

4.6 RECREATION

ENVIRONMENTAL SETTING

The Boulder Bay project site is located in the Nevada portion of the TRPA's North Stateline Community Plan (NSCP) area (TRPA et al. 1996). A small portion of the project site is situated in TRPA's Crystal Bay Plan Area (PAS 034) (TRPA 2008). Boulder Bay is situated within the Tahoe Area Plan (TAP) (Washoe County 2006). The NSCP and TAP are detailed planning areas within the Washoe County Comprehensive Plan (WCCP) (Washoe County 1994). The Crystal Bay Plan Area is located along Highway 28 between the NSCP area and Incline Village, and contains a low-density residential area. The Crystal Bay Plan Area is considered a sensitive viewshed and high hazard area at risk of avalanche, soil erosion, and slope failure (TRPA 2008).

Outdoor recreational opportunities in the 48-acre NSCP area are limited to the Cal Neva Lodge pool and tennis courts, and the area lacks recreational bicycle and pedestrian trails (TRPA et al. 1996). Placer County recently constructed Class II Bike Lanes on each side of SR 28 that terminate at the Stateline. Signed Class III Bike Paths are signed on each side of SR 28 through the casino core area of Washoe County.

The TAP includes 19,165 acres of Washoe County in the Lake Tahoe Basin. The TAP area includes 4,537 acres of park and recreation facilities and 8,612 acres of open space, comprising 24% and 45% of the area, respectively (Washoe County 2006). Open space includes U.S. Forest Service lands and portions of Lake Tahoe Nevada State Park, which includes Sand Harbor (Washoe County 2006).

Washoe County plans and manages regional parks, special use facilities, and community parks in coordination with state, federal, and local agencies. Two administrative agencies of Washoe County manage the neighborhood and/or community park system in the TAP area: The Incline Village General Improvement District (IVGID) and the Washoe County Department of Parks and Recreation. The TAP area forms Park District 4 within Washoe County, which is subdivided into Subdistricts 4A (Crystal Bay) and 4B (Incline Village).

Under the WCCP (Washoe County 1994), regional parks are defined as large park facilities, normally more than 100 acres in size, that serve a wide range of interests and include large areas of open space. Regional parks are typically in unique settings with unique facilities depending on its location and intended use. Special use facilities are recreational facilities that serve a particular activity or group of activities such as tennis courts, swimming pools, shooting ranges, golf courses, ski areas, sports fields, or a regional trail.

The size and facilities of community parks are based on the needs of the local residents within a typical area radius of several miles. Typical equipment and facilities include a mix of play structures, turf sports fields, play fields, picnic sites, walkways, landscaping, benches or drinking fountains. Community parks may contain special use facilities to include large group shelters, swimming pools, sports complexes, equestrian arenas, recreation centers or on-site parking (Washoe County 1994).

IVGID operates three beach facilities for the private use of property owners—Incline Beach, Ski Beach, and the Burnt Cedar Beach that includes a swimming pool and picnic area. These beaches are not available for use by visitors or “no beach” properties that were located outside of the District's boundary at the time that the beaches were purchased in 1968 (e.g., Crystal Bay). A boat-launching ramp is located at Ski Beach for residents holding a recreation ID pass and who have registered their vessel with IVGID. IVGID operates Incline Village Mountain Golf Course, Championship Golf Course, a tennis complex,

three parks with sports fields (Preston Field, Village Green, and Incline Park), Kiddie Park, the Diamond Peak Ski Area, Incline Skate Park, and a separate cross country ski area on the Mt. Rose Highway. The Incline Village Recreation Center includes an indoor pool, gymnasium, aerobic/dance studio, fitness facility, and childcare service. This site also serves as a trailhead for Washoe County's Incline bike path (Washoe County, 2009). IVGID has constructed two gateway/interpretive parks at each end of Incline Village on Highway 28.

The 126 acres of community park land managed by the IVGID in the TAP area provides a surplus of community park acreage based on the WCCP standard of seven acres per 1,000 residents (Washoe County 1994). In 1989, the TAP area had 7,700 people and a need for 53.9 acres of community park land. This was projected to increase to 12,500 people and 87.5 acres by 2007 (Washoe County 1994).

The Washoe County Parks and Recreation Department has plans for three neighborhood parks in close proximity to residential areas to be located in the Crystal Bay area, the Dorcey Drive area, and on Loma Court (Washoe County 2006). Washoe County has plans for a new community park in the Crystal Bay area off Gonowabie Road and an overlook of Lake Tahoe in the upper reaches of Crystal Bay (Washoe County 1994). The bike path system within Incline Village has recently been expanded to include more lands and multi-use paths.

The North Tahoe Public Utility District operates the North Tahoe Regional Park in Tahoe Vista and also maintains public beaches in the California side of North Tahoe. These beaches include Carnelian Beach, Sandy Beach, Secline Beach, Tahoe Vista Recreation Area and Boat Launch, Moon Dunes Beach, North Tahoe Beach, Kings Beach State Recreation Area, Coon Street Boat Launch and Speedboat Beach. While the Kings Beach State Recreation Area has been operated by the NTPUD for nearly 30 years, it is owned by the State of California. Operation of the Kings Beach State Recreation Area will be transferred back to the California State Parks on January 1, 2010. According to an April 14, 2009 press release, neither agency anticipates any problems during the transition. The North Tahoe Regional Park includes five night-lighted tennis courts, athletic fields, basketball, handball and sand volleyball courts, a fitness course, hiking and biking trails, picnic areas, a playground, and a disc golf course. Snow activities also occur at this park including sledding, snowmobiling, and cross-country skiing. Non-NTPUD residents pay a parking fee at the North Tahoe Regional Park. Visitors and NTPUD residents pay a parking fee at the Kings Beach State Recreation Area, and a parking and/or boat launch fee at the Tahoe Vista Recreation Area and Coon Street Boat Ramp Facility. There is no fee at other NTPUD recreational sites.

Speedboat beach is the closest public beach to the project site. This is a small beach at Harbor Avenue with little public parking located on residential streets, primarily used by those living in or visiting the Crystal Bay/Brockway peninsula as it is not located directly off the main roadway. This beach is often crowded, particularly during the summer and when the weather is pleasant throughout the year. Garbage cans and portable restrooms are located on the beach and maintained by the North Tahoe Public Utility District (personal communication, NTPUD, 2009). Current issues associated with Speedboat beach include occasional vandalism, beach parties resulting in trash, and parking issues (Placer County, John Ramirez, 2009). Dogs are not allowed at the beach, but issues with pet waste pet aggression are known to occur at this beach. Speedboat Beach is one of the more popular beaches in the area and there are no restrictions for public use of the site; however, it is self-regulating due to parking restrictions (Placer County, 2009).

Also nearby are the Coon Street Boat Launch and the Kings Beach State Recreation Area, located approximately one mile from the project site along SR 28. The Kings Beach State Recreation Area is the largest public access sandy recreation beach on the north shore. Adjacent Kings Beach Plaza offers picnic areas, a basketball court, children's play areas and watercraft rentals (NTPUD, www.ntpud.org, 2009). King's Beach State Recreation Area has a fee-based parking lot that also serves the nearby conference center. Visitor numbers at this beach peak in July and August, operating near capacity on the weekends, and is densely occupied on holidays. In recent years, the number of daily visitors has

increased (personal communication, NTPUD, 2009). Although there are no annual average population counts for these beaches, operators indicate that they are very popular and operate near capacity during the summer weekends, holidays, and when the weather is generally warm and clear (personal communication, NTPUD, 2009). Because public access to beaches can be limited around Lake Tahoe, public beaches, in general, are popular and commonly experience crowded conditions when the weather is favorable.

