

5 MANDATORY ENVIRONMENTAL ANALYSIS

5.1 CUMULATIVE IMPACTS

TRPA Code of Ordinances Section 5.8.B(2) requires an EIS to include the significant environmental impacts of the proposed project. Impacts are defined as direct, indirect and cumulative impacts of the proposed project. Cumulative impacts are those which result from the incremental impact of an action when added to other past, present and reasonably foreseeable future actions. Cumulative impacts are discussed for each topic section when the project's incremental impact is "cumulatively considerable". The projects that may have a cumulative impact on the resources in the project area are often referred to as "related projects". Each section of the Environmental Analysis Chapter (Chapter 4) includes a discussion of the cumulative impacts associated with the section topic based on the list of potential "related projects." The list of past, present, and probable future projects used for this cumulative analysis are those projects that have occurred or are planned to occur in the vicinity of the north shore of Lake Tahoe (Table 5.1-1) as of the summer of 2009. This table identifies the name of related projects in the area, the parcel number, if available, a brief description of the project, and the status of the project. Agencies contacted to develop Table 5.1-1 include the TRPA, Washoe County, Placer County, USDA Forest Service LTBMU, North Tahoe Public Utility District, Nevada Department of Transportation, and the California Tahoe Conservancy.

Table 5.1-1**List of Related Projects in Placer and Washoe Counties - Lake Tahoe Basin Area**

Project Name	APN(s)	Project Description	Status
Tahoe Regional Planning Agency Community Enhancement Program			
Homewood Mountain Resort Master Plan	097-060-024 097-130-034 097-140-003 097-140-033	Homewood Village Resorts, LLC proposes to develop and upgrade a mixed-use base area to the north, a residential base area to the south, and a mid-mountain lodge and support facilities at the 1,200-acre Homewood Mountain Resort. The approximately 18-acre north base area will include up to 16 residential condominiums, up to 40 fractional ownership units, up to 30 penthouse condominium units (upper floors of the hotel), up to 75 traditional hotel rooms, 13 workforce housing units and up to 40 two-bedroom condotel units (up to 20 of which will have one-room lock-offs). The north base area will include up to 25,000 square feet of commercial floor space. An approximately 30,000 square foot base mountain facility will replace existing day skier services and will include food and beverage service, adult and children's ski school services, rental, shop, locker facilities, restrooms, first aid, and mountain administration and operations offices. Approximately 770 parking spaces will be provided, including 270 day-use parking spaces in a three-level parking structure and 450 underground parking spaces below the hotel and ski services area. The approximately 6-acre south base area will include up to 99 residential condominiums and 150 underground parking spaces. The mid-mountain will include: a new approximately 15,000 square foot day-use lodge with a 18,000 square foot attached gondola terminal; a new learn to ski lift; a food and beverage facility with outdoor dining; small sundry outlet; and an outdoor swimming facility for use during the summer months. Adjacent to the mid-mountain lodge will be a 15,000 square foot maintenance facility for storage of on mountain equipment and other maintenance equipment and supplies. Existing Development Rights To Be Removed (within NSCP): 139 TAU	Proposed

Table 5.1-1**List of Related Projects in Placer and Washoe Counties - Lake Tahoe Basin Area**

Project Name	APN(s)	Project Description	Status
Domus Development Kings Beach Housing	090-064-012 090-064-013 090-067-017 090-122-035 090-122-036 090-122-037 090-126-026 090-222-050	<p>Phased affordable workforce housing (studio to three-bedroom units), environmental improvement, and commercial (8,175 sf) development on the following locations in Kings Beach:</p> <ul style="list-style-type: none"> • Sixteen units, housing up to 80 tenants in five structures, and 32 parking spaces on 0.64 acre on three parcels along Deer Street between Golden and Rainbow. • Six units, housing up to 28 tenants, and 12 parking spaces on 0.32 acre on three parcels along Trout Street. • Twelve units, housing up to 56 tenants, and 24 parking spaces on 0.43 acre along Fox Street near the intersection with Brook Street. • Forty units, housing up to 101 tenants, and 51 parking spaces on 1.5 acres on Chipmunk Street near the intersection with Highway 28. <p>The project includes 250 square feet of pedestrian/bike trail, underground utilities, 7,636 square feet of impervious cover removed and treated/revegetated, 26,018 square feet of area revegetated and treated with erosion source control and runoff practices, and 2,050 square feet of roadway stormwater treatment.</p> <p>Existing Development Rights To Be Removed: 12 ERU 20 TAU</p>	Proposed

Table 5.1-1**List of Related Projects in Placer and Washoe Counties - Lake Tahoe Basin Area**

