

North Tahoe Citizen Action Alliance

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Boulder Bay Developments

The North Tahoe Preservation Alliance (NTPA), a non-profit corporation, dedicated to preserving the natural beauty and rural character of North Lake Tahoe, has the following concerns regarding the proposed Boulder Bay project. As initially circulated, NTPA maintains that “the Boulder Bay Draft Environmental Impact Study (DEIS) was fundamentally flawed. Responses to the DEIS highlighted many crucial deficiencies that cannot be corrected with mere clarification or inclusion of supplementary data. Additionally, the document failed to include relevant and necessary data. Consequently, the analysis provided in the DEIS misstated the true and actual significance of the project and the public was denied the opportunity to review the potential impacts of the proposed project. A lead agency does not meet its obligation to provide opportunity for meaningful public input, unless the presentation of potential environmental impacts meets at least a minimum threshold for accurate and complete data and analysis.”

As Daniel Siegel, California Deputy Attorney General, stated with regards to the traffic study:

“The DEIS’s understatement of vehicle trips and Vehicle Miles Traveled (VMT) masks a number of environmental harms. Most notably, vehicular use is the largest source of nitrogen that gets deposited into the Lake and causes algae to grow. That growth is a significant cause of the Lake’s declining water clarity. Vehicular use also generates road dust, which gets deposited into the Lake and is another cause of its decline. Finally, vehicle trips contribute to Lake Tahoe air pollution as well as to global warming. The DEIS, however, does not analyze or disclose any of these environmental harms.”



NTPA understands from the Tahoe Regional Planning Agency (TRPA) Spokesperson, Mr. Dennis Oliver, that a revised traffic study will be performed. Requiring an accurate traffic study based on actual baseline conditions and true impacts associated with all the new accessory space is needed. The new traffic study will have bearing on many of the relevant thresholds, related topics and environmental is-

sues that are traffic dependent, such as: VMTs, level of service at intersections, parking, public safety, air quality, greenhouse gas emissions, water quality from vehicles pulverizing traction materials into fine sediments, noise, and cumulative impacts. There are also conformance issues with current Regional Plan, Community Plan, Settlement Agreement, and Community Enhancement Program goals.

NTPA feels that in addition to the release of the new traffic study, the next step is to address the many DEIS deficiencies addressed by the public and redo the environmental impact analysis. Nevertheless, Mr. Oliver as representative of the TRPA, has indicated that the TRPA does not intend to re-circulate a revised DEIS for public input, but rather move directly to a final Environmental Impact Study (EIS). Limiting public input in this manner would be fundamentally unfair and contrary to the intent of the provisions requiring meaningful environmental review. Some specifics are:

- Having one current building over the allowed 38 foot height limit (76 foot) doesn't give TRPA the right to approve 10 new buildings over the 38 foot height limit. (75',75',70',65',3 at 57',2 at 56', and one at 45').
- Currently there are 110 units, yet the proposed 373 units will increase the Crystal Bay population by a factor of three or four.
- The traffic study isn't based on the existing use of 1800 cars per day, but on an estimated potential use of 5500 cars per day. The study is deceptive and must be redone considering conditions on the ground today.
- The existing Mariner Settlement Agreement allows three single family homes on one acre with the balance of five acres dedicated as open space. The Public relied on this agreement to make neighboring residential purchases and investment decisions. The project proposes parts of two hotels and 59 condos on the site.
- Increasing existing build out from 110,000 sq.ft to 475,000 sq.ft. is too big and out of context with our existing quaint residential neighborhoods.
- Proposed water quality improvements were required by TRPA 9 years ago, but not enforced and the environmental benefits of finally performing BMPs sometime in the future, does not justify the largest proposed commercial development on the North and West Shore.

Redevelopment in Tahoe Vista

Approximately two years ago NTCAA submitted to the Placer County Redevelopment Agency (RDA) suggested redevelopment improvements for Tahoe Vista based on input from NTCAA members, community residents, and the Tahoe Vista Community Plan (see ntcaa.org under Position Papers). Tahoe Vista had not been the recipient of any RDA funding, even though it is an equal contributor to those funds, with Kings Beach and Tahoe City. At that time, the RDA rejected these suggestions citing a lack of available funds, even though RDA had just withdrawn from contributing \$14M to the Tahoe City Marina Parking Garage.