Further to the west is the North Tahoe Beach Center, a 2.7-acre site that includes 540 feet of shoreline and is owned by the California Tahoe Conservancy, maintained by the NTPUD and managed by the North Lake Tahoe Resort Association (NLTRA). It is located at the intersection of Highway 267 and Highway 28. North Tahoe Beach underwent a complete renovation in 2003 that included the construction of new restroom facilities and 3 beach volleyball courts. A group picnic shelter that includes a BBQ, running water and seats 90 people was also constructed at that time. The shelter is available for rent for weddings, parties or picnics through the NLTRA, or for use by individuals on a first come, first served basis when the facility is not rented. The NLTRA also maintains a seasonal visitor information booth at the North Tahoe Beach Center in the summer months to provide information to visitors to the North Tahoe area that enter the Basin via Highway 267 (NTPUD, www.ntpud.org, 2009).

The Lake Tahoe-Nevada State Park is located on the east shore of Lake Tahoe and offers a number of different areas for visitors to enjoy. Sand Harbor is the most popular, with sandy beaches, a boat launch, picnicking and group use facilities. Sand Harbor is located three miles south of Incline Village on State Route 28. Memorial Point and Hidden Beach, Situated between Incline Village and Sand Harbor, are areas which offer outstanding views of the lake and more secluded access to its shores. Spooner Lake, at the intersection of State Route 28 and U.S. 50, is popular for picnicking, hiking, mountain biking, catch-and-keep fishing with a limit of 5 trout and cross-country skiing. A developed interpretive site is available as well as rental cabins. Spooner Lake is also a trail head with access to the back country. The back country between Lake Tahoe and Carson City provides miles of hiking, equestrian and Mountain biking trails plus two primitive campsites. No vehicles are permitted in the back country, which has been designated as a State Primitive Area. Two of the more popular trails in this area are the Flume Trail above Sand Harbor and the Tahoe Rim Trail along the crest of the Carson Range. Cave Rock, located along U.S. 50 near Zephyr Cove, is a popular spot for boat launching and fishing.

A portion of the proposed Stateline to Stateline Bike Trail is planned for the project area along the SR 28 frontage. This bike trail is proposed to connect the two Nevada statelines (north and south) and is currently in the planning phase. The Tahoe Transportation District is the sponsor of this trail.

REGULATORY SETTING

Tahoe Mariner Settlement Agreement

A settlement agreement exists between the TRPA and the property owner of the Tahoe Mariner Site. The 2001 agreement includes provisions for land dedicated for residential development and the preservation of open space around the residential lots. Specifically, the agreement states that open space shall be dedicated on 1.27 acres of the western portion of the property identified as area “A” and transferred to Washoe County for park purposes consistent with open space as shown below in Figure 4.6-1. Further, the property owner is to restore 1.02 acre identified as area “B” and dedicate and preserve as open space the eastern 2.49 acres of the site identified as area “C”. Therefore, the agreement requires the dedication of 4.78 acres on the former Tahoe Mariner Site of which 1.27 acres are to be dedicated as a public park, built and maintained by Washoe County. The agreement also establishes three lots within the central portion of the former Tahoe Mariner Site for single-family residential use. The existing Settlement Agreement is proposed to be amended under Alternatives C and D to permit the reconfiguration of deed restricted open space and park lands (refer to “Environmental Impacts and Mitigation”).

At present, there are no existing formal parks or outdoor gathering spaces, or plans for Washoe County to provide them within the project area. Washoe County has no current plans to develop a park on the 1.27 acre portion of the former Tahoe Mariner site that is available for dedication to the County (Doolittle, September 2, 2009). If the Boulder Bay project (including the proposed park) is not approved and constructed, Washoe County would retain the rights to obtain the 1.27 acre site for park development.

Tahoe Regional Planning Agency

TRPA Regional Plan Recreation Thresholds and Plan Element

The Value Statement established for TRPA's Recreation Threshold is found in the "Study Report for the Establishment of Environmental Threshold Carrying Capacities" and states that recreation is to:

"Maintain opportunities and facilities for the full spectrum of outdoor recreational uses to a socially acceptable level of concentration" (TRPA 1982).

In keeping with this Value Statement, the TRPA developed environmental threshold carrying capacities (ETCCs). The 1982 ETCC's for Recreation state that it shall be the policy of the TRPA Governing Body to:

- Preserve and enhance the high quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas;
- Consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses; and
- Establish and ensure a fair share of the total Basin capacity for outdoor recreation is available to the general public.

The TRPA defines an impact based upon whether the action will degrade the quality of the recreation experience, quantity and capacity of existing recreational opportunities and public access to recreational areas. The Recreation Element of the *Regional Plan* (TRPA 1986) establishes specific goals and policies in support of the Recreation Threshold. The goals and policies provide for the development, utilization, and management of the recreational resources. The Recreation Element has three Subelements: 1) Dispersed Recreation; 2) Developed Recreation; and 3) Urban Recreation. Developed recreational facilities include campgrounds, visitor information centers, and boat launching facilities. Dispersed recreation involves such activities as hiking, jogging, primitive camping, nature study, fishing, cross country skiing, rafting/kayaking, and swimming. Urban recreation includes day use areas, recreation centers, and participant sports facilities. Urban recreation is normally provided in urban areas and is primarily intended to serve local needs.

Dispersed Recreation, Developed Recreation and Urban Recreation Subelement goals and policies intend to achieve and maintain the ETCCs by ensuring that recreational opportunities keep pace with public demand, that recreational facilities remain high on the development priority list, and that the quality of the outdoor recreational experience is maintained.

Dispersed Recreation Subelement Goals

The varied natural landscape features of the Tahoe Basin provide excellent opportunities for dispersed forms of recreation that require little or no developed facilities. The value or quality of

a particular activity depends on preserving the attractiveness of the use areas and managing the resource base to be consistent with its environmental capabilities.

Goal 1. Encourage opportunities for dispersed recreation when consistent with environmental values and protection of the natural resources. Dispersed recreation involves such activities as hiking, jogging, primitive camping, nature study, fishing, cross country skiing, rafting/kayaking, and swimming. All these activities require a quality resource base and some degree of solitude. Achieving this goal will require commitments to develop support facilities and provide access such as trails, trailheads, restrooms in heavily used areas, and some hardening to protect the land.

Goal 2. Provide high-quality recreational opportunities. Numerous opportunities exist in the Tahoe Basin to provide varied and quality recreational experiences. High-quality recreational opportunities often depend on limiting conflicts between uses and ensuring that uses are compatible with affected resources.

Developed Recreation Subelement Goals and Policies

Developed facilities in the Basin include marina/launch facilities, ski areas, campgrounds, several group facilities, a visitor information center, and beaches. The goals of the Developed Recreation Subelement relate to making sure other developments do not result in a reduced capacity of developed recreation facilities.

Goal 1. Provide a fair share of the total Basin capacity for outdoor recreation. This goal addresses the need to reserve capacity for recreation-oriented types of development. Capacity will be reserved in terms of water supply, land coverage, and air and water quality. Public roads and transportation systems shall be managed to provide service to outdoor recreation areas.

Policy 1. All existing reservations of services for outdoor recreation shall continue to be committed for such purposes. This policy ensures reserve commitments for outdoor recreation, such as the reservation of sewage capacity by the U. S. Forest Service, are not lost or diverted to non-recreation interests.

Policy 2. When reviewing projects that commit significant resources to non-outdoor recreation uses, TRPA shall be required to make written findings that sufficient resource capacity remains to obtain the recreation goals and policies of this plan. Based on estimated recreational development permitted by the *Regional Plan*, the TRPA shall specify "fair share" estimates for the Basin and local areas of critical services and resources. Non-recreational projects may not be approved that utilize reserved capacities.

