

# TAHOE SOUTH EVENTS CENTER PROJECT

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## ENVIRONMENTAL ASSESSMENT



JANUARY-MARCH 2020

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Hauge Brueck Associates  
Sacramento, CA

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Prepared for the  
Tahoe Regional Planning Agency

Prepared By  
Hauge Brueck Associates, LLC  
Sacramento, CA

~~January~~ March 2020

# HOW TO USE THIS ENVIRONMENTAL DOCUMENT

## Executive Summary

This chapter summarizes the project alternatives and issues that are the subject of this Tahoe Regional Planning Agency (TRPA) Environmental Assessment (EA). This chapter describes the project location and planning process, provides a list of the identified impacts, and identifies mitigation measures recommended to reduce the significance of each impact.

## Chapter 1 - Purpose and Need

This chapter provides background information that is useful for tracking the environmental processing of the Tahoe South Events Center Project. Included in this chapter are descriptions of the environmental regulations that mandate this document, a statement of the purpose and need of the proposed action, a description of the existing conditions in the project area, and a detailed account of the public scoping process that has taken place.

## Chapter 2 - Proposed Action and Alternatives

This chapter provides a description of the No Action, Proposed Action (Project) and Alternatives A and B, which are evaluated in this EA. A number of other alternatives were considered but are rejected from detailed evaluation due to various environmental and regulatory constraints. Alternatives that were considered but then rejected are listed in Table 1-1, along with the justifications for rejection.

## Chapter 3 - Affected Environment and Environmental Consequences

This chapter addresses the potential environmental impacts of the implementation of the Tahoe South Events Center Project (Proposed Action), the No Action Alternative, and Alternatives A, B, and C. Each environmental topic area, the existing environmental setting, the associated thresholds and standards to evaluate project effects, and an analysis of environmental impacts and recommended mitigation measures are addressed in Sections 3.1 through 3.13 of this chapter.

**Affected Environment** - This section describes the existing environmental conditions, especially as they relate to the various impact analyses.

**Impact Evaluation Criteria** - This section identifies relevant local, state, and federal environmental standards/thresholds (i.e., water quality standards, air quality standards, zoning provisions, etc.) and other criteria by which a change in the environment can be assessed.

**Environmental Consequences and Recommended Mitigation** - Expected consequences (impacts) that would be associated with implementation of the No Action, Proposed Action, and project alternatives are discussed in this section. For each impact, there is an analysis of potential or expected changes in the environment that would result from implementation of the Proposed Action or project alternatives. The No Action alternative would maintain existing conditions of the project area. The level of detail provided in the analysis is commensurate with the detail provided in the project description. Where the Proposed Action or project alternative would result in impacts that are considered significant, modifications to the action are proposed to reduce the impact to a level that is less than significant.

**References** - This section provides a list of the references used to prepare the analysis, and persons contacted.

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## EXECUTIVE SUMMARY

The Tahoe Douglas Visitor's Authority (TDVA) proposes to construct the Tahoe South Events Center. The Tahoe South Events Center will be a publicly owned assembly event and entertainment venue located in an entirely new approximately 88,400 square foot building positioned at the corner of U.S. Highway 50 and Lake Parkway in the MontBleu parking lot. Related project improvements include an adjacent outdoor gathering space, reconfigured surface parking lots and internal circulation, multimodal and pedestrian circulation enhancements along U.S. Highway 50 and improved stormwater treatment facilities designed to capture and treat runoff associated with the proposed improvements.

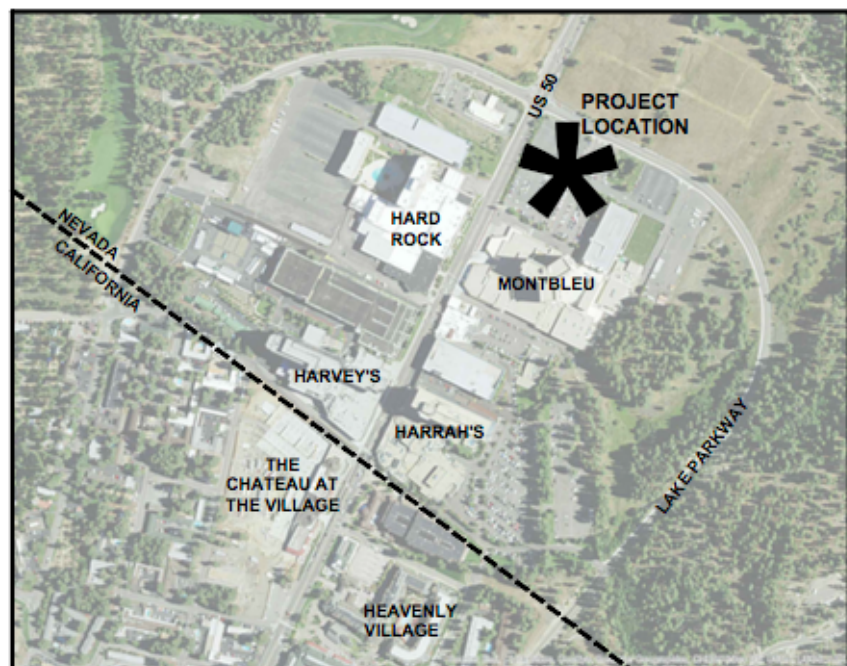
### PROJECT LOCATION

The Tahoe South Events Center Project (Project) is proposed in Stateline, Douglas County, Nevada at the southeast corner of the US Highway 50 intersection with Lake Parkway. The project area consists of two parcels currently owned by Edgewood Companies: the site of the MontBleu Resort Casino and Spa (APN 1318-27-001-007) and an adjacent undeveloped parcel (APN 1318-27-002-006). Although both parcels have been used to define the project area, the proposed improvements associated with the Tahoe South Events Center (TSEC) will be sited within a 13.3-acre boundary that fits almost entirely within the existing MontBleu surface parking lots, as illustrated in Figure 1-1, Project Vicinity Map.

### PROCESS

In early 2015, a Feasibility Study (CSL 2015) was completed for the potential development of a new multi-purpose entertainment and conference center on Lake Tahoe's South Shore. This study conducted analyses concerning the local market, demographics, economic and fiscal impacts, and competitive and comparable facilities. The market demand metrics for State and Regional organizations, corporate events, promoted entertainment events, Broadway and theatrical performances, and sporting events were evaluated. Based on this research, an assessment of potential event center program elements and community-wide economic impacts was developed to assist key project stakeholders in making informed decisions towards project planning and design.