Project Name	APN(s)	Project Description	Status
Kings Beach Town Center (BB LLC)	090-126-020 090-126-021 090-126-022 090-126-024 090-126-039 090-126-040 090-133-003 090-133-005 090-133-006 090-133-007 090-133-008 090-133-009 090-133-010 090-133-011 090-133-012 090-133-015 090-133-016 090-133-018	Redevelopment of the existing downtown commercial/residential site with pedestrian friendly mixed use consisting of residential, retail, office uses, and parking on 4.3 acres. The project is located between Coon and Fox Street on the north side of Highway 28. The town center would include eleven new employee/workforce housing units, 30 market-rate condominiums, and 30 fractional ownership units. Residential units would range in size from studios to three-bedroom, two bath units. The project also includes a 22,000 square foot potential Placer County Government Center building, and up to 66,000 square feet of retail/commercial uses. A 397-space parking structure would be constructed on Salmon Avenue between the post office and Fox Street. The project also includes improved storm water collection and water quality treatment systems. Existing Development Rights To Be Removed: 19,000 sf CFA 16 ERU 10 TAU	Proposed
Pastore Ryan, Kings Beach	090-222-012	Mixed-use redevelopment project including retail, non-profit/public, educational programs, cafe, and residential units at the former Foothill Motel site at 8931 North Lake Blvd. The project would include 5,526 square feet of coverage, including a community room, offices, a deli/coffee shop, nine parking spaces, and between two and five residential units. This project would result in a 263 square foot reduction to site coverage, green building and BMP demonstrations, pervious concrete, stormwater collection improvements, and native landscape enhancement. Existing Development Rights: 1 ERU 7 TAU	Proposed

Table 5.1-1**List of Related Projects in Placer and Washoe Counties - Lake Tahoe Basin Area**

Project Name	APN(s)	Project Description	Status
Kings Beach Lakeside Resort	7 parcels	<p>Mixed-use redevelopment project on 2.08 acres in central King's Beach. The project includes 64 new tourist units consisting of 30 fractional units with kitchens and 34 studio hotel rooms with kitchens, two parking structures for 50 parking spaces, 3,850 square feet of restaurant space with 1,400 square feet of decking (outside seating), 8,560 square feet of retail space, and an enlarged boardwalk and viewing area of the lake. Stormwater treatment would be constructed to serve a 20 year 1 hour storm event and land coverage would be reduced by five percent, including some reductions within sensitive soils.</p> <p>Existing Development Rights: 19,000 sf CFA 16 ERU 10 TAU</p>	Proposed
Ferrari Family Resort, Kings Beach	NA	<p>Redevelopment of an existing mixed-use area with 44 new residential housing units, workforce housing (in cooperation with DOMUS), a resort, over 30,000 square feet of enhanced and new retail opportunities, parking, and environmental improvements including transit center enhancements and improved lake access/views. Located on Highway 28 between Secline and Deer Streets, the project would include a pedestrian overpass linking the 320-space parking structure to be developed on the north side of Highway 28 with the resort on the lakeside of Highway 28. The three-story resort would include a café, waterfront restaurant, and a view corridor of the lake. The resort will continue to provide 93 tourist accommodation units. A new 16,000 square foot commercial space is proposed on the existing RiteAid site. Stormwater runoff would be controlled and treated onsite and approximately 7,000 square feet of coverage would be removed from lakefront lands.</p> <p>Existing Development Rights: 5,972 sf CFA 27 ERU 93 TAU</p>	Proposed

Table 5.1-1**List of Related Projects in Placer and Washoe Counties - Lake Tahoe Basin Area**

Project Name	APN(s)	Project Description	Status
Washoe County			
Cal Neva Resort and Hotel Restoration	090-305-004, 090-305-015, and 090-315-022	Redevelopment of the Cal Neva Resort and Hotel to 219 condotel units, and ten workforce housing units, and a reduction of the casino area by 5,000 square feet on approximately 13 acres. The project would result in the removal of 41,017 square feet of land coverage, and uses such as the wedding chapel, arcade, and some meeting and retail spaces would be eliminated. Revegetation of previously covered areas would occur as well as improvements to treat stormwater runoff on site. Existing Development Rights To Be Removed (within NSCP): 46,900 sf CFA 6,770 sf Gaming 219 TAU	Approved, Not Built
Nevada Department of Transportation			
Highway 28 Water Quality Project, Crystal Bay		NDOT was contacted to get details of the potential water quality project, but has not responded.	Unkown
Placer County CEQA Current Projects, January 2009			
Grey Lane Townhomes	112-060-003 112-060-004 112-060-005	Nine lot subdivision on 0.84 acre in Tahoe Vista. Three of the lots have Open Space.	Approved

Table 5.1-1**List of Related Projects in Placer and Washoe Counties - Lake Tahoe Basin Area**