Policy 3. Provisions shall be made for additional developed outdoor recreation facilities capable of accommodating 6,114 PAOT in overnight facilities and 6,761 PAOT in summer day-use facilities and 12,400 PAOT in winter day-use facilities.

Goal 2. Provide for the appropriate type, location, and rate of development of outdoor recreational uses. The appropriate type and rate of outdoor recreational development should depend on demand. The location of facilities should be responsive to both environmental concerns and site amenities.

Policy 1. Expansion of recreational facilities and opportunities should be in response to demand. This strategy provides for expansion of existing recreational facilities and opportunity for

development of new facilities if they meet ETCCs. Opportunity may be expanded to respond to public need if physical resources are available and traffic mitigation measures can be implemented.

Policy 2. Bike trails shall be expanded to provide alternatives for travel in conjunction with transportation systems. This policy encourages additional bike trail systems, emphasizing expansion near urban areas to establish alternative modes of travel to reduce vehicle miles of travel.

Policy 7. Development of day-use facilities shall be encouraged in or near established urban areas, whenever practical. Day-use facilities are generally in high demand close to urban areas, where residents can use facilities with minimal travel. This policy encourages new day-use facilities near urban areas or where the particular use or service is best suited.

Policy 8. Visitor information facilities shall be located, to the extent feasible, near entry points to the Basin or close to urban areas. These facilities serve the public by exchanging information and by providing travelers with directions to major attractions. The siting of these facilities should complement objectives to reduce the vehicle miles of travel in the Basin.

Policy 9. Parking along scenic corridors shall be restricted to protect roadway views and roadside vegetation. This policy would reduce roadside parking by providing off-road parking "satellites" in conjunction with roadside barriers.

Policy 10. Transit operations, including shuttle-type boat service, should serve major recreation facilities and attractions. Transit operations can reduce vehicle trips and the need for parking at recreation areas and facilities. Decreased auto use in many areas would enhance the recreational experience.

Goal 3. Protect natural resources from overuse and rectify incompatibility between uses. Overcrowding and conflicting uses can degrade recreation resources and experiences.

Policy 1. Recreation development shall be consistent with the special resources of the area. The physical and biological characteristics of the Basin create a unique variety of recreational opportunities. These qualities define the types of recreational activities that are compatible with the Basin's natural features. Avoid activities that are best served elsewhere or are incompatible with the Basin's natural qualities.

Policy 2. Regulate intensity, timing, type, and location of use to protect resources and separate incompatible uses. Regulations will be adopted and enforced dealing with the timing, types of use and PAOTs permitted for various activities to avoid conflicts with fish, wildlife, and vegetation. Incompatible activities between visitors would be separated by establishing use areas for dispersed recreation separate from developed recreation areas. This strategy would examine overall demand and planned capacity and determine site specific areas within the Basin for the various demands to be met.

Goal 4. Provide for the efficient use of outdoor recreation resources. Some recreational areas - ski areas, beaches, campgrounds, and picnic areas - have wide fluctuations in seasonal and weekday use. This goal promotes a more balanced use of facilities and sites on a year-round and weekly basis.

Policy 1. Promote the use of underutilized recreation areas through programs that improve the public awareness of recreation opportunities and through an expanded water and inland transit system.

Policy 2. Seasonal facilities should provide opportunities for alternative uses in the off-season, wherever appropriate.

Urban Recreation Subelement Goals and Policies

Numerous outdoor recreational opportunities are conveniently located near urban areas. High-demand facilities include participant sports facilities and day-use facilities such as picnic areas, parks, and recreation centers. The demand for such public facilities must be anticipated in order to reserve sufficient capacity for future expansion or development.

Goal 1. Provide sufficient capacity for local-oriented forms of outdoor and indoor recreation in urban areas. Recreational facilities in the Basin more than accommodate the needs of residents, but these facilities are more regional in nature and cater to visitors. The specialized recreational needs of residents need to be considered apart from the more general demands of the tourist.

Policy 1. Reserve sufficient public service and facility capacity to accommodate all forms of urban recreation. Areas suitable for urban-oriented recreation facilities need to be identified, appropriately acquired, and managed by local government or service districts. The demand for such forms of recreation must be determined by local residents and local government.

Policy 2. Urban outdoor recreational facilities located in sensitive areas should be encouraged to relocate to other suitable sites.

2006 Threshold Evaluation Report, Chapter 10, Recreation (September 2007)

The Threshold Evaluation Report reviews the status of the individual thresholds, including the two recreation threshold indicators: R-1 - Quality experience and additional access, and R-2 - Fair share of recreation capacity. The 2006 Evaluation Report concludes that both threshold indicators are in attainment. Several concerns are raised with regard to possible trends that could undermine threshold attainment, including a disparity between the amount of new residential development versus the amount of new recreational development measured by persons at one time (PAOT), and the loss of recreational opportunities from protection of other resource values (e.g., SEZs) or from private recreational providers changing the existing use to achieve higher revenue production.

North Stateline Community Plan (NSCP) Goals and Objectives

The NSCP was adopted by the TRPA, Washoe County, Nevada, and Placer County, California in 1996. These adopting agencies state a goal (NSCP goals 1.1) to diversify, expand, and enhance recreational opportunities in the NSCP Area, including family-oriented outdoor recreational amenities. The NSCP recommends increasing landscaped public green space, sidewalks, trails, benches, and the development of a Lake Tahoe Vista Mini-Park Site at the State Line. The preferred mini-park described in the NSCP is a 26,000 square foot site bordered by State Route 28, Stateline Avenue and CalNeva Drive, is envisioned to be developed with landscaping, seating, lake vista and interpretative opportunities, state flags and a low, stone monument celebrating the two states (TRPA et al. 1996). The mini-park is identified as Environmental

Improvement Project number 114 (North Stateline CP Lake Vista Mini-Park). Boulder Bay is proposing to construct the mini-park, located outside of the Boulder Bay project area, as part of their CEP proposal in Alternatives C and D. The following objectives and policies reflect the NSCP goal to diversify, expand, and enhance recreational opportunities to allow for broader use by tourists and residents (TRPA et al. 1996):

NSCP Policy 11.1. Expand bicycle paths and increase opportunities for safe bicycling.

NSCP Policy 11.2. Encourage the development of on-site recreational opportunities which enhance the destination resort experience. Such opportunities may include court games and exercise fitness courses.

NSCP Policy 11.3. Enhance and improve access opportunities to Lake Tahoe and its shoreline by visitors and residents.

NSCP Objective 11.3.1. A special assessment district, or other financing mechanism, shall acquire land or easements to construct a public access trail to Lake Tahoe. The trail should originate in the casino core area and pass through the lake vista mini-park site. In lieu of development of the lake access trail, a shuttle shall include transit to public beaches.

NSCP Policy 11.4. Develop landscaped, open space areas with the Plan Area.

NSCP Objective 11.4.1. Develop a lake vista mini-park. The mini-park should be developed by the casino properties and/or by the Washoe County Parks and Recreation Department.

Lake Tahoe Regional Bicycle and Pedestrian Master Plan

The Bike and Pedestrian Master Plan (Figure 8) proposes improvements along SR 28 in the Crystal Bay area, including Class II Bike Lanes in Placer County and Class III Bike Paths in Washoe County.

The following applicable goal and policy statements express the philosophy behind the Bike and Pedestrian Master Plan (BPMP) and the proposed system. The goals and policies evolved from the desire to provide citizens and visitors with a bicycle and pedestrian system that can accommodate a variety of trip purposes, user types and levels, and user types with the goal of improving safety and reducing automobile dependency.