**Figure 1-1 Project Location and Vicinity Map**



Tahoe Douglas Visitor Authority, a governmental entity created by statute, is responsible for the planning, construction and eventual operation of the TSEC. The Tahoe-Douglas Visitors Authority Act (the “Act”) was approved July 16, 1997, creating the Tahoe Douglas Visitors Authority (TDVA) (Section 20), prescribing allocation of the room occupancy tax between Douglas County and the TDVA (Section 26) and empowering TDVA to promote tourism within the Tahoe Township. NRS 496, Section 27, Subd. 1 of the Act authorizes TDVA to, among other things, construct, maintain, operate and manage a multiuse event and convention center in the Township. In accordance with the foregoing, TDVA has pursued the planning and approval of such a facility, including collaborating with Douglas County to form Redevelopment District No. 2 pursuant to NRS 279. The Act was amended in 2019 to include the imposition of a five dollar (\$5) per night room surcharge on all hotel, motel, and short-term rentals in the Tahoe Township, and to authorize TDVA to issue municipal bonds to fund the planning, operation and construction of the proposed TSEC. The TDVA board consists of four representatives of South Shore gaming interests and one Douglas County Commissioner.

A lot line adjustment is anticipated for the purpose of separating the TDVA TSEC facilities and operations from the Edgewood Companies MontBleu facilities and operations so that each operation is fully contained within the respective parcel, rather than having both operations on two parcels. The TDVA parcel will function completely independent from the Edgewood Companies parcels.

TRPA provided notice and solicited comments on the scope and content of the Environmental Assessment to be prepared for the Proposed Action, as illustrated in Figures 1-2 and 1-3, TSEC Project Area, from January 5, 2018 to February 5, 2018. During the public scoping period, 12 comment letters were received. Comments were organized and summarized in the TSEC Environmental Assessment (EA) Scoping Summary Report (Appendix A) and then submitted to and then reviewed by TRPA staff.

EA preparation includes the analysis of each environmental topic area, as well as the preparation of studies to support the analysis. These studies include photo simulations and a scenic quality evaluation report, traffic studies, hydrology studies, and a Phase I Environmental Site Assessment. The EA also includes analysis of alternatives developed to reduce potential impacts, as well as a No Action alternative under which no event center would be constructed and existing conditions would remain. A number of alternatives were considered and rejected due to infeasibility, conflict with the Purpose and Need, and potential to create greater environmental impact. Alternatives studied in the environmental document include a reduced structural height alternative to address potential visual impacts, an alternative location developed to address potential visual and groundwater impacts, and a revision to the originally submitted Project to add a paid parking program and microtransit service to reduce vehicle trips and improve transit access to the facility. The originally submitted project has been included in the analysis as Alternative C to provide a comparison.

In 2019, the TRPA certified environmental documentation and approved the Tahoe Transportation District’s (TTD) U.S. 50/South Shore Community Revitalization (e.g., Loop Road) Project, which will realign U.S. Highway 50 around the casino core thereby enabling the creation of a pedestrian-oriented, “Main Street” through the middle of the existing tourist core, where the highway is now located. The alignment of the new U.S. Highway 50 would generally follow Lake Parkway on the mountain side of the TSEC project boundary. The design for the TSEC has accounted for the roadway improvements associated with the Project, including the potential roundabout at the Lake Parkway/U.S. 50 intersection. The Loop Road project has also been considered for cumulative impacts in this EA.

The TRPA Governing Board will use this EA to inform a decision on whether to approve the Proposed Action, one of the Project Alternatives that were developed, implement the No Action/No Project alternative, or require preparation of an Environmental Impact Statement (“EIS”). The Proposed Action, if approved, will include mitigation measures to reduce identified impacts to a level that is less than significant. These latter measures will be included as conditions of project approval.

EA's prepared for TRPA do not have the same required public comment circulation period as an EIS, but are required to be made available to the public at least 5 days prior to Governing Board action. For this Project, TRPA released the Draft EA for circulation to the public and responsible agencies for comment more than 30 days before Governing Board action.

## **SUMMARY OF THE NO ACTION, PROPOSED ACTION AND PROJECT ALTERNATIVES**

The TSEC Project (Proposed Action), Alternatives, and the No Action alternative are summarized below. Chapter 2 provides the more detailed descriptions of the Proposed Action, Alternatives, and No Action/No Project alternative.

### **No Action Alternative**

Under the No Action alternative, no change would occur within the MontBleu surface parking lot or to the existing stormwater treatment facilities and no events center building nor outdoor gathering place would be constructed. Figure 1-2 (OR Plan Sheets G2-00 and G3-00 in Appendix B) also presents existing project area conditions and is representative of the No Action alternative.

