement Agreement requires 4.78 acres of open space and sets aside 1.27 acres of the 4.78 acres for a public park to be built and maintained by Washoe County. According to Doug Doolittle, Washoe County Parks Director, there are no existing formal parks or outdoor gathering spaces or plans for Washoe County to provide these amenities within the project area.



Figure 2-11 – Alternative E Site Plan

Construction of Alternative E will commence as soon as possible after project approval, acquisition of permits and financing. Construction of the alternative will be completed in two phases. The first phase is anticipated to begin as early as 2010, with final project completion anticipated for the fall 2014. Construction activities will be continuous, except during winter months when activities may cease for a period of time.

2.7 SUMMARY OF ALTERNATIVES

Table 2.7-1 provides a summary of the development proposed in the Boulder Bay alternatives.

Table 2.7-1**Boulder Bay Alternative Summary Table**

Alternative	Hotel Units	Timeshare	Whole Ownership	Affordable Units	Bonus Unit Request	Gaming Area (sq ft)	Commercial/ Accessory Floor Area (sq ft)	Max Bldg Height Request (ft)	Park/ Trails/Total OS (acres)	Parking Spaces
A No Project (Existing Conditions)	111	0	0	0	0	22,400	18,089 CFA 39,603 Accessory, MEP & Service	76 (existing)	0/0/4.78 ^d	382 surface
B Timeshare Conversion of Tahoe Biltmore	19	92	3	0	0	29,744	18,089 CFA 30,397 Accessory, MEP & Service	76 (existing)	0/0/4.78 ^d	382 ^c surface
C Proposed Project (CEP eligible)	300	0	59	14 ^b (38 Bedrooms)	71	10,000	20,715 CFA 89,187 Accessory, MEP & Service	75	1.87/1.2/ 5.7	540 ^c (530 under ground)
D Original Project Application (CEP eligible)	200	160 ^a	21	9 ^b (27 Bedrooms)	71	10,000	27,620 CFA 90,640 Accessory, MEP & Service	85	1.40/1.2/ 4.99	575 (565 under ground)
E Timeshare Renovation and Redevelopment (No Height Amendment)	202	45	33	0	31	29,744	18,089 CFA 39,267 Accessory, MEP & Service	76 (existing) 36' – 40' (new)	0/0/4.78 ^d	456 ^c (surface & pedestal)

Source: Boulder Bay, 2009

Notes:

- The proposed timeshare in Alternative D is residential design (e.g., with kitchens). For Alternatives B and E the proposed timeshare is hotel design (e.g., less than 10% with kitchens).
- Under Alternatives C and D, Boulder Bay is proposing 14 and 9 affordable housing units respectively. Boulder Bay proposed 34 units in the original CEP application based on the floor area set aside in the proposed project. Boulder Bay will maintain this amount of floor area for affordable housing units, but may need to use a different mix of bedrooms per unit to comply with Chapter 21 Mixed Use requirements for the number of allowable units. Alternative C has a reduced amount of floor area for Buildings G and H versus Alternative D in order to comply with TRPA staff request to reduce height and massing of these buildings.
- The final parking calculations for Alternative B, C, D and E will be determined based on the results of the mixed-use parking analysis completed by the EIS traffic consultant.
- The current Tahoe Mariner Settlement Agreement requires 4.78 acres of open space and sets aside 1.27 acres of the 4.78 acres for a proposed park to be built and maintained by Washoe County (Alternatives A, B and E). Under Alternatives C and D, the Settlement Agreement must be amended to allow for relocation of the required open space to other portions of the project area. Alternative C proposes a project with 5.70 acres of open space with 1.87 acres designated for two proposed public parks to be built and maintained by Boulder Bay. Alternative D proposes a project with 4.99 acres of open space with 1.40 acres designated for two proposed public parks to be built and maintained by Boulder Bay. Alternatives C and D would also include 1.2 acres of hiking trails with views of Lake Tahoe and surrounding ridgelines.