GOAL 1: Provide safer and more efficient bicycle facilities in the Lake Tahoe Basin that create a positive experience for residents and visitors.

OBJECTIVE: Construct bicycle facilities identified in the BPMP and provide for the maintenance of both existing and new facilities.

GOAL 2: Include bicycle facilities in all appropriate future development or redevelopment projects to facilitate bicycling with a high degree of connectivity to the existing and proposed system.

OBJECTIVE: Maximize the number of bicycle trips in existing, new, and redevelopment areas by encouraging the construction of new facilities.

GOAL 3: Develop a bicycle and pedestrian system that enhances safety and convenience of bicycling and walking to employment, recreational, and educational centers in the Lake Tahoe Basin.

OBJECTIVE: Increase bicycle and pedestrian trips to employment, recreational and educational centers to reduce vehicle congestion and improve air quality.

GOAL 4: Educate and inform residents and visitors of the Lake Tahoe Basin about how to use bicycle and pedestrian facilities safely.

OBJECTIVE: Improve bicycling and pedestrian conditions in the Lake Tahoe Basin by reducing accidents and increasing the number of bicycle and pedestrian system users.

GOAL 7: Provide a safer, more efficient pedestrian network that improves pedestrian access and mobility throughout the Lake Tahoe Basin by removing obstacles and implementing pedestrian facilities and a model education and enforcement program.

OBJECTIVE: Create a policy framework and action program to enhance walking as a viable transportation choice, particularly in pedestrian districts and areas of high pedestrian activity for commutes and errands where travel is less than $\frac{3}{4}$ mile.

GOAL 8: Improve pedestrian safety at controlled locations.

OBJECTIVE: Provide safe, frequent crossing opportunities for pedestrians at controlled locations.

GOAL 9: Improve pedestrian safety at uncontrolled locations.

OBJECTIVE: Provide safe crossings for pedestrians at uncontrolled approaches to intersections, mid-block crossings, and trail crossings.

GOAL 10: Maximize the walkability of the pedestrian districts in the Tahoe Basin.

OBJECTIVE: Provide compact intersections, pathways, and frequent crossing opportunities that are safe, accessible, functional, and useful.

GOAL 11: All new developments should provide a safe, comfortable walking environment that promotes pedestrian activity.

OBJECTIVE: New development should be accessible to all pedestrians with wide sidewalks, compact intersections, and integrated pedestrian circulation.

Crystal Bay Plan Area (034)

A small portion of the Boulder Bay project site is situated in TRPA Plan Area 034, Crystal Bay. The Crystal Bay Plan Area limits permissible recreational uses to riding and hiking trails, and has no additional PAOTs allocated for recreational uses (TRPA 2008).

Washoe County Tahoe Area Plan (Washoe County 2006)

The Tahoe Area Plan (TAP) (Washoe County 2006) of the Washoe County Comprehensive Plan (WCCP) (Washoe County 1994) states: “An increase in neighborhood park facilities will be necessary to meet the needs of the area’s growing population.” The TAP includes the following goals about open space access and recreation:

The upper elevations of the planning area, located on mostly National Forest land, should remain accessible to the public for activities such as hiking and cross-country skiing, and should continue to be on a non-fee basis. Many opportunities for recreational trails exist in the Tahoe planning area. Future trails in the area should provide access to the Tahoe Rim Trail that is presently nearing completion, the proposed Washoe County Regional Trail System, and U.S. Forest Service land.

With public input Washoe County prepared a Recreational Opportunities Plan to develop and prioritize new bike and pedestrian trails in Incline Village and Crystal Bay (Washoe County 2006). The County also determined to take advantage of opportunities for new bike and pedestrian trails associated with new development that are not on the priorities list. The following TAP policy is applicable to the Boulder Bay Project (Washoe County 2006):

Policy T.7.2. Encourage Washoe County and the State of Nevada to continue to assist in funding, maintaining and expanding the Incline Village/Crystal Bay bike path system.

Action Plan T.7.2.1. Extend the bike path from the Nevada-California state line to the Washoe-Carson County line.

Washoe County Comprehensive Plan (WCCP) Policies and Action Programs

The WCCP includes standards and guidelines for the provision and design of recreation facilities and amenities in the Boulder Bay project area and vicinity (Table 4.6-1). These standards and design guidelines should be considered in the design, location, and quantity of new recreation facilities as the population grows and changes in the project area and vicinity.

The policies and action programs in the Public Services and Facilities Element of the WCCP (Washoe County 1994) establish a general framework to guide the provision and timing of public services and facilities so they are available concurrent with new development.

Public Services and Facilities (PSF) Element Policies and Action Programs applicable to the Boulder Bay project area and NSCP, CBCP, and TAP planning areas include:

PSF 8.1. Utilize the regional parks and special use facilities regional standards as a guide for planning the type and amount of facilities needed for Washoe County.

PSF 8.2. Coordinate regional parks and special use facilities planning with other recreation providers in Washoe County.

PSF 8.2.1. The Washoe County Department of Parks and Recreation will work with private, state, and federal agencies to ensure coordination and exchange of current information for recreation planning efforts in Washoe County.

Table 4.6-1

**Washoe County Regional Parks and Special Use Facilities Standards and Design
Guidelines Applicable to the Project Area**

Recreational Use	Facility Type	Standard	Design Guidelines (where provided)
Regional Park	Park	20 acres per 1,000 people	Passive and active recreation facilities; 100 acres minimum size; strategically located to provide access; contiguous or encompassing natural resources.
Baseball	Field	1 per 6,000 people	1.5 acres per field, may be part of multi-sport facility
Basketball	Court	1 per 3,000 people	3,000-6,000 square feet per court
Biking	Trail	0.55 mile per 1,000 people	Multi-use trails: 4-10 feet wide, 10-15 feet wide passing lanes provided frequently; well-drained, natural surfaces with cross slopes of 1-3%; bridges or culverted stream crossings; minimal grades, less than 8%, cleared of vegetative obstructions
Hiking	Trail	0.35 mile per 1,000 people	
Horseback	Trail	0.016 mile per horse	
Jogging/Walking	Trail	0.16 mile per 1,000 people	
Motor Boating	Water Area	20 acres per 1,000 people	1-3 acre launch facility with trailer parking
Passive Water Sports	Water Area	10 acres per 1,000 people	
Picnic	Table	6 per 1,000 people	Natural setting
Soccer	Field	1 per 6,000 people	1.7 -2.0 acres per field
Softball	Field	1 per 3,000 people	1.5 - 2.0 acres per field
Swimming	Beach	100 feet of shoreline per 1,000 people	3-4 acres of swimming area per 1 acre of beach; sand bottom with 5% maximum slope
Swimming	Pool	1 per 25,000 people	0.5 – 2.0 acres; designed for teaching, recreation, and competitive swimming
Tennis	Court	1 per 2,000 people	7,200 square feet per court

Source: Washoe County 1994

PSF 8.3. Identify and acquire lands which should be preserved for regional parks, special use facilities, and open space purposes.

PSF 8.3.1. Washoe County will utilize the adopted Public Services and Facilities Plan maps from each area plan as a guide to determine where new regional parks; special use facilities, including multipurpose recreational trails; and open space should be located.

PSF 8.4. Develop a phased regional trail system with access from major population areas and access to regional parks, special use facilities, and public lands.

PSF 8.4.1. The Washoe County Department of Parks and Recreation shall utilize the adopted Public Services and Facilities Plan maps from each area plan as a guide when planning multi-purpose recreational trails.

PSF 8.4.2. The Washoe County Department of Parks and Recreation shall utilize the following trail development procedures in planning for multi-purpose recreational trails.