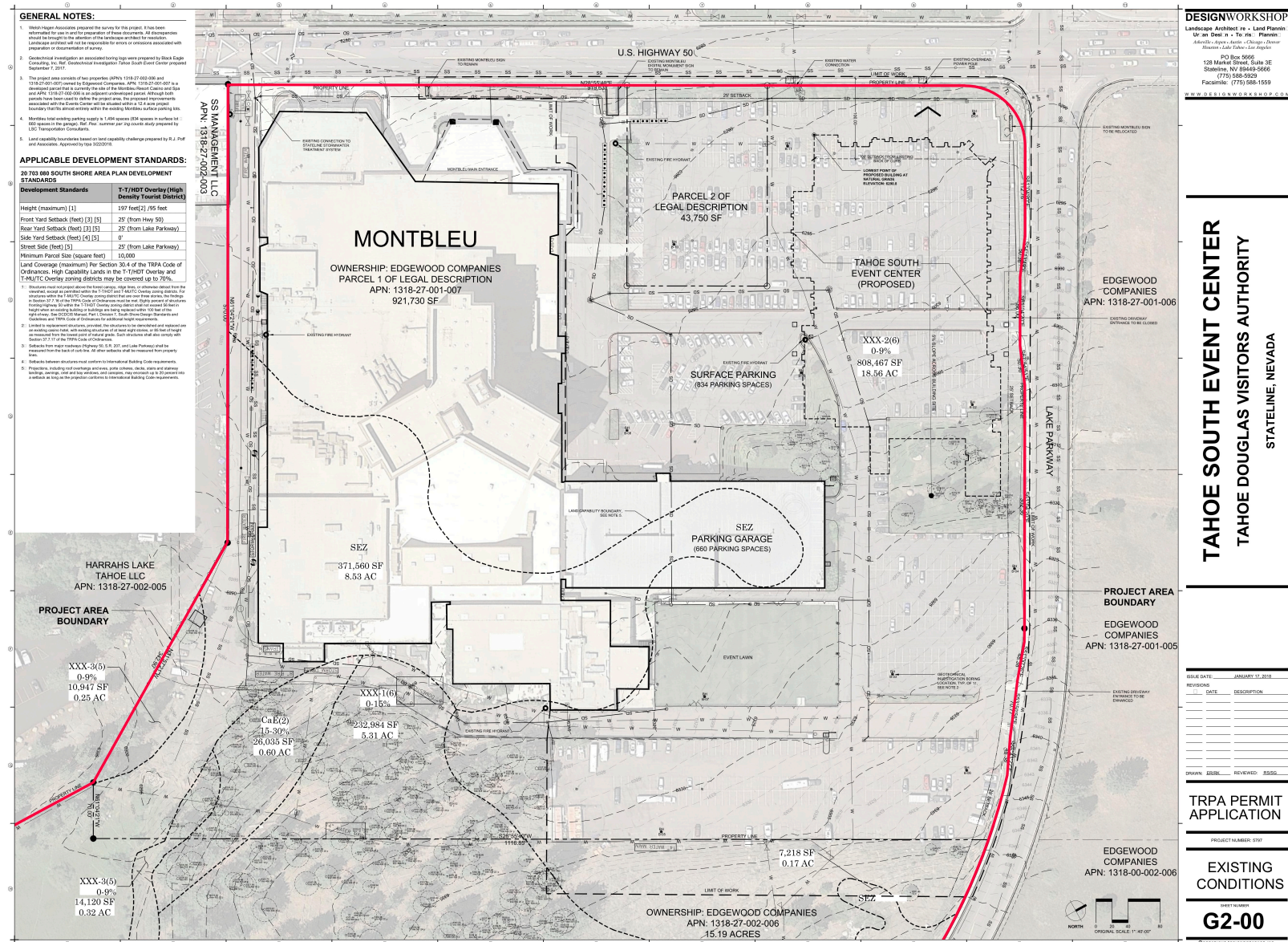
### **Proposed Action**

The desired condition is a public assembly and entertainment venue for residents and visitors to the south shore of Lake Tahoe. There is also a desire to reinvent the built environment, animating the street with retail, dining, entertainment and events, providing aesthetic and environmental enhancements and improving the area's market position and visitor experience.

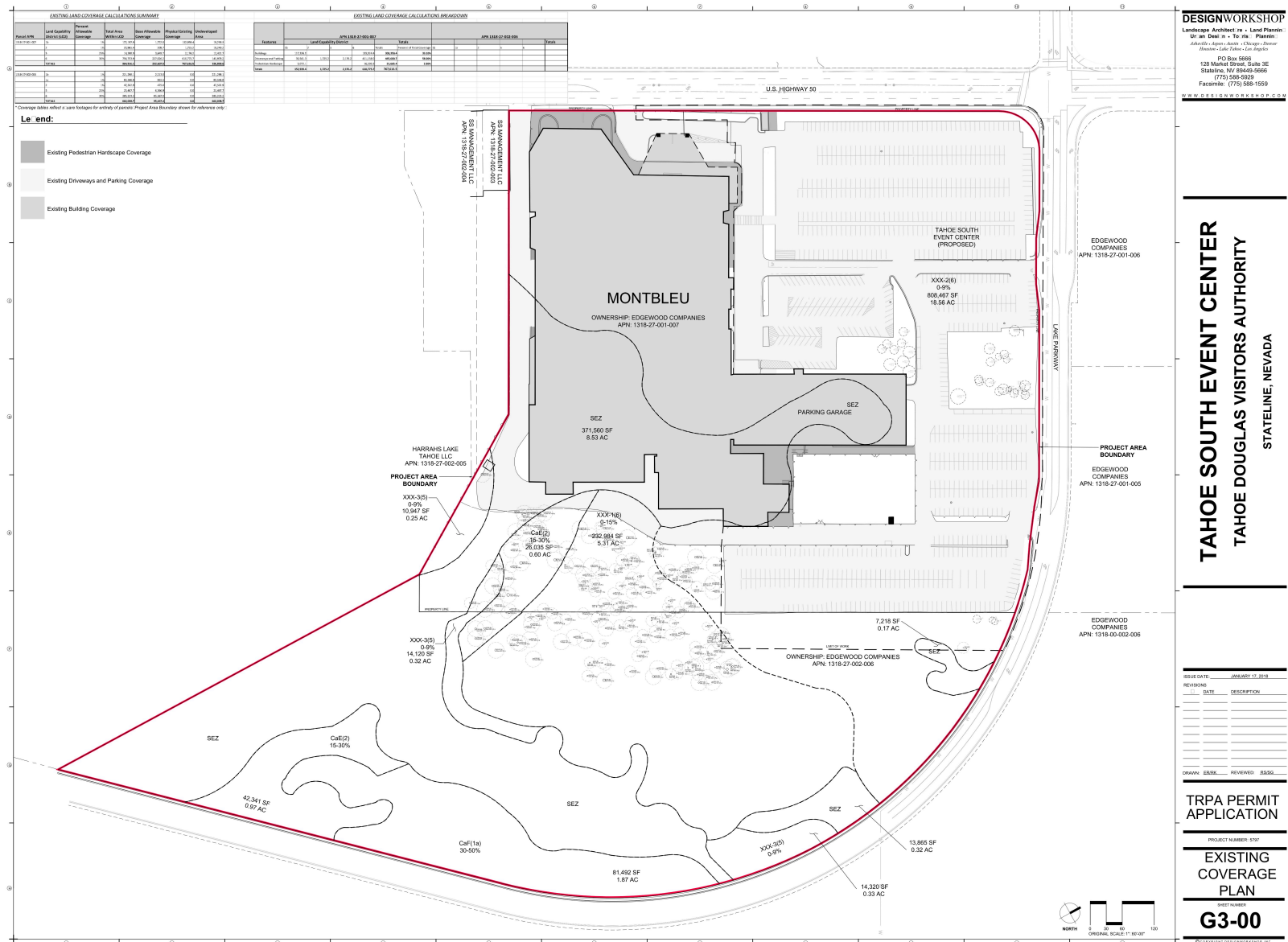
The TSEC will be a publicly owned assembly event and entertainment venue located in Stateline, Douglas County, Nevada. The project area would consist of portions of two parcels currently owned by Edgewood Companies, one is the site of the MontBleu Resort Casino and Spa and an adjacent undeveloped parcel. Although both parcels have been used to define the project area, the proposed improvements associated with the TSEC will be situated within a 13.3-acre boundary that fits almost entirely within the existing MontBleu surface parking lots.