Project Name	APN(s)	Project Description	Status
Northstar Highlands Phase II	110-050-039	Applicant is requesting approval for proposed rezoning to allow a major subdivision of 494 condos and 22 townhomes for a total of 516 units. Also requesting approval of 32 units for employee housing, a 1,000 square foot church and the relocation of the existing mountain maintenance center.	Proposed (hearing on 1/8/09)
	110-050-039		
	110-050-047		
	110-050-047		
	110-050-047		
	110-050-047		
	110-050-058		
	110-050-058		
	110-050-058		
	110-050-063		
	110-050-063		
	110-050-063		
	110-081-014		
	110-081-014		
	110-081-014		
Northstar Overall Mountain Master Plan	110-081-015		
	110-081-015		
	080-260-001	Northstar-at-Tahoe proposes an Overall Mountain Master Plan for the existing ski resort area. This will involve both project-level and program-level components. The project-level will include six new lifts and associated terrain, snowmaking and associated infrastructure, additional trails and trail widening, four skier bridges, new half pipe and existing half pipe relocation, new skier service, site improvements to existing sites, cross country center relocation and campsite area, relocated ropes course and tree canopy tours, additional mountain bike park trails. Entitlements include Rezone and General Plan Amendment. The future development that will be considered at the program level will include two additional lifts and the Intercept Parking Lot Gondola and associated terrain, additional skier service sites, and the Backside campsite area	Proposed
	080-260-002		
	080-260-008		
	080-260-010		
	080-260-013		
	080-260-015		
	080-260-016		
	080-260-017		
	091-100-002		
	091-100-022		
	091-100-027		
	110-030-018		
	110-030-022		
	110-030-050		
	110-030-051		
	110-030-069		

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Project Name	APN(s)	Project Description	Status
	110-030-070 110-050-006 110-050-015 110-050-017 110-050-026 110-050-029 110-050-030 110-050-034 110-050-038 110-050-039 110-050-040 110-050-041 110-050-047 110-050-061 110-070-008 110-070-009 110-070-010 110-070-014 through -017 110-081-041 114-010-001 through -017		
Northstar-at-Tahoe Skier Access Trails	110-050-058 110-050-058 110-050-058 110-400-002 110-400-002	The applicant requests approval of a conditional use permit to construct a ski trail extending from Homerun ski run to provide direct ski-in and ski-out access to the Ski Trails Condominiums within Northstar-at-Tahoe ski resort.	Approved
Olson Construction Headquarters Facility, Kings Beach	090-046-005 090-046-034 090-046-037 090-046-038	Proposed 6,395 square foot building with a caretakers unit included next to an existing 3,100 square foot building for contractors construction services use. Construction would occur over 14 months starting upon agency approval. The facility would be located between Deer and Bear Streets in Kings Beach.	Proposed

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Project Name	APN(s)	Project Description	Status
Rippey Commercial Mixed Use Building, Tahoe City	094-190-011	Construction of a two-story 6,515 square foot mixed-use building at the intersection of Highway 28 and Highway 89 at the Tahoe City "Y". Four commercial condominium units are proposed at street level. The building would also include tourist accommodation timeshare units. The proposed building would be located on 0.28 acre at 140 N Lake Blvd. in Tahoe City.	Proposed
Sena at Squaw Valley	096-230-052-000	The Sena at Squaw Valley project is a custom designed 240 unit condominium development comprised of 98 townhouse style condominiums, 112 time share condominiums and 30 affordable units, an approximately 25,000 square foot clubhouse and three smaller clubhouses (approx 1,260 square feet, 2,653 square feet, and 6,078 square feet respectively). The 98 townhouse style condominiums will be three stories and will have a mixture of two, three or four bedrooms with an attached one or two car garage. The units will range in size from approx 1,800 square feet to 2,400 square feet. The 112 timeshare condominiums will be constructed in a 2-3 story building and will be mixed with two, three or four bedroom units. There will be an underground garage for approx 200 cars dedicated to the timeshare condominiums. The units will range in size from approx 1,350 square feet to 1,870 square feet. The 30 affordable units will be single story units and have 2-3 bedrooms of mixed square footages. The units will be built in a 2-story structure with immediately adjacent exterior parking provided. The main clubhouse will be designed to have a weight room, locker facility, spa and massage areas, a pool, tennis courts; a children's play area, and a community room and offices. The smaller clubhouses will feature a spa and small weight room with a design potential for a second pool area. The project has also been designed to provide a Squaw Valley ski bus drop off and pick up location on-site as a project amenity and to reduce traffic impacts to valley traffic.	Proposed

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Project Name	APN(s)	Project Description	Status
Vista Village Workforce Housing Project, Tahoe Vista	112-050-001	Proposal to develop a 4.6-acre parcel into a 48-unit affordable housing apartment complex. The complex would include a community building, an exercise room, a computer room, and outdoor amenities. The proposal includes a community plan amendment to annex the 4.6-acre parcel into the Tahoe Vista Community Plan area for land coverage and affordable housing bonus unit requirements.	Proposed
Kings Beach Gas Station	090-192-061	Proposal to construct a two-story, 2,640 square foot convenience store, eight gas pumps, 11 parking spaces and other on-site improvements on 0.34 acre at 8755 North Lake Boulevard in Kings Beach.	Proposed
North Tahoe Fire District Safety Center	094-180-018 094-180-058 094-540-013 094-540-014	Proposal to construct a public safety center on 11.15 acres in Tahoe City.	Proposed
Tahoe Vista Partners, LLC Affordable Housing and Interval Ownership Development Project	117-071-029	Proposal to redevelop the existing 6.25-acre Sandy Beach campground and bicycle rental shop with 45 interval ownership units (timeshare units), ten affordable/employee housing units, a pool, and a clubhouse. The project would include an addition to the existing restaurant on SR 28 (Spindelshanks), street frontage and parking improvements, and an easement to the CTC for a potential future bike trail.	Approved, Not Built