- a. Proposed trails shall be evaluated to determine compliance with standards for designation as a regional trail.
- b. Right-of-way boundaries that provide adequate land to develop the trail according to the trail development standards shall be determined and targeted for acquisition.
- c. Alternatives for trail acquisition, including costs, shall be documented.
- d. Alternative routes shall be studied.
- e. A resource evaluation shall be completed for the trail route and a resource management plan shall be completed prior to trail development.
- f. A schedule for trail development and construction cost estimates shall be documented.
- g. An estimate of yearly operation and maintenance costs shall be documented.

PSF 8.4.3. The Washoe County Department of Parks and Recreation shall plan to connect existing and planned urban bike lanes and paths with the regional trail system.

PSF 8.5. Develop a phased bicycle system plan.

PSF.8.5.1. The Washoe County Department of Parks and Recreation will develop a phased bicycle system plan with transportation and recreation systems defined and coordinated with the appropriate local, regional and state agencies.

PSF 8.6. Identify and acquire lands which should be preserved for community parks.

PSF 8.6.1. The adopted Land Use Plan maps from each area plan shall be used as a guide to determine areas where community parks should be expanded.

PSF 8.6.2. The Washoe County Park Construction Tax District Boundaries map (adopted June 19, 1990) shall be used to delineate community parks acquisition and development expenditures in each park construction tax district.

PSF 8.6.3. The Washoe County Department of Parks and Recreation shall prepare parks and recreation facility needs plans for each subdistrict, which in turn relate to County planning areas. These plans shall identify specific community park locations.

PSF 8.6.4. The Washoe County Department of Parks and Recreation will provide appropriate community park acquisition and development projects as part of the Washoe County Capital Improvements Program process.

PSF.8.7. Renovate and improve older, existing parks.

PSF.8.7.1. The Washoe County Department of Parks and Recreation shall monitor the use of older parks and recreation facilities to determine if expansion or retrofit of these facilities can best serve demands.

PSF 8.8. Require the dedication or reservation of park sites and trail easements during development review when these are considered appropriate by the Washoe County Department of Parks and Recreation, and when consistent with adopted plans for the area.

PSF 8.9. Encourage individuals and/or private foundations to give donations of land, gifts, and/or cash for construction of public recreation facilities.

PSF 8.9.1. Washoe County is encouraged to develop ordinances establishing alternative programs such as tax incentives, landbanking, transfer of development rights, and holding zones to promote land dedications, gifts and/or donations.

PSF 8.10. Establish alternative methods for funding community parks, including acquisition, improvement, operation and maintenance.

PSF 8.10.1. The Washoe County Department of Parks and Recreation will propose and utilize alternative methods such as private park service provision, and other methods that are deemed appropriate for funding the acquisition, development, operation and maintenance of community parks.

PSF 8.10.2. The Washoe County Department of Parks and Recreation will examine and, if appropriate, propose model legislation to be used for community park financing.

EVALUATION CRITERIA WITH POINTS OF SIGNIFICANCE

The evaluation criteria include in Table 4.6-2 are taken from the TRPA Regional Plan.

Table 4.6-2

Evaluation Criteria and Points of Significance - Recreation

Evaluation Criteria	As Measured By	Point of Significance	Justification
1. Will the Project result in decreased availability or degradation of a high quality recreational experience?	a. Decrease in available recreation, including loss of public access to any lake, waterway or public lands b. Degradation of high quality recreational experience	a. Reduced quantity of recreation facilities. b. Measurable degradation in the quality of high quality recreation area or facility.	TRPA Initial Environmental Checklist Item 19.d; TRPA Environmental Threshold Indicators; TRPA Goals and Policies, Recreation Subelement; WCCP Standards and Design Guidelines; NSCP Goals and Objectives
2. Will the Project conflict with an established recreational use in the area?	a. Conflict with existing recreational uses	a. Greater than 0 use conflicts	TRPA Initial Environmental Checklist Item 19.c
3. Will the Project result in the need for new or expanded parks or recreational facilities or create additional recreational capacity?	a. Increased demand for new parks or recreational facilities	a. Demand for facilities in excess of service standards.	TRPA Initial Environmental Checklist Items 19.a and 19.b; WCCP Standards and Design Guidelines

Source: Hauge Brueck Assoc. 2009

ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION

IMPACT: **REC-1: Will the Project result in decreased availability or degradation of a high quality recreational experience?**

Analysis: *Less than Significant Impact; Alternatives A and B*

As shown in Table 4.6-3, Alternatives A and B will maintain 4.78 acres of open space within the project area under the terms of the existing Tahoe Mariner Settlement Agreement. The areas currently deed restricted as open space are shown on Figure 4.6-1.

Alternative A will not result in any population increase or change in development that will affect recreational resources.

Alternative B will result in timeshare conversion of hotel units; however, these units will continue to be used in much the same manner as hotel units and will not increase tourist populations. Under Alternative B, the development of the three single-family homes, as currently allowed in the existing Tahoe Mariner settlement agreement, will result in a small population increase. However, since the site of the potential single family homes is not currently designated for active recreation and the potential population growth will be negligible, impacts to recreation are considered to be less than significant.

Mitigation: No mitigation is required.

Table 4.6-3

Existing and Proposed Open Space and Park Acreage by Alternative

Proposed Use	Alternative				
	A ¹	B ¹	C	D	E ¹
Open Space/Buffer Areas	3.51	3.51	2.63	2.39	3.51
Dedicated Park Land ¹	1.27	1.27	0	0	1.27
Hiking Trail/Overlook Area	0	0	1.20	1.20	0
Developed Onsite Park Land	0	0	1.49	1.02	0
Developed Offsite Park Land	0	0	0.38	0.38	0
Total	4.78	4.78	5.70	4.99	4.78

Source: Hauge Brueck Assoc. 2009

Notes:

¹ The 2001 amendment to the Settlement Agreement permits 1.27 acres of the deed restricted open space to be transferred to Washoe County for potential park uses consistent with the Settlement Agreement (shown as area "A" on Figure 4.6-1).

BOULDER BAY PROJECT AREA
EXISTING OPEN SPACE DEED RESTRICTIONS

Legend:
 ■ Dedicated Park Space
 ■ Open Space
 — Community Plan Boundary

Map Labels:
 Sierra Park (123-071-37)
 Sierra Park (123-071-34)
 Sierra Park (123-071-35)
 Crystal Bay Club
 Lake Tahoe
 State Route 26
 California Parkway
 Crystal Bay Club
 Crystal View
 Mini Park & WQIP
 w/ TMDL Technology
 California Parkway
 950-365-0000 (CA)

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Analysis: *Potentially Significant Impact; Alternatives C, D, and E*

Alternatives C and D will increase total acreage of open space and developed park opportunities compared to the requirements of the existing Tahoe Mariner Settlement Agreement. However, the location of the open space and park uses included in the existing Settlement Agreement will be changed under Alternatives C and D. Alternatives A, B, and E will maintain 4.78 acres of open space per the existing Tahoe Mariner Settlement Agreement (shown on Figure 4.6-1).

Alternative C proposes to amend the existing Settlement Agreement and will include 5.7 acres of total open space with 3.07 acres designated for two public parks (located within the NSCP boundary) and hiking trails to be built and maintained by Boulder Bay. The developed parks are included in Areas 1 and 7 on Figure 4.6-1. The portion of Area 1 (1b) outside of the NSCP will be used for hiking trails only consistent with the allowable uses of the Crystal Bay Plan Area. Views of Lake Tahoe from the proposed onsite park and hiking trail area are shown in Figure 4.6-2. Areas 2, 3, 4, 5, 6 and 8 total 2.63 acres and will be deed restricted as landscaped open space buffers between the project and adjacent land uses.