The Proposed Action consists of an entirely new building that would be positioned at the corner of U.S. Highway 50 and Lake Parkway and within the High-Density Tourist District (TRPA Regional Plan 2012 and South Shore Area Plan 2013). Related project improvements include: an adjacent outdoor gathering space; reconfigured surface parking lots and internal circulation; multimodal and pedestrian circulation enhancements along U.S. Highway 50; and improved stormwater treatment facilities designed to capture and treat runoff associated with the proposed improvements.

**Figure 1-2 Tahoe South Events Center Existing Conditions**



**TAHOE SOUTH EVENT CENTER**  
**TAHOE DOUGLAS VISITORS AUTHORITY**  
STATELINE, NEVADA



The proposed TSEC building consists of two levels: an event floor level and a suites and offices level. The building footprint is approximately 88,400 square feet and the total floor area is approximately 138,550 square feet. The facility's design offers the flexibility of hosting a wide variety of events including conventions and conferences, sports, trade shows, performing arts and musical concerts. Maximum seating capacity is approximately 6,000, which includes floor seating for a concert or performing arts event. During trade shows, ice skating shows, and sporting events, such as hockey, basketball and volleyball, up to 4,200 seats will be available. During the peak summer season (e.g., approximately June 15 through Labor Day weekend), the TSEC would be limited to a maximum of 2,500 attendees per day, to avoid detracting from other venues and reduce traffic volumes associated with events. In addition, the TSEC is designed as a shelter-in-place for use as an emergency shelter, should a natural disaster occur in the area. The design gives special attention to transit. A proposed 100-foot long transit pull-off would be located on U.S. Highway 50 with a new transit shelter incorporated in the project design. The Proposed Action would reduce overall land coverage by approximately ½ percent and the amount of stormwater runoff associated with surface parking by roughly 5 percent.

Improvements to post project water quality would be expected because the runoff generated from clean surfaces, such as the TSEC roof, would contribute almost no fine sediment or vehicular-based pollutants as compared to the existing surface parking it would replace.

The Proposed Action also includes implementation of a year-round formal paid parking program and funding of a microtransit shuttle service ~~during peak summer season~~, neither of which is proposed for the alternatives. Under the paid parking program, TDVA would secure agreement from the four major Stateline casino resorts to institute a consistent year-round paid parking program ~~during peak summer, key weekends and holidays at other times of the year~~, and eliminate free visitor parking. A paid parking program is currently instituted at the Heavenly Village, including employee paid parking; therefore, the paid parking program would not be unique to the casino program. TDVA would also fund a year-round microtransit shuttle service (continuous daily service seasonally in peak summer, June 15 through Labor Day weekend and winter, Dec 1 to April 1, prior to and for the first five years of operations), which would provide free and frequent shuttle service ~~during the summer on a looped route from Round Hill to Bijou Center with key stops on Pioneer Trail, Ski Run Blvd. and U.S. 50 to the Stateline and nearby City of South Lake Tahoe neighborhoods~~. The proposed shuttles would provide service in addition to the Main Street "circulator" idea contemplated by the Tahoe Transportation District.

### **Alternative A – Reduced Height Alternative**

Alternative A reduces the height of the event center structure from 85 feet, one inch to 73 feet, eight inches, which is a reduction of 11 feet, five inches. The reduced height would lower the buildings profile but would increase costs for mechanical equipment and reduce acoustic performance. It would not include the paid parking program or microtransit shuttle service. All other aspects of the Project remain the same, including location, layout, capacity, construction, and operations.

### **Alternative B – Shifted Site Alternative**

Alternative B relocates the project structure to the rear of the MontBleu property behind the hotel and parking garage, placing the structure further back from U.S. 50. The exterior, interior and operations of the Project remain the same, including exterior design, interior layout, and capacity. The event center would occupy the existing service parking area, a portion of the snow storage/lawn area, and undeveloped land. The existing surface parking area between the parking garage and U.S. 50 would remain. This alternative results in substantial additional tree removal and increased land coverage as compared to the proposed Project. It would not include the paid parking program or microtransit shuttle service. Alternative B is included to address potential visual impacts of locating a structure at the intersection of U.S. 50 and Lake Parkway.

## Alternative C – Initial Proposed Action (No Transportation Commitments) Alternative

Alternative C is included in the EA to disclose the differences between the original Project and the current Proposed Action that includes the paid parking program and microtransit shuttle service. These transportation commitments were added to the proposed Project to address input received during project scoping. Besides the paid parking program and microtransit service, this alternative is the same as the proposed Project.

## IMPACT AND MITIGATION SUMMARY

Table 1-1 identifies the impacts of the Proposed Action, Alternatives, and the No Action/No Project alternative, the mitigation measures (in summary form) that are designed to eliminate or reduce the impacts, and the level of significance of each impact after mitigation is implemented. Under the “Level of Significance after Mitigation” heading, the following descriptions are used: SU - Significant and Unavoidable; LS - Less than Significant, and NE - No Effect. With the implementation of the mitigation measures included in Chapter 3 and summarized below, each of the impacts identified for the Proposed Action would be reduced to a less than significant level.