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Project Name	APN(s)	Project Description	Status
Kings Beach Commercial Core Improvement Project	NA	Highway 28 beautification project includes modification of the roadway, pedestrian access improvements, water quality improvements, and replacement parking. Placer County approved alternative is three lane proposal with one-lane roundabouts at Coon and Bear Streets, sidewalks, bike lanes and seasonal on-street parking. The project would also include pedestrian markings, a single 3.6 meter traffic lane in each direction, a single 3.6 meter dual access center turn lane, a 2.9 meter sidewalk and landscape area in each direction, a 1.5 meter bike lane on both sides of the roadway, a 2.4 meter parking lane in each direction with 63 on-street parking spaces for the non-peak winter period, and off-street parking on side streets and in new parking lots.	County Approved, TRPA Not Approved
Mourelatos Family Limited Partnership	112-050-01	New multi-family dwelling (11+ units).	Awaiting permits
Cedar Glen Lodge	117-071-06	Addition/expansion of hotel/motel.	Awaiting permits
North Shore Lodge Business Park	090-192-025	Remove and replace existing motel, manager's unit, and swimming pool with a roughly 5,250 sf commercial building in Kings Beach.	Approved not Built
North Star-At-Tahoe, the Northside	110-030-061 110-080-015 110-080-042 110-250-001 110-250-002	Planned development of 13.6 acres in the existing resort community at Northstar at Tahoe that would include 137 residential condominium and townhome units, 37,200 sf retail/commercial space, skier services, 8,900 sf recreation center, underground parking, and mechanical/service space.	Under Construction
Plumpjack Squaw Creek Valley Inn Expansion Project	096-020-023	New building to include 34 multi-family units, 28 lockout units, parking, a lobby, and exercise and game room.	Awaiting Permits
Tahoe City Transit Center	094-180-065 094-180-020	Transit center and parking facility.	Approved (Three-year permit extension granted November 2008)
Homesites at Squaw Creek #2	095-010-015 095-060-006 through 095-060-016	New development of 30 single-family residential homes, 3 forest recreation parcels, 1 park, and hiking trails.	Not Approved

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Project Name	APN(s)	Project Description	Status
Highlands Village	093-160-038 093-160-065 093-160-067 093-160-070	New mixed use development consisting of a 4,791-sf commercial building, a residential component containing 25 duplex-style residential townhouses (50 units total), a single residential unit, and 78 affordable senior housing apartments in a single three-story structure. Parking would be located in an underground facility, with additional parking available as shared parking in the nearby commercial building parking lot. The 25 three-story townhomes would be constructed along a new roadway connecting to SR 28. Amenities include a pool and cabana.	Approved (permit extension approved February 2008)
North Tahoe Marina Expansion	NA	An expansion of the marina is planned that could include: extending marina facilities by 800 feet in length and 350 feet in width into Lake Tahoe, expanding marina to include 200 additional slips with water and electric hookups and an offshore gasoline pumping station, construction of an open pier, floating dock and crib wall, buoy removal, accommodation of future water taxi and public boat slips, relocation of an existing transit stop to provide marina access, and expanded parking. There is no application for this project at this time; however, an application is anticipated in the future.	TRPA Application (Not on County's List)
Tahoe City Marina Expansion	NA	Marina expansion including 144 new slips, a 3-story parking garage, and BMP improvements.	Phase 1 Approved
North Tahoe Public Utility District			
Playground Equipment for Regional Park	NA	Replace or install new playground equipment in the regional park during the 2009/2010 fiscal year.	Incomplete
Ballfield #5 Completion	NA	North Tahoe Regional Park ballfield construction during the 2010/2011 fiscal year.	Incomplete
Regional Park Track	NA	Construct running track around the existing soccer field in the North Tahoe Regional Park during the 2010 through 2011 fiscal year.	Incomplete
Grinder Pumps	NA	Install channel grinder in the inlet to the Dollar Main Station wetwell.	Incomplete
TVRA Phase 2	NA	Construct parking facilities on the northwest corner of the intersection of Highway 28 and National Avenue.	Incomplete

Table 5.1-1**List of Related Projects in Placer and Washoe Counties - Lake Tahoe Basin Area**