Alternative D will result in 4.99 acres of open space including 2.6 acres for two public parks and hiking trails to be built and maintained by Boulder Bay. Alternative C will include a greater amount of open space and park acreage than Alternative D because of smaller building footprints (e.g., Building A).

In summary, Alternatives C, D, and E will increase the tourist visitation to the area, increasing demand for recreational services as discussed below. Boulder Bay's development of a proposed spa, pool and fitness facility and formal open space and park uses under Alternatives C and D will meet a majority of the recreational needs of Boulder Bay guests. In addition, under Alternatives C and D, Boulder Bay will improve service headways (from 30 minute headways down to 15 minute headways) of the Crystal Bay to Tahoe Vista Trolley operated during summer months and will provide year round van service for Boulder Bay guests to offsite recreational facilities (e.g., beach, ski and golf facilities) to accommodate the recreational needs of guests that are not provided onsite. While these project components will minimize impacts to most offsite recreational facilities, increased visitation to the NSCP area may impact Speedboat beach, located nearby in Placer County, and other nearby recreational facilities such as the Kings Beach State Recreation area.

As documented in Table 4.6-3, the development of formal park spaces on the former Tahoe Mariner and Stateline mini-park sites under Alternative C will increase availability of recreational opportunities to Boulder Bay visitors and the surrounding community compared to existing conditions. The proposed 1.49 acre park on the former Tahoe Mariner site (within the NSCP boundary) will include walking trails, benches, picnic tables, interpretive kiosks, and views of the lake and surrounding open space. An 1.20 acre area of informal hiking trails and a 1.24 acre undeveloped open space will abut the proposed park site to the north within the Crystal Bay Plan Area. Under Alternative D, the amount of open space and park acreage will be approximately 0.7 acre less than Alternative C because of a larger Building A footprint.

Under Alternatives C and D, Boulder Bay will build and maintain the Tahoe Mariner park. The Tahoe Mariner park site and adjacent trail site and open space will be part of the proposed amendment to Tahoe Mariner Settlement Agreement and therefore deed restricted for park and open space use. This action will mean the park is built at the same time as the proposed development and will ensure the park is maintained. The proposed 0.38-acre NSCP Lake Vista mini-park located outside of the project area at the Stateline in Placer County will include interpretive kiosks, monuments, and landscaping and will

also be constructed at the time of the Boulder Bay development and maintained by Boulder Bay as part of an Alternative C or D approval. This site will also be used for the stormwater treatment system and is included in the open space and park deed restriction proposed for the Settlement Agreement amendment. If the Settlement Agreement is not amended by the State of California, TRPA and the property owners (Boulder Bay) as proposed, Alternatives C and D would not be built.

Figure 4.6-2: Boulder Bay Park and Trail Area



As shown on Figure 2-5, and described in Chapter 2, Alternatives C and D propose approximately 5,200 linear feet of pedestrian paths, 900 linear feet of hiking paths on the former Tahoe Mariner Park site, 2,000 linear feet of Class II bike lanes along each side of SR 28, and an easement for the Stateline to Stateline shared use trail through a portion of the former Tahoe Mariner site. The Class II bike lanes are an improvement over Class III bike paths designated for the Washoe County portion of the NSCP in the Lake Tahoe Regional Bike and Pedestrian Master Plan. The Boulder Bay project also proposes bike storage, an electric bike rental center, and a cyclist stop with a compressor, basic tools, and hydration.

The Stateline to Stateline bike trail easement will begin near the proposed Tahoe Mariner Park entrance and will parallel SR 28 between the western right of way line and Building

A. At the bike trail's intersection with Wellness Way, it will utilize pavement for the proposed Boulder Way access roadway until Boulder Way terminates at Stateline Road. In the remaining portion of the Boulder Bay project area (e.g., northern end), the Stateline to Stateline trail will be located in the SR 28 right of way. Although the Stateline to Stateline trail will not be constructed as part of the Boulder Bay resort, the provision of an easement within the Boulder Bay project area will assist the Stateline to Stateline trail planners to improve non-automobile connections to other recreational facilities in the Tahoe Basin. The Stateline to Stateline trail is sponsored by the Tahoe Transportation District (TTD), working in consultation with a stakeholder Working Group. The TTD will be responsible for managing the project through its planning, permitting and construction phases.

Under Alternatives C and D, a children's play structure and community gathering spaces will be provided within the Boulder Bay 2.0-acre pedestrian village located between the commercial buildings that will front SR 28 and the hotel and casino structures to the west. Alternative transportation programs will also be provided under Alternatives C and D, including improved service for the summer-operated Crystal Bay to Tahoe Vista Trolley (from 30 minute headways down to 15 minute headways), year round van service for Boulder Bay guests, and a bicycle share program. These transportation programs are described in detail in Chapter 2. Under Alternatives C and D, the expansion of open space, formal park dedication, improved transportation, and pedestrian and bike improvements are considered a beneficial impact to the availability of recreational uses.

Under Alternative E, fewer onsite recreational amenities are proposed by Boulder Bay. Alternative E does not include the construction and operation of formal park uses included in Alternatives C and D. The open space required by the existing Tahoe Mariner settlement agreement will be maintained, and the portion of the open space available for park development by Washoe County will be maintained for future development. However, a park may not be constructed in the near term because of Washoe County funding priorities. Therefore, under Alternative E, it is anticipated that visitation of nearby recreational facilities will increase during peak summer months since there is no guarantee that onsite park uses will be provided, and in some cases, will exacerbate existing overcrowding.

During the scoping process, concerns were expressed regarding increased use and traffic to offsite recreational areas such as Burnt Cedar Beach in Incline Village and Speedboat Beach, the nearest public beach to the project area, located in Crystal Bay. Burnt Cedar Beach is operated by IVGID and is used by Incline Village homeowners by permit. It is not available for use by the general public and would not be available for guests or residents of Boulder Bay. Speedboat Beach is located less than half a mile from the project area and open to the general public. Boulder Bay Resort guests looking for beach access could use this beach if aware of its existence. Although guests will most likely not drive to Speedboat Beach due to its nearby proximity and parking limitations, increased use of the beach will increase existing congestion at the beach during peak summer periods. Although Speedboat beach is maintained by the NTPUD, they do not collect formal usage data for the beach. According to the NTPUD Parks Department, Speedboat Beach routinely operates at or near capacity during summer weekends (Long, April 2009).

The Kings Beach State Recreation Area is also located nearby, approximately 1 mile to the west, and is a more publicized beach, including a large paid parking lot, an adjacent community center and boat launch. This State Recreation area provides a number of recreation opportunities, including the largest sandy beach in North Tahoe and watercraft rentals. It is visible from SR 28 and accessible by existing public transportation.

The Lake Tahoe-Nevada State Park includes several beaches available for use by the general public, including Sand Harbor, Memorial Point and Hidden beach. There are two parking areas for the State Park beaches, including the 650 space main lot at Sand Harbor and a 75-space parking lot associated with the boat ramp at the north end of the park. However, according to the Park Supervisor, the parking lots fill to capacity each weekend morning during June to August and remain closed until mid afternoon when demand decreases (Howard, August 12, 2009). While there are four miles of total beach within the State Park, the use of the beach area is constrained by a lack of available parking. There is currently no transit service to the State Park, so users must either drive or bike to the Park.