**Table 1-1**

### Impact and Mitigation Summary

Impact	Affected Alternative	Mitigation Measures	Level of Significance after Mitigation
<b>3.1 Earth</b>			
Geologic hazards and unstable soil conditions during construction activities	Proposed Action and Alternatives	No alteration to geologic substructures would occur. The soils and site characteristics indicate that geologic hazards are not present on site. The project includes measures to avoid impacts which include compliance with Douglas County building codes and design standards, implementation of geotechnical recommendations, project design features, and the TRPA Erosion and Sediment Control Plan.	NE
Creation of impervious surface coverage	Proposed Action and Alternatives	The project includes measures to avoid impacts. An Excess Coverage Mitigation Fee shall be paid to mitigate existing land coverage in LCD 1b and LCD 6 lands that currently exceed TRPA verified base allowable land coverage for the project area. Overall coverage in LCD 6 would decrease by 0.7%.	LS

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
Soil erosion and sedimentation as a result of construction activities	Proposed Action and Alternatives	The project includes measures to avoid impacts which includes the construction temporary BMPs listed in the Project Description, such as installation of silt fencing, drop inlet protection, fiber rolls and site access stabilization and dust control.	NE
<b>3.2 Hydrology, Water Quality and Groundwater</b>			
Changes in the absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20-year, 1-hour storm runoff volume, which equates approximately 1 inch/hour, cannot be contained on the site	Proposed Action and Alternatives	The project includes measures to avoid impacts. Land coverage decreases by 0.7%. Runoff from the TSEC building will be collected and routed to a new subsurface infiltration facility sized to detain and infiltrate the TRPA 20-year, 1-hour storm event or roughly 11,500 cubic feet of runoff. The runoff volume exceeding this volume would then be routed from the new infiltration facility to the existing pre-treatment facility southwest of the proposed stormwater basin.	NE
Discharge into surface waters or in any alteration of surface water quality, including by no limited to temperature, dissolved oxygen or turbidity	Proposed Action and Alternatives	No direct discharges to surface waters would occur. The project includes measures to avoid impacts. A notable reduction in the stormwater runoff volume (3.7 acre-feet/year) would occur compared to volumes currently conveyed to and treated by the SSWA treatment system.	NE

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
Groundwater: 1) Alteration of the direction or rate of flow of groundwater (Interfere with groundwater movement or reduce groundwater infiltration, except as permitted under TRPA code Section 33.3.6(A)(2)); 2) Change in the quality of groundwater, either through direct additions or withdrawals or through the interception of an aquifer by cuts or excavations; or 3) The potential discharge of contaminants to the groundwater or any alteration of groundwater quality	Proposed Action and Alternatives	<p>The project includes measures to avoid impacts during operations.</p> <p>A Construction Dewatering Plan shall be finalized to address groundwater encountered during excavations for foundations and trenching for utilities. A Draft Technical Construction Dewatering Plan was prepared for the project to analyze methodology for dewatering during construction and as a permanent measure over the long term. A Final Construction Dewatering Plan will be prepared as a condition of approval.</p>	LS
<b>3.3 Hazards and Public Safety</b>			
Release hazardous substances in the event of an accident or upset conditions, create potential health hazards or expose people to potential health hazards	<p>Proposed Action/No Action/Alternative A</p> <p>Alternative B</p>	<p>A contaminated soils management plan to address potentially contaminated soils from previously removed underground storage tanks is required for the Proposed Action, No Action Alternative or Alternative A.</p> <p>Mitigation under Alternative B includes development of an underground tank relocation plan, if needed, and receipt of the appropriate permits prior to construction activity. The existing tank in the area of Alternative B must be identified and mapped on the construction plans, including location, depth, and proximity to other utility lines. The Applicant shall work with MontBleu to ensure no service disruption occurs and that work is completed to federal, state, and local standards.</p>	<p>LS</p> <p>LS</p>

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
Interfere with an Emergency Evacuation Plan	Proposed Action/No Action/Alternative A	No mitigation is required for the Proposed Action, No Action Alternative or Alternative A.	NE
	Alternative B	No mitigation is feasible to address emergency vehicle access to the Event Center or MontBleu under Alternative B and this is a significant and unavoidable impact for Alternative B.	SU

**3.4 Biological Resources**

Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability or removal of trees as a result of construction	Proposed Action and Alternatives	The project includes measures to avoid impacts	NE
Introduction of new vegetation that will require excessive fertilizer or water	Proposed Action and Alternatives	The project includes measures to avoid impacts.	NE
Potential loss or degradation of special-status plant species or their habitats	Proposed Action and Alternatives	No special-status plant species or habitats were found within the project area.	NE
Potential disturbance of habitat for North American wolverine	Proposed Action and Alternatives	There are no recent records of wolverine sightings from the project area, the vicinity of the project area or the Lake Tahoe Basin. Therefore, no impacts to this species would be anticipated. Additionally, the project area includes no potentially suitable habitat.	NE
Potential disturbance of to migratory bird species, nesting or foraging habitat	Proposed Action and Alternatives	Mitigation measure BIO-1 requires development and implementation of a nest/nursery protection program that includes pre-construction surveys to determine if nesting/breeding species exist prior to tree removal activity.	LS
Potential disturbance of roosting/nesting or foraging habitat of special-status bats or Douglas's squirrel	Proposed Action and Alternatives	Mitigation measure BIO-1 requires development and implementation of a nest/nursery protection program that includes pre-construction surveys to determine if nesting/breeding species exist prior to tree removal activity.	LS

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
<b>3.5 Transportation, Parking and Circulation</b>			
Affect intersection LOS under existing conditions	Proposed Action and Alternatives A and C	Acceptable LOS is achieved with implementation of parking management and traffic management mitigation measures: -Lake Parkway/MontBleu Driveway (Summer peak at event start/end hours): Provide a central two-way left-turn lane (TWLTL) on Lake Parkway for left turns from MontBleu; or a Traffic Control Officer (TCO) should be provided. -Lake Parkway/Heavenly Village Way (Summer peak at event end hours, only needed without the Loop Road): Either a southbound right-turn lane (with at least 75 feet of storage length or 100 feet for Alternatives A and C) should be provided on Lake Parkway; or TCO should be provided.	LS
	Alternative B	Alternative B would require the same mitigation measures listed above, with additional lane improvements and or traffic control measures at the easternmost MontBleu driveway on Lake Parkway.	LS