Project Name	APN(s)	Project Description	Status
Dollar Addition Pump Station Improvements	NA	Replace the two existing 125-hp pumps and motors with an equivalent single pump and motor. Inlet and discharge piping will also require modification. The project will also include the replacement of the pump control equipment. Construction would occur during the 2009 through 2010 fiscal year.	Incomplete
Dollar Main Generator Installation	NA	Install a second backup generator at the Dollar Main Pump Station. Construction would occur during the 2009 through 2010 fiscal year.	Incomplete
Station Pump & Motor Replacement	NA	Pump and motor replacement would occur at multiple pump station locations during the 2009 through 2011 fiscal years.	Incomplete
Upgrade National Generator	NA	Upgrade the generator at the National Avenue water treatment plant during the 2010 through 2011 fiscal year.	Incomplete
Base Generator Project	NA	Installation of a permanent emergency power generator for the District's main office and operations buildings during the 2009 through 2010 fiscal year.	Incomplete
Carnelian Bay Force Main Valve Project	NA	Replace the force main valves in Highway 28 at Onyx during the 2008 through 2010 fiscal years.	Incomplete
Main Pump Station Surge Control Project	NA	Installation of pressure surge tanks to replace spring loaded surge tanks on Secline, National, and Carnelian force mains during the 2009 through 2011 fiscal years.	Incomplete
2010 Sewer Main Replacement Project	NA	Replacement of sewer mains in an area to be determined during the 2009 through 2011 fiscal years.	Incomplete
2012 Sewer Main Replacement Project	NA	Replacement of sewer mains in an area to be determined during the 2011 through 2013 fiscal years.	Incomplete
Kingswood Fencing	NA	Install chain link security fencing around the Kingswood West Pump Station.	Incomplete
2009 Water Main Replacement Project	NA	Replace waterlines in Kingswood area during the 2008 through 2009 fiscal year. The length of the waterline replacement to be determined.	Incomplete

Table 5.1-1**List of Related Projects in Placer and Washoe Counties - Lake Tahoe Basin Area**

Project Name	APN(s)	Project Description	Status
2011 Water Main Replacement Project	NA	Replace waterlines in water system during the 2010 through 2012 fiscal years. Replacement area to be determined.	Incomplete
2013 Water main Replacement Project	NA	Replace waterlines in water system during the 2012 through 2013 fiscal year. Replacement area to be determined.	Incomplete
New Kings Beach Water Storage	NA	Install new water tank in Zone 1 during the 2008 through 2010 fiscal years. The size of the tank is to be determined.	Incomplete
USDA Forest Service, LTBMU			
Nevada Stateline to Stateline Bike Trail	NA	Bike trail within the Nevada portion of the Lake Tahoe Basin to connect north and south shores. Majority of the trail would be Class I or better, separated from public highways. Where a separated trail is not feasible, segments of the trail would be located on highways as a Bike lane.	Proposed
Brockway Erosion Control Project	NA	Road and watershed management project to reduce: erosion on existing road shoulders and reduce peak storm flows, maximize infiltration opportunities and meet regulatory requirements to the greatest extent practicable. Expected implementation is August of 2009.	Proposed
Carnelian Fuels Reduction and Healthy Forest Restoration Project	NA	Mechanical, hand, and prescribed burning treatments to reduce surface fuels and conifer density within Cedar Flat, Carnelian Bay, Tahoe Vista, an Kings Beach. Expected implementation is July 2009.	Developing Proposal
Crystal Bay Phase I Water Quality Improvement Project	NA	Road and watershed management project to reduce: erosion on existing road shoulders and reduce peak storm flows, maximize infiltration opportunities and meet regulatory requirements to the greatest extent practicable. Implemented August 2008	Complete
CA Tahoe Conservancy			
Kings Beach Pier Expansion		Expand the Kings Beach Pier to provide greater recreational opportunities.	On Hold
NA = Not Available			
Source: Placer County February 2009; California Tahoe Conservancy 2008; North Tahoe Public Utility District 2009; TRPA 2006/2008; USDA Forest Service 2008			

5.2 GROWTH-INDUCING EFFECTS OF THE PROPOSED ALTERNATIVES

The TRPA Code of Ordinances, Chapter 5, Subsection 5.8.B (8) requires the inclusion of “the growth-inducing impact of the proposed project” in the EIS. This section discusses the potential of the alternatives to foster economic or population growth, to prompt the construction of new housing in the surrounding environment, or to remove obstacles to population growth. Growth inducement may result from direct employment, population, or housing growth; secondary or indirect growth; or provision of new infrastructure which will remove obstacles to population growth. To examine growth inducement, the Project’s effect has been evaluated on the following growth factors and their relationship to the growth defined in the region’s General Plans: population; employment; housing demand; and infrastructure.

Alternative A – No Project - Existing Conditions

Alternative A will have no associated growth-inducing effects. No change to the existing conditions will occur. It will not increase population, provide new employment opportunities, provide housing, or increase the capacity of area infrastructure.

Alternative B – No Project with Timeshare Conversion

Alternative B will result in 14 additional employees and three new single-family homes. The increase in employment and addition of three single-family homes will create a minor increase in growth, but this growth has been anticipated in the existing Tahoe Mariner Settlement Agreement and in the NSCP. New infrastructure serving the three homes will be sized to serve only those units and no change in the capacity of the greater utility service lines will be needed. Construction of the three homes and the interior renovation of the hotel and casino will temporarily increase employment; however, the construction would not foster permanent population growth in the community.