As stated above, Alternatives C, D and E will increase visitation to north Lake Tahoe recreational sites and will add to existing crowding at area beaches during peak summer months. The peak visitation associated with the existing Biltmore and Crystal Bay Motel tourist accommodation units is approximately 263 persons assuming 2 persons per room for the hotel units and 3 persons per room for the cottage units. Peak visitation associated with the tourist and residential units would increase by approximately 560 under Alternative C, 660 under Alternative D, and 350 under Alternative E using similar capacity assumptions. Of the additional visitors expected under Alternatives C, D, and E, up to 45 percent may utilize the nearby beaches during their stay based on existing Tahoe Basin recreational survey data (NuStats, Figure 8 on page 12) for the north shore of Lake Tahoe. Beach use by Boulder Bay visitors will be heaviest during the summer, when beach use generally peaks. Therefore, during these peak summer months, up to 250 Boulder Bay visitors may utilize nearby public beaches during their stay under Alternative C. Alternative D would increase beach use by up to 300 and Alternative E by up to 160 persons. To address the increased visitation, Boulder Bay proposes to improve trolley service between Crystal Bay and Tahoe Vista and provide on-call van service to its guests. These services would allow Boulder Bay guests to access area beaches even when parking lots are full.

Since nearby beaches already operate at or near capacity on weekends in the peak summer months, even small additions to existing tourist visitation may exacerbate current overcrowding. This is particularly true at Speedboat Beach, which is regularly overcrowded due to the beach's small size and close location to adjacent residential neighborhoods. Some guests may try to drive and park near the beach and will add to congestion on adjacent residential streets looking for parking. Increased visitation by Resort guests will not prevent local residents from using Speedboat Beach but may contribute to an overall degradation of the existing recreational experience. Larger beaches located at Kings Beach State Recreation Area and Lake Tahoe-Nevada State Park have more beach area to accommodate additional visitation, but are constrained by existing parking facilities, which are full during peak summer months.

NSCP Objective 11.3.1 encourages the formation of a special assessment district, or other financing mechanism, to acquire land or easements to construct a public access trail to Lake Tahoe. The objective states that in lieu of development of the lake access trail, a shuttle shall include transit to public beaches. To address this objective, access options to Lake Tahoe and mountainside locations with Lake Tahoe viewpoints were explored to determine whether public access could be improved in the Crystal Bay area as part of the Boulder Bay project. Several public easements to Lake Tahoe shoreline owned by Washoe County were reviewed with Washoe County planning staff and determined to be inadequate to provide a new public access to Lake Tahoe. An existing trail to Lookout Point, located on USDA Forest Service lands, was reviewed to determine whether improvements were necessary to provide public access to views of Lake Tahoe. USDA Forest Service staff determined that no improvements to the existing trail or lookout

facility were warranted or required based on the available capacity at the lookout point. Therefore, Alternatives C, D or E do not include plans for new access to Lake Tahoe shoreline or trails to provide new views of Lake Tahoe from public lands.

Although Alternatives C and D will include new onsite recreational opportunities for Boulder Bay guests, and park and open space areas open to the public that include views of Lake Tahoe, increased visitation to Boulder Bay under Alternatives C, D and E will have a potentially significant impact on nearby Lake Tahoe beaches.

Mitigation: REC-1: Beach Access Shuttle Service

Boulder Bay will operate their van shuttle service as follows to reduce potential impacts to Lake Tahoe beaches from increased visitation:

- To reduce impacts to Speedboat Beach, Boulder Bay shall not provide guests with van service to Speedboat Beach. Although access to Speedboat Beach cannot be restricted, as it is a public beach, the resort shall not promote the use of Speedboat Beach in informational materials or provide shuttle service to the beach to avoid overcrowding and environmental degradation that may result from overuse.
- Because the Kings Beach State Recreation Area beaches are the largest public beaches in the area and offer more tourist attractions (boat rentals, picnic grounds, restrooms, etc.), Boulder Bay will encourage guests to visit these beaches rather than Speedboat Beach.
- Boulder Bay shall offer the general public (e.g., Crystal Bay and Brockway residents and guests) use of their proposed oncall van service during peak summer months (e.g., Memorial Day to Labor Day) to supplement the other Boulder Bay funded improvements to existing public transit systems (e.g., Crystal Bay to Tahoe Vista Trolley). Boulder Bay may charge non Boulder Bay guests and residents a nominal fee (e.g., similar to a taxi) to use the van service and shall market the service to local residents and visitors of other developments. The use of the Boulder Bay oncall van service by non-Boulder Bay guests and residents will reduce the number of private automobiles used to access nearby recreational facilities (e.g., beaches) during peak summer months, thereby improving access for other non-Boulder Bay visitors to the Lake Tahoe Basin.

After

Mitigation: *Less than Significant Impact; Alternative C, D and E*

Implementation of mitigation measure REC-1 will reduce the potential impact to a less than significant level.

IMPACT: REC-2: Will the Project conflict with an established recreational use in the area?

Analysis: *Less than Significant Impact; Alternatives A, B and E*

Alternatives A, B and E will not result in any direct conflicts with established recreational uses in the area as they will not result in substantial changes to the use of existing recreational uses or areas deed restricted as open space.

Mitigation: No mitigation is required.

Analysis: *Less than Significant Impact; Alternatives C and D*

Currently there are no public recreational uses other than gaming and hotel amenities provided within the project area. Redevelopment of the project area for similar uses will not result in conflict with an established recreational use in the area. The proposed

swimming pool, spa, and fitness center will provide recreational uses for resort guests. The resort will continue to provide offsite golf and ski packages for guests. Impacts to Burnt Cedar Beach, as discussed above, will not be significant since beach usage is not open to the public and requires a fee. Restoration of vegetation on the former Tahoe Mariner site for the park and trail facilities on the park site, through the resort, and along SR 28 will improve recreational uses and pedestrian and bicycle recreation under Alternatives C and D.

Current deed restrictions associated with the existing Settlement Agreement on the former Tahoe Mariner Site require specific portions of the site to be maintained as open space. These areas are shown on Figure 4.6-1 and are generally located on the northern, southern and westernmost portions of the site. Alternatives A, B, and E will not result in any changes to the existing open space configuration. However, Alternatives C and D will alter the open space deed restricted configuration of the site as shown on Figure 4.6-1. Therefore, an amendment to the existing Settlement Agreement is proposed under Alternatives C and D. As shown on Figure 4.6-1, a portion of the area dedicated in the agreement for single-family residences will be used for the proposed park and a portion of the area dedicated for open space will be used for resort development, including tourist accommodations and multi-family residential units. Other proposed open space will be located on the western edge of the site including the old firehouse site, the Horsebook casino site and the vacant residential parcel adjacent to the Horsebook Casino site. Total deed restricted open space will equal 5.70 acres under Alternative C and 4.99 acres under Alternative D (see Table 4.6-3). Since the existing settlement agreement includes a total 4.78 acres of open space, Alternatives C and D will both increase the amount of total park and open space, partly through the dedication of the 0.38-acre offsite mini-park located in California.

The proposed amendment to the Tahoe Mariner Settlement Agreement must be approved and signed by TRPA and the State of California to reflect the change in open space deed restrictions to allow for the TRPA approval of Alternative C or D. The proposed amendment will allow for proposed TAU and multi-family dwelling units on the southern most portion of the settlement agreement area (see Area 9 on Figure 4.6-1), will allow for the deed restricted open space to be relocated within the Boulder Bay project area at a minimum total of 4.78 acres, and will eliminate the rights for three single-family residences on the former Tahoe Mariner Site (see Area D on Figure 4.6-1). The proposed amendment will allow land coverage and associated urban development on lands currently deed restricted as open space. The proposed Settlement Agreement amendment and the development proposed in Alternatives C and D will reduce overall land coverage within the Lake Tahoe Basin (through either permanent retirement of land coverage or payment of an excess coverage mitigation fee) and will improve scenic quality ratings from SR 28. Development rights banked on the former Tahoe Mariner site will be used for the proposed project, or will remain banked in the project area for use by Boulder Bay on a future and separate project.