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
Affect intersection LOS under future cumulative year with project conditions	Proposed Action	Acceptable LOS is achieved with implementation of parking management and traffic management mitigation measures: -Lake Parkway/MontBleu Driveway (Summer peak at event end hours without the Loop Road or at start and end hours with the Loop Road): Provide a TWLTL on Lake Parkway for left turns from MontBleu; or a TCO should be provided.	LS
	Alternatives A and C	Acceptable LOS is achieved with implementation of parking management and traffic management mitigation measures: -Lake Parkway/MontBleu Driveway (Summer peak at start and end hours with the Loop Road): Provide a TWLTL on Lake Parkway for left turns from MontBleu; or a TCO should be provided. -Lake Parkway/MontBleu Driveway (Summer peak without the Loop Road): The TWLTL on Lake Parkway would need to accommodate 2 cars; or A TCO would be needed at event start hours and when an event lets out. - Lake Parkway/Heavenly Village Way (When events let out): Either a southbound right-turn lane (with at least 125 feet of storage length) should be provided on Lake Parkway; or provide a TCO.	LS
	Alternative B	The same measures listed for Alternatives A and C, plus additional mitigation measures for the study intersections along Lake Parkway.	LS

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
Affect roadway LOS under existing conditions	Proposed Action and Alternatives	No roadway LOS mitigation measures are required with the Loop Road Project. Without the Loop Road, the TSEC Project could potentially provide a transit capacity improvement to reduce traffic on U.S. 50, for example, by providing the subsidy cost (payment to TTD) for an additional fixed route bus operating during the peak summer and winter seasons. Or, provide payments to TTD to offset the loss of revenue associated with making some or all TTD routes free to the rider. Or further reducing maximum event size during summer peak periods would mitigate the LOS on U.S. 50 between Park Ave and Pioneer Trail to an acceptable level.	LS
Affect roadway LOS under future cumulative year with project conditions	Proposed Action and Alternatives	No roadway LOS mitigation measures are required to improve LOS on US 50 between Park Ave. and Pioneer Trail with the Loop Road Project. Without the Loop Road, further reducing maximum event size during summer peak periods would mitigate the LOS on U.S. 50 between Lake Parkway and Heavenly Village Way. A transit capacity improvement could be provided to reduce traffic on U.S. 50, for example, a subsidy cost (payment to TTD) for an additional fixed route bus operating during the peak summer and winter seasons. Or, provide payments to TTD to offset the loss of revenue associated with making some or all TTD routes free to the rider.	LS

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
Provide adequate driver sight distance at project driveways, adequate internal site circulation conditions, and adequate turn warrants	Proposed Action and Alternatives	<p>An eastbound right-turn lane should be provided on Lake Parkway at the Eastern MontBleu driveway to address impacts when an event is starting during PM peak periods.</p> <p>With the Loop Road Project, provision of a right-turn lane on New U.S. 50 at the MontBleu driveway may be needed, with or without the proposed events center. Provision of a right-turn bay can significantly improve operations and safety at the intersection, as it effectively separates those vehicles that are slowing or stopped to turn from those vehicles in the through traffic lanes. The project description for the Loop Road indicates the new U.S. 50 alignment would have turn pockets at major intersections and driveways.</p> <p>The final landscaping plans should be reviewed to ensure that they do not hinder the corner sight distance at the site access intersections.</p> <p>Alternative B may require additional mitigation measures similar to the ones listed above because of the proposed relocation of the main driveway for this location farther up Lake Parkway from US 50.</p>	LS

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
Increase VMT above the adopted TRPA threshold standard	Proposed Action and Alternatives	<p>The Proposed Action's paid parking and microtransit programs result in VMT reductions for both VMT generated by events and overall existing VMT in the Tahoe Basin when in operation.</p> <p>All alternatives include in a new bus pullout on U.S. 50 with a shelter near the main entrance of the proposed event venue building which will also encourage transit use to reduce VMT, and contributions to the TRPA air quality mitigation fee if needed to offset new vehicle trips.</p> <p>However to address a potential that Project programs do not adequately reduce vehicle trips, mitigation includes implementation of an adaptive management framework set up for TDVA and applicable transportation agencies to 1) coordinate proposed Events Center traffic reduction programs with the Main Street Management Plan process now underway, and 2) require monitoring of the proposed Events Center parking and transit programs and implementation of any other measures designated by the agencies (listed as options) if the performance standard of no new net trips/VMT is not met.</p> <p>In addition to the transit shelter and payment of air mitigation fees that may be used to offset VMT, the Project and Alternatives may implement other onsite options, such as limiting event sizes and number of events, coordination with other events, promotion of alternative transportation for both guests and employees, and others.</p>	LS

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
Increase parking demand above existing supply	Proposed Action	Although adequate parking is available in the casino core area, implementation of a paid parking program may increase parking demand within nearby neighborhoods by individuals seeking to avoid parking fees. Therefore, a parking management and monitoring plan should be implemented to address potential neighborhood parking impacts.	LS
	Alternatives A, B, and C	The parking supply in the casino core exceeds the parking demand.	NE
Increase transit demand above existing capacity	Proposed Action and Alternatives	While existing transit capacity is sufficient to meet current demand, proposed transit improvements include microtransit service <del>during peak summer periods</del> (Proposed Action only), relocating the bus stop near the event center entrance, and adding a bus pullout and shelter.	NE
Reduce pedestrian and bicycle access or affect existing facilities	Proposed Action and Alternatives	There are existing sidewalks and bike lanes and the Proposed Action and Alternatives would provide additional pedestrian connectivity onsite and to the casino core, and bike racks. Alternative B would result in poorer pedestrian connectivity than the Proposed Action or Alternatives A and C due to placement of the building at the rear of the parking lot.	NE
Increase traffic hazards due to construction traffic	Proposed Action and Alternatives	A Traffic Control Plan (TCP) will be developed by the applicant as part of standard construction requirements in coordination with TRPA, NDOT and Douglas County staff prior to construction activities. The TCP addresses project construction traffic and parking, such as truck haul routes, truck turning movements at the project driveway(s), traffic control signage, bicycle and pedestrian traffic, restriction of hauling activities to off-peak periods, on-site circulation and staging areas, and monitoring of the in-place traffic control to implement traffic control revisions if necessary.	NE