Recently, the request was resubmitted, and a meeting was held with RDA Deputy Director Jim LoBue, Steve Brown, and Michele Kingsbury. Some developments that were requested are now being implemented. Reference to the request letter:

- **Item A.1 & A.2** - The Tahoe Vista Recreation Area Parking Lot is being funded \$500K for a parking lot on National Avenue and S.R. 28, including pedestrian sidewalks and bicycle paths.
- **Item A.3** - The vacant TNT Batch Plant property has been purchased with grant funding to preserve the Stream Environmental Zone.
- **Item B.1** - The RDA will investigate using “seed money” to facilitate the undergrounding of utilities.
- **Item B.3** – A sheltered TART bus stop will be constructed at National Avenue and S.R. 28.
- **Item D.1** – Erosion control in the Tahoe Estates area is complete as well as repavement of Laurel Drive with pervious concrete.
- **Item E.1** – An increase in NTPUD water storage capacity is underway.

The remaining six items were also discussed and will be prioritized as funding becomes available.

NTCAA appreciates the effort by the RDA to provide improvements to the Tahoe Vista community, and will continue to work with the RDA for further implementations.

North Lake Tahoe Affordable Housing Project

A major project to build affordable housing in Kings Beach on the North Shore of Lake Tahoe took a giant step forward Tuesday when the Board of the Placer County Redevelopment Agency approved a series of actions that will put together financing and development agreements for a joint project between the County and Domus Development.

The project, also known as the Kings Beach Scattered Sites Housing development, will build 77 units of rent-controlled housing at five locations in Kings Beach. The Placer County Redevelopment Agency has been working with Domus for several years to put together the deal, which required the acquisition of several parcels in the North Lake Tahoe community, development of the plans for building the housing and getting the project through the complex regulatory approval process in the Tahoe Basin. The project will remove 35 existing substandard residential units, mostly 1950s -era converted motel units and vacation cabins, and replace them with 77 modern, spacious units with full amenities and significant upgrades to landscaping, drainage, utilities and street improvements.



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Did You Know...?

1. The TRPA Code requires/stipulates that parcels be two acres or more before livestock such as chickens can be raised on the premises. Some plan area statements allow chickens as a special use, which would require approval of the TRPA Hearings Officer. In Placer County, however, chickens are disallowed in all of the active Plan Area Statements. To avoid running afoul (or afowl!) of TRPA Code, those wishing to keep chickens will have to wait for the Regional Plan Update -- unless another more creative solution presents itself. *(Statement from TRPA)*
2. Bonanza — TRPA Spokesperson Dennis Oliver has entered the race for one of the two open seats on the Incline Village General Improvement District Board of Trustees.

Upcoming Events/Key Dates

Agendas for TRPA Governing Board and APC, and also Placer County BOS are not available until a few days before the meeting. Therefore, it is difficult to provide a meaningful emphasis to the meetings. Other meetings/events not shown here, or changes, will be announced by email.

February 24, Wednesday	TRPA Governing Board	9:30 am, Chateau, Incline Village
April 6, Tuesday	Placer County BOS Mtg.	8:30 am, Auburn
April 7, Wednesday	NLTRA Board Meeting	8:30 am, TCPUD Board Room
April 8, Thursday	NTRAC Meeting	6 pm, TCPUD Board Room
April 13, Tuesday	NTPUD Board Meeting	10 am, NTEC, Kings Beach
April 14, Wednesday	TRPA APC Meeting	9:30 am, TRPA Stateline Office
April 16, Friday	TCPUD Board Meeting	8:30 am, TCPUD Board Room
April 21, Wednesday	NTFPD Board Meeting	6 pm, TCPUD Board Room
April 27, Tuesday	Placer County BOS Mtg.	8:30 am, Auburn
April 28, Wednesday	TRPA Governing Board	9:30 am, TRPA Stateline Office

TRPA – Tahoe Regional Planning Agency
NLTRA – North Lake Tahoe Resort Association
TCPUD – Tahoe City Public Utility District
NTEC – North Tahoe Event Center (NTCC)
BOS – Placer County Board of Supervisors

APC – Advisory Planning Commission
NTPUD – North Tahoe Public Utility District
NTFPD – North Tahoe Fire Protection District
NTRAC- North Tahoe Regional Advisory Council

“Never, never, never, give up.....Winston Churchill