Alternatives C and D will also include approximately 2.0 acres of community gathering space within the pedestrian village, although this area will not be deed restricted as open space or as a formal park. An easement for the Stateline to Stateline bike trail will be provided through the pedestrian village at the request of TRPA and the Tahoe Transportation District. The pedestrian village and easement for the Stateline to Stateline bike trail are considered to be beneficial impacts to recreational resources.

Changes to the current open space deed restrictions proposed under Alternatives C and D will maintain the open space and park benefits required by the existing Settlement Agreement. As such, Alternatives C and D will not conflict with established open space benefits within the project area and may be allowed with the approval of the proposed

Settlement Agreement amendment by TRPA and the State of California. If the Settlement Agreement is not amended, then Alternatives C and D would not be approved. Therefore, this impact is considered to be less than significant.

Mitigation: No mitigation is required.

IMPACT: REC-3: Will the Project result in the need for new or expanded parks or recreational facilities?

Analysis: *Less than Significant Impact; All Alternatives*

A discussion of Lake Tahoe access and outdoor recreation is provided in Impact REC-1. This analysis addresses the project's potential impact on developed recreational facilities. The Project will increase the tourist visitation within the area and will result in a potential increase in the full time resident population.

Alternative A will not result in any changes and therefore would not result in the need for new or expanded parks. Current estimated peak hotel population is 263 persons.

Alternative B will result in the conversion of hotel units to hotel design timeshare units and the addition of three new single-family homes. The population associated with the timeshare conversion and the three new residences is not substantial and will not result in a need for new or expanded facilities. Population estimates are unlikely to substantially change under this alternative.

Alternative C will result in 14 new affordable housing units, 189 new tourist accommodation units and 59 new multi-family residential units. Washoe County recreational facility standards do not recognize tourist-generated population estimates and therefore, recreational facility needs for Boulder Bay only consider population generated by the full-time residents of the affordable housing units. Population estimates included in Chapter 4.11 for Alternative C indicate up to 57 persons may inhabit the affordable housing residential units and approximately 60 persons may inhabit the multi-family residential units as full time residents. The addition of up to 117 new full time residents would not result in the need for new or expanded offsite recreational facilities because park and recreation facilities are included within the Boulder Bay development. The resort will include a fitness center, swimming and spa facilities, 3.07 acres of public park, bike paths, van shuttles to beach facilities, ski and golf attractions, and access to TART and the lake shuttle service. Therefore, recreational facility needs will be met onsite or dispersed throughout the Lake Tahoe region so as not to concentrate recreation demand on nearby recreational facilities. Alternative C will provide a new park area at the location of the former Tahoe Mariner and will increase public access to lake views, resulting in a beneficial impact to offset increased recreational demand from tourist-oriented population. Under Alternative C, the onsite recreational amenities will be available to all Boulder Bay guests and residents (including residents of the affordable employee housing).

Alternative D will result in nine new affordable units, 249 new tourist accommodation units and 21 new multi-family residential units. Population estimates included in Chapter 4.11 for Alternative D indicate up to 41 persons may inhabit the affordable housing units and approximately 21 persons may inhabit the multi-family residential units as full time residents. The addition of up to 62 new full time residents would not result in the need for new or expanded recreational facilities because park and recreation facilities are included within the Boulder Bay development. Like Alternative C, Alternative D will include a pool, spa, fitness center, park and open space areas, bike paths, and shuttles and trolleys to other area attractions, dispersing recreation demand throughout the region. Alternative D will provide a new park area at the location of the former Tahoe Mariner and would

increase public access to lake views, resulting in a beneficial impact to offset increased tourist populations. Under Alternative D, the onsite recreational amenities will be available to all Boulder Bay guests and residents (including residents of the affordable employee housing).

Alternative E will include three single-family units, 136 new tourist accommodation units and 30 new multi-family residential units. Population estimates included in Chapter 4.11 for Alternative E indicate approximately 40 persons may inhabit the multi-family residential units as full time residents. This alternative will include a pool and other onsite amenities for resort guests and residents and will maintain the undeveloped open space included in the current Tahoe Mariner Settlement Agreement. Onsite amenities combined with existing shuttles/trolleys to area attractions will disperse new residents to existing residential facilities throughout the region.

Since Alternatives C, D and E provide resort guests and residents with onsite recreational activities and the existing acreage of deed restricted public open space will be maintained under all Alternatives (see Table 4.6-3), the Project provides new recreational resources to offset tourist visitation growth associated with the Project. Therefore, this impact is considered to be less than significant.

Mitigation: No mitigation is required.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

IMPACT: **REC-C1: Will the Project result in cumulative impacts to recreational uses or resources?**

Analysis: *Less than Significant Impact; All Alternatives*

Alternatives A and B will not result in impacts to recreational uses as the existing site uses and use levels would remain the same.

Alternatives C, D, and E will increase visitation to the Lake Tahoe Basin. Other development and redevelopment projects located throughout the North Tahoe Region will also result in increased resident and tourist populations. A list of cumulatively related projects in the Placer and Washoe County portions of the Lake Tahoe Basin is provided in Table 5.1-1. Many of the proposed projects are at existing resort/recreational sites, particularly ski resorts, and include expansion of recreational resources. Other projects in the area are directed at improving housing and commercial attractions for local residents. Although not all of these projects include recreational elements, as the Boulder Bay Project does through the Tahoe Mariner Park and Stateline mini-park (Alternatives C and D only) or provision of open space (all alternatives), other projects proposed for the area are specifically directed at improving or expanding recreation sites, and several redevelopment projects include increased access to Lake Tahoe (e.g., Ferrari Family Resort and Kings Beach Lakeside Resort). The NTPUD has proposed a number of recreational projects including soccer and ball fields, all weather tracks, and bike trails. The Stateline to Stateline bike trail is proposed by the Tahoe Transportation District and other agencies to serve the Nevada portion of the Lake Tahoe Basin, with a portion of the trail located within the project area. Major recreation facilities are proposed at Northstar-at-Tahoe, Homewood, and two of the north shore marinas (North Tahoe and Tahoe City).

The USDA Forest Service prepared a Supply and Demand Assessment for the LTBMU using data collected in 2000 and 2001. The Assessment predicts a 50 percent increase in visitation to the LTBMU from 2005 to 2025. The primary uses listed by visitors to the LTBMU are viewing natural features, hiking, viewing wildlife, pleasure driving and

biking. The Assessment does not identify new recreational facilities to accommodate the predicted increase in visitation. However, the LTBMU website includes a list of proposed actions at existing recreational sites to better serve existing and future visitors (website: <http://www.fs.fed.us/r5/ltbmu/projects/>). The proposed actions include improved signage, new and remodeled restrooms, increased use season, improved access and paths, improved parking, and increased staffing.

The Boulder Bay project provides numerous onsite recreational amenities for its guests, and several amenities available to the general public (developed parks, pedestrian walkways and plazas and bike service). Impact REC-1 documents the potential impacts to public recreational facilities from increased visitation under Alternatives C, D and E. Mitigation Measure REC-1 requires that Boulder Bay make its oncall van shuttle service available to non-guests during peak summer months to improve access to existing public recreational facilities that are constrained by available parking supply. Since the Project will provide onsite recreational resources for guests and the general public, and will provide for improved access to public recreational facilities in peak summer months for both guests and non-guest, the cumulative contribution of Boulder Bay to recreational uses and resources is considered to be less than significant.

Mitigation: No mitigation is required.

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