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
<b>3.6 Air Quality and Greenhouse Gases</b>			
Create substantial increase in air pollutant emissions, deteriorate existing air quality, or conflict with or obstruct implementation of the applicable air quality plan	Proposed Action	The paid parking and microtransit programs would result in a regional benefit and would support air quality goals and plans. In addition, best management practices per the TRPA Code, as described in the Project Description, would be implemented during construction.	NE
	Alternatives	The Alternatives would implement best management practices per TRPA Code during construction. However, operations would not include the paid parking or microtransit programs. Therefore, these programs or other similar traffic reducing programs are proposed mitigation for Alternatives A, B, and C.	LS
Expose sensitive receptors to substantial pollution concentrations	Proposed Action and Alternatives	The project includes measures to reduce construction emissions as discussed in the Project Description. Sensitive receptors are not located near the project site to result in an increased risk of exposure.	NE
Create objectionable odors	Proposed Action and Alternatives	The project includes best management practices to avoid impacts, as described in the Project Description. Trash would be contained and regularly removed. Diesel-fueled construction equipment would be used temporarily and at a distance such that no significant impact related to objectional odor would occur.	NE

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
Generate more than 660 MT CO <sub>2</sub> e GHG emissions to alter air movement, moisture or temperature, or change climate locally or regionally	Proposed Action	Amortized over the 25-year life of the project, total annual construction emissions (84 MTCO <sub>2</sub> e) would not exceed applicable thresholds. The microtransit shuttle and paid parking programs and design features such as energy and water efficient fixtures and landscaping, reduce annual operations emissions to 337 MTCO <sub>2</sub> e.	NE
	Alternatives	While the Alternatives would result in relatively the same construction emissions as the Project, operational emissions would be higher due to the absence of the paid parking and microtransit shuttle programs. While mitigating features such as transit stop and pedestrian accessibility improvements, as well as water and energy efficient fixtures and landscaping, would be implemented, operational emissions would exceed the 660 MT CO <sub>2</sub> e threshold. Therefore, the microtransit and paid parking programs (or similar traffic reducing measures) would be implemented as mitigation for the alternatives.	LS
Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs or Increase Use of Diesel Fuel	Proposed Action and Alternatives	For the Proposed Action, the microtransit <del>summer</del> shuttle and paid parking programs would reduce vehicle trips and associated use of diesel fuel to better achieve GHG reduction goals and support various policies of the 2017 Tahoe Metropolitan Planning Organization Regional Transportation Plan/Sustainable Communities Strategy. Although the alternatives don't propose these programs, the location of the TSEC and improvements to transit and pedestrian access still support GHG reduction strategies identified in the regional plan documents.	NE
<b>3.7 Noise</b>			
Increase the existing community noise equivalency levels beyond those permitted in the South Shore Area Plan	Proposed Action and Alternatives	The project would not result in operational noise levels that would exceed CNEL standards in the project vicinity and no mitigation measure is required.	NE

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
Expose people to severe noise levels or create a single noise level greater than the noise environmental threshold	Proposed Action and Alternatives	The project includes measures to avoid impacts; however, Mitigation Measure NOISE-1 is proposed when nighttime construction is unavoidable. This measure requires the designation of a complaint liaison, notification of tourist accommodation and commercial uses in the vicinity, temporary noise barriers or other methods to maintain noise levels within allowable limits, alternative backup warning systems, and scheduling limits to avoid peak occupancy periods.	LS
<b>3.8 Land Use</b>			
Propose a non-permissible land use in the Area Plan	Proposed Action and Alternatives	The proposed use is identified as an allowed special use in the Area Plan. The project includes measures to avoid impacts so that the special use may be approved.	NE
Expand an existing non-conforming use	Proposed Action and Alternatives	No mitigation is needed.	NE
<b>3.9 Recreation</b>			
Create additional recreation facility demand or capacity	Proposed Action and Alternatives	No mitigation is needed.	NE
Potentially create conflicts between existing or proposed recreation uses	Proposed Action and Alternatives	No mitigation is needed.	NE
Potentially decrease access to the lake, waterways, or public land	Proposed Action and Alternatives	No mitigation is needed.	NE

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
<b>3.10 Public Services and Utilities</b>			
Potential to adversely affect fire protection service	Proposed Action/Alternative A	PSU-1 and PSU-2 require construction and operation coordination with the Fire District and a Fire District funding agreement be in place prior to construction.	LS
	Alternative B	The location of Alternative B eliminates aerial fire apparatus access to a portion of the proposed event center and the existing MontBleu structure and parking garage. The reduced ability of the District to fight structural fire in this location is significant.	SU
Potential to adversely affect law enforcement service.	Proposed Action and Alternatives	PSU-1 requires construction and operation coordination to ensure adequate service levels.	LS
Potential to adversely affect schools.	Proposed Action and Alternatives	No significant increase in demand would occur.	NE
Potential to affect public parks, public facilities, or other governmental services.	Proposed Action and Alternatives	No significant increase in demand would occur.	NE
Potential to consume large amounts of fuel or energy or require development of new energy sources or infrastructure.	Proposed Action and Alternatives	No mitigation is needed.	NE
Potential to increase water demand beyond current capacity.	Proposed Action and Alternatives	Mitigation PSU-1 would ensure adequate coordination with service providers during construction and operation	LS
Potential to utilize additional sewer service beyond current capacity.	Proposed Action and Alternatives	Mitigation PSU-1 would ensure adequate coordination with service providers during construction and operation. "Will Serve" letters or agreements are required prior to construction and operation to ensure service.	NE
Potential to exceed stormwater system capacity.	Proposed Action and Alternatives	Mitigation PSU-1 would ensure adequate coordination with service providers during construction and operation	NE