Alternative C – Proposed Project

Alternative C is considered growth-inducing as it will result in up to 74 additional employees, 59 new whole ownership units, and 14 new affordable housing units with a total of 38 bedrooms. It is expected that potential employees will be drawn from the local community and from nearby towns and cities adjacent to the Lake Tahoe Basin such as Truckee and Reno. The rising unemployment rate in the hospitality sector indicates a large pool of potential candidates already exists and is seeking employment in the area; however, the addition of 74 long-term employment positions is likely to induce growth. As discussed in Section 4.11 of this EIS, permanent population growth associated with the whole-ownership units is estimated at 149 persons. Sixty-six (66) of the TAUs and 56 of the ERUs that will be transferred to the project site come from El Dorado County, California, including 42 units transferred from the SEZ restoration of a former hotel in South Lake Tahoe. Of the units transferred from El Dorado County, the 66 TAUs will not include permanent-resident population. The 56 ERUs transferred from El Dorado County will shift population within the basin while benefitting environmentally sensitive areas. The affordable housing units are in high demand within the existing community and are likely to be sought by onsite employees. Although these units are intended to serve an existing demand they may induce additional population growth by attracting new residents to the area who are currently employed, but not residing in the immediate area. Construction of Alternative C may also temporarily induce growth with the presence of construction workers; however, their presence would be temporary and would not foster permanent population growth in the community.

Alternative D – Alternative Mix of and Configuration of Proposed Uses

Alternative D will result in the largest increase in employment with a demand for up to 83 new employees. This alternative will also result in 21 whole ownership units and 8 new affordable housing units with a total of 24 bedrooms. As discussed above for Alternative C, employees will be drawn from the adjacent and surrounding communities. Likewise, the affordable housing units are constructed to meet an existing demand in the community. As discussed in Section 4.11 of this EIS, permanent population growth associated with the whole-ownership units is estimated at 53 persons. In addition, Alternative D will use 126 TAUs and 18 ERUs transferred from El Dorado County, including 40 units transferred from SEZ restoration. Although the TAUs will not produce permanent residents, population growth will be transferred from the South Lake Tahoe area to the NSCP for the 18 ERUs. Since Alternative D proposes the addition of new full-time employment as well as whole-ownership and affordable housing, this alternative will induce growth. Construction of Alternative D may also temporarily induce growth with the presence of construction workers; however, their presence would be temporary and would not foster permanent population growth in the community.

Alternative E – Timeshare Renovation and Redevelopment

Like Alternative B, Alternative E will result in three single-family homes to be constructed on three parcels currently dedicated for single-family residential use. Such use is planned within the NSCP, and although it may induce growth, a minor increase in the permanent population will result. This alternative will also result in an employee increase of up to 54 staff. With 30 new whole ownership condominium units proposed in addition to the three single-family homes, permanent population growth associated with these units is expected to be approximately 83 persons as discussed in Section 4.11 of this EIS. Fifty-three (53) of the TAUs and 30 of the ERUs that will be transferred to the project site come from El Dorado County, California, including 16 units transferred from the SEZ restoration of a former hotel in South Lake Tahoe. No changes to infrastructure capacity off-site are proposed. Alternative E has the potential to induce growth due to the increase in permanent employment opportunities and the addition of three single-family homes and 30 whole-ownership condominium units. Construction of Alternative E may also temporarily induce growth with the presence of construction workers; however, their presence would be temporary and would not foster permanent population growth in the community.

5.3 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USE OF THE ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

TRPA Code of Ordinances, Chapter 5, Subsection 5.8.B (6) requires the inclusion of “the relationship between local short-term uses of man’s environment and the maintenance and enhancement of long-term productivity” in the EIS. This analysis often entails a balancing of social, economic, and environmental impacts over time. In some cases, a relatively short-term benefit may have adverse long-term effects, with the possibility that future generations may be burdened with unwarranted social and environmental costs. It is also possible to have long-term benefits at the expense of short-term costs. Balancing of such impacts from this project is the responsibility of the TRPA and regulatory agencies.

The Boulder Bay project area comprises lands that are currently owned or managed by private entities. These lands are currently operated as or have been operated as casinos and hotels or associated tourist features. The project area currently consists of: the 95,407 square foot, four-story 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. With the exception of the Sierra Park parcels that are now vacant, yet previously disturbed, the remaining project area is currently developed and operating. Due to the age and condition of the existing structures on the project site, the current property owners decided that site redevelopment is needed to continue economically viable operations. Each of the alternatives includes BMPs required by TRPA to improve water quality and at least 4.78 acres of preserved open space required by the existing Settlement Agreement.

Alternatives A and B will not alter the exterior of the casino and hotel, and will result in no changes to total land coverage within the project area. Under Alternative A, only BMPs mandated by TRPA will be installed to treat water quality from project area runoff. Alternative B will maintain the exterior of the existing structures, with renovations to the interior. The Tahoe Biltmore hotel units will be converted to hotel-design timeshare units and all units will be remodeled with new interior decorations. In addition, the area designated for gaming uses within the existing structure will be remodeled and increase in size to the area permitted by the NTRPA in an attempt to capture gaming revenue for long-term viability. Although Alternative B may help the short-term viability of the casino/hotel, they do not reflect the current changes in the tourism industry and do not significantly augment the long-term economic productivity of the site or the community as a whole.

Although Alternatives C, D, and E will result in the loss of some existing trees and other natural vegetation, this loss will occur within the currently developed urban area located within the NSCP. Further, Alternatives C and D will respectively preserve and dedicate 5.7 and 4.99 acres as parks and open space, while Alternative E will preserve the existing 4.78 acres of open space mandated in the current Settlement Agreement. With the introduction of gaming on tribal lands in California and the current economic recession, the Nevada gaming industry in the North Lake Tahoe area has seen considerable revenue declines in recent years. The Nevada Gaming Control Board reported in October 2009 that monthly revenue for the first two months of the fiscal year is down nearly 11 percent compared with last year. In addition, the structures housing gaming and tourist accommodations within the project area have aged and are in need of repair both structurally and aesthetically. Alternatives C, D, and E will support revitalization of the NSCP area and the greater North Lake Tahoe area by creating a new mix of tourist accommodations and features to reflect current tourist desires with an emphasis on amenities found at modern resorts, including a spa, pedestrian gathering areas, commercial uses, meeting areas and recreation as opposed to large gaming facilities. In addition, the mix of proposed commercial uses will serve the community as a whole with shopping, day care, and public gathering spaces. Redesign of the architecture and structural layout of the buildings will improve the aesthetic character and will help unify the urban design of the community, leading to a more aesthetically inviting and economically viable area. In addition, the affordable housing units proposed under Alternatives C and D will help to serve the long-term housing needs of a local employment community based on tourism.

Alternatives C and D will support TRPA EIP projects that serve the NSCP and the long-term productivity of the area. These include the Nevada Utility Undergrounding projects (EIP No. 970), the Brockway Residential Water Quality Improvement Project (EIP No. 732), and the NSCP Lake Vista Mini-park (EIP No. 114). Land coverage totals in the NSCP will also be reduced under Alternatives C and D. Total NSCP land coverage reduction is 68,317 square feet under Alternative C and is 41,974 square feet under Alternative D. Alternatives C and D strive to meet long-term productivity through the Community Enhancement Program (CEP) by creating:

- a mixed-use community center that includes a variety of housing types, commercial services, and tourist services;
- improved multi-modal transit options;

- public gathering places;
- a transfer of development to gain environmental benefits;
- threshold-related environmental improvements including water quality;
- rehabilitation of substandard development; and
- a public/private partnership through an investment in EIP projects.

Alternatives C and D include project components intended to improve existing environmental conditions. Table S-2 (Summary Chapter) summarizes project benefits associated with each alternative by applicable impact. More detailed analysis of potential benefits is included in the “environmental impacts and recommended mitigation” section of Chapter 4. Table S-2 illustrates how Alternatives C and D result in a variety of environmental and community benefits that are above and beyond baseline TRPA requirements and Community Enhancement Program (CEP) resolutions approved by the TRPA Governing Board in February 2008 (Resolution 2008-11).

5.4 IRREVERSIBLE & IRRETRIEVABLE COMMITMENT OF RESOURCES

TRPA Code of Ordinances, Chapter 5, Subsection 5.8.B(7) requires an EIS to include an analysis of “the significant irreversible and irretrievable commitments of resources which would be involved in the proposed project should it be implemented.” Such changes include use of nonrenewable resources, commitment of future generations to similar uses, and environmental accidents that could occur as a result of the project.

The implementation of the action alternatives (B, C, D and E) will result in the use of non-renewable resources during construction and operation of the proposed Boulder Bay Project. The use of building materials and energy resources during construction will largely be irreversible and irretrievable.

Substantial amounts of electricity and fossil fuels will be consumed during operation of the Boulder Bay Project. However, the use of these nonrenewable resources will not account for more than a small portion of the resources that are used in the Lake Tahoe Region and will not preclude the availability of these resources for other needs. Boulder Bay hired ARUP North America Ltd to prepare a comparison of energy use between the existing Boulder Bay owned and purchased residential structures (e.g., Tahoe Biltmore, Crystal Bay Motel and other purchased TAUs) and the structures proposed to be constructed for the resort. The analysis, prepared for Alternative D at the time that it was the Proposed Action, concluded that the resort would result in a 38% reduction in overall energy use (45% gas reduction and 30% electricity reduction) despite the increase in units and square footage (Figure 3, ARUP, 2009).

In addition, the Project will pursue a LEED silver-level certification for new construction (LEED-NC) from the U.S. Green Building Council under Alternatives C and D. 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. This is viewed as a progressive environmental proposal for the project area and will be achieved by careful attention to site planning and building design.

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;
- 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 potential for irreversible damage to the environment resulting from project-related activities is described in Chapter 4 of this document. However, compliance with all applicable state, federal, and TRPA regulatory requirements (through mitigation plans and standard permit conditions) concerning project construction will reduce the potential for irreversible damage to a less than significant level.

5.5 SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

TRPA Code of Ordinances, Chapter 5, Subsection 5.8.B (3) requires that an EIS identify any significant environmental effects that cannot be avoided if the project were implemented. Significant unavoidable impacts are identified in Chapter 4 – Environmental Analysis (Sections 4.1 – 4.12) of this EIS, as those impacts that remain significant after implementation of recommended mitigation measures. Although the Boulder Bay Project has the potential to result in a number of significant environmental impacts, most impacts can be mitigated through the application of standard practices and adoption of appropriate mitigation measures that will reduce net impacts to a less than significant level.

Prior to approving either of the project alternatives studied, TRPA must make either of the following findings for each significant adverse effect identified in the EIS: (1) Changes or alterations have been required in or incorporated into such project which avoid or reduce the significant adverse environmental effects to a less than significant level; or (2) Specific considerations such as economic, social or technical, make infeasible the mitigation measure or project alternatives discussed in the environmental impact statement on the project.

Significant unavoidable impacts of the project are summarized in Table 5.5-1. These impacts are considered to be significant even after the implementation of recommended mitigation measures. As shown in the table, Alternative A (Existing Conditions) results in the highest number (5) of significant and unavoidable impacts, followed by Alternatives B (4) and D (3). No significant and unavoidable impacts would occur under Alternative C.

Table 5.5-1**Significant and Unavoidable Impacts by Alternative**

Impact	Alternative				
	A	B	C	D	E
4.1. Land Use					
LU-1: Will the Project be inconsistent with the land use plan or zoning plan, or land use goals, policies, and provisions of the TRPA Regional Plan, Code of Ordinances, or Plan Area Statement, or Washoe County Comprehensive Plan?	SU	SU			
4.2. Soils and Geology					
GEO-1: Will the Project result in compaction or covering of the soil beyond the limits allowed by TRPA land capability classifications?	SU	SU			
GEO-2: Will the Project facilities be subject to ground rupture due to location near a surface trace of an active fault or expose people or property to geologic hazards such as earthquakes, landslides, avalanches, mudslides, ground failure, or similar hazards?	SU				
4.5. Scenic Resources/Community Design					
SR-1: Will the Project be inconsistent with any County Comprehensive Plan, Community Plan or regulations, standards, or guidelines of agencies (TRPA) with jurisdiction in the area regarding Scenic Corridors?	SU	SU		SU	SU
SR-2: Will the Project be visible from or cause an adverse effect on foreground or middleground views from a high volume travelway, recreation use area, or other public use area, including Lake Tahoe, TRPA designated bike trail, or state or federal highway?				SU	
SR-3: Will the Project be inconsistent with the TRPA Scenic Quality Improvement Program or Design Review Guidelines?	SU	SU		SU	SU
TOTALS	5	4	0	3	2

Source: Hauge Brueck Assoc. 2009

5.6 ENVIRONMENTALLY PREFERABLE ALTERNATIVE

TRPA Requirements

The Tahoe Regional Planning Compact, along with other state and federal environmental legislation, establishes TRPA's mission. As directed by the Compact, TRPA adopted environmental threshold carrying capacities in 1982 for the Lake Tahoe Region. The Compact defines an "environmental threshold carrying capacity" as "an environmental standard necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region."

The threshold standards guide virtually all aspects of TRPA's planning and operating functions. The adopted thresholds address the following nine components of the environment of the Tahoe region: water quality, soil conservation, air quality, vegetation preservation, wildlife, fisheries, noise, recreation and scenic resources.

TRPA's Code of Ordinances requires a finding for any action that the project will not cause the environmental threshold carrying capacities to be exceeded. When evaluating alternatives, TRPA identifies the alternative that will best maintain and/or achieve environmental thresholds. The Compact and the Code of Ordinances allow for the consideration of social, technical or economic impacts when selecting an alternative.

Selection of the Environmentally Preferable Alternative

Based on the analysis included in Chapter 4, and as shown in the table above, it is recommended that Alternative C be selected as the Environmentally Preferable Alternative as it would not result in a significant and unavoidable impact and would best meet the range of goals established for the Project. Alternative E would result in two significant and unavoidable impacts associated with keeping the Tahoe Biltmore Hotel and Casino structure, a building that does not conform to existing height and community design standards. Since Alternative E is not a CEP Project and Alternative C would achieve the environmental benefits outlined in the CEP resolution adopted by the TRPA Governing Board in February 2008, Alternative C is considered to be environmentally preferable. All of the 19 significant and potentially significant impacts that may result from Alternative C would be mitigated to a less than significant level. Alternative C is considered to have the least effect on the environment because it would:

- Meet the project objectives listed in Chapter 2;
- Achieve of benefits included in the CEP resolution through various design, transit, water quality, land use, and visual enhancements that improve the area and benefit the community;
- Provide affordable housing onsite for use by resort employees;
- Reduce land coverage and implement water quality improvements over and above standard TRPA regulations and existing planning goals;
- Reduce daily and peak hour trip generation compared to existing uses within the project area;
- Reduce vehicle miles traveled compared to existing uses within the project area;

- Increase park and open space acreage over and above requirements in the existing Tahoe Mariner Settlement Agreement;
- Improve the scenic quality of the SR 28 corridor through utility under grounding, removal of non-conforming signage, increasing building set backs, and improving architectural design and landscaping; and
- Contribute to EIP projects (utility under grounding and water quality improvements) benefiting offsite lands within the NSCP area.