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
Potential to increase solid waste volumes beyond current capacity.	Proposed Action and Alternatives	Mitigation PSU-1 would ensure adequate coordination with service providers during construction and operation	NE
Potential to increase communications demand beyond current capacity.	Proposed Action and Alternatives	Mitigation PSU-1 would ensure adequate coordination with service providers during construction and operation	NE
<b>3.11 Cultural and Historical Resources</b>			
Potential to disturb or alter an archaeological or culturally significant site.	Proposed Action and Alternatives	No mitigation is needed.	NE
Potential to disturb buried potentially significant prehistoric or historical resources.	Proposed Action and Alternatives	Mitigation Measures CUL-1 and CUL-2 would ensure resources are protected. A field survey shall be conducted prior to construction to determine if any resources are present in the unpaved areas of the site. A qualified monitor shall be onsite during construction excavation and grading. In the event that buried cultural resources are discovered, construction operations shall immediately stop in the vicinity of the find and the monitor shall assess the significance of the find and may notify the Nevada State Historic Preservation Office. If human burials are encountered, all work in the area will stop immediately and the County Coroner shall be notified. If the remains are determined to be Native American in origin, the State Native American Heritage Commission and the appropriate Native American organization shall be notified.	LS
Potential to disturb a historical resource or a site associated with historically significant persons or events.	Proposed Action and Alternatives	No mitigation is needed.	NE
<b>3.12 Visual Resources</b>			
Degradation of views from U.S. 50, a public recreation area, or Lake Tahoe	Proposed Action and Alternatives	Replacement of surface parking with architectural design, pedestrian spaces, and landscaping would improve views.	NE

**Table 1-1**

**Impact and Mitigation Summary**

<b>Impact</b>	<b>Affected Alternative</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
Consistency with TRPA SQIP or Design Review Guidelines	Proposed Action and Alternatives	The Proposed Action and Alternatives would be consistent with recommendations in the SQIP and Design Review Guidelines.	NE
Consistency with Height and Design Standards	Proposed Action and Alternatives	The proposed TSEC design has a maximum height of 85 feet and complies with the maximum height limits within 100 feet of US 50 (e.g., over 80 percent of the portion of the TSEC located within 100 feet of US 50 is below 56 feet in height).	NE
New sources of glare or exterior illumination more substantial than other lighting in the area or cause light to be cast off-site or on public lands	Proposed Action and Alternatives	Additional lighting would not substantially alter existing illumination and lighting is designed in compliance with TRPA Code and Design Standards.	NE

**3.13 Population, Employment, and Housing**

Potentially increase population levels beyond planned growth	Proposed Action and Alternatives	No mitigation is needed.	NE
Displace residents or remove existing housing, particularly low-income housing	Proposed Action and Alternatives	No mitigation is needed.	NE
Decrease the number of units rented at affordable levels	Proposed Action and Alternatives	No mitigation is needed.	NE
Decrease Employment Levels	Proposed Action and Alternatives	No mitigation is needed. Employment would increase.	NE

**Notes:**

SU = Significant and Unavoidable  
LS = Less than Significant  
NE = No Effect

# **CHAPTER 1 PURPOSE AND NEED**

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## **1.1 INTRODUCTION**

The Tahoe Douglas Visitor's Authority (TDVA) proposes to construct the Tahoe South Events Center. The Tahoe South Events Center will be a publicly owned assembly event and entertainment venue located in an entirely new approximately 88,400 square foot building positioned at the corner of U.S. Highway 50 and Lake Parkway in the MontBleu parking lot. Related project improvements include an adjacent outdoor gathering space, reconfigured surface parking lots and internal circulation, multimodal and pedestrian circulation enhancements along U.S. Highway 50 and improved stormwater treatment facilities designed to capture and treat runoff associated with the proposed improvements.

## **1.2 ENVIRONMENTAL REGULATION**

This environmental document will serve as a document that meets the environmental review requirements of the TRPA Rules of Procedure and Code of Ordinances. The document will serve as an Environmental Assessment (EA) for TRPA. The EA has been prepared in accordance with Article VIII of the Tahoe Regional Planning Compact, Chapter 5 of the TRPA Code of Ordinances, and the TRPA Rules of Procedure. The EA is not, in and of itself, a decision document. The document's purpose is to disclose the environmental consequences of implementing the Proposed Action and alternatives. This disclosure will allow the TRPA Governing Board to determine whether to adopt a Finding of No Significant Effect (FONSE), mitigated FONSE, or prepare an Environmental Impact Statement (EIS).

## **1.3 PROJECT BACKGROUND**

On February 16, 2017, The Douglas County Board of County Commissioners authorized Ordinance 2017-1480 amending Douglas County Code, Title 3, Chapter 3.70 – Transient Lodging License Tax, Sections 3.70.020, 3.70.030, 3.70.070, 3.70.110, and 3.70.120, to impose an additional 1 percent Transient Lodging License Tax on all transient lodging businesses within the Lake Tahoe Township effective May 1, 2017, for the purpose of studying the feasibility of, planning for, and/or funding economic redevelopment projects within the Lake Tahoe Township, and providing for other properly related matters.

A feasibility study was conducted prior to the County's 2017 authorization (2015) to determine the need for and extent of a new multi-purpose entertainment and conference center on the South Shore. The study included a market and demographic analysis, analysis of competitive and comparable facilities, market demand analysis, and event and economic impact analysis. Market demand, ability to host events and support the hospitality industry and tax revenue impacts were considered. The study found a sufficient existing demand for a multi-purpose event venue that could accommodate music/entertainment, sports events, and conference events, as well as local activities, community events, and banquets. Based on the analysis, the study found that future planning should consider a four-acre site and venue with a 6,000 attendee capacity, with versatile floor space, meeting and banquet space, ample parking, and location near hotels and central proximity between Nevada and California.

Event or community centers have been proposed in the past in the South Shore, such as Project 3 in South Lake Tahoe. These concepts have also been approved in the past, where smaller-scale venues have been developed, and larger scale venues have been abandoned prior to construction due to a lack of private-sector funding, a change in the desired land use concept, or other reasons. In 2016, A Release and Extinguishment of Certain Conditions, Covenants and Restrictions (CC&Rs) was executed by the South

Tahoe Redevelopment Agency's successor in interest and recorded against the Chateau property in relation to the Project 3 convention center, thereby extinguishing the Project 3 convention center (El Dorado County Recorder, DOC 2016-0061856-00, recorded 12/16/16) from the permit.

TDVA is responsible for the planning, construction and eventual operation of the TSEC. A lot line adjustment permit approval is required for the purpose of separating the TDVA TSEC from the parcels operated by the Edgewood Companies, and correctly placing the independently operated structures and infrastructure entirely within their respective parcel boundaries. The adjusted TDVA parcel will then function independent from the Edgewood Companies parcel, allowing the TSEC to operate as a standalone facility entirely within one parcel. The lot line adjustment would move the lot lines of parcel APNs 1318-27-001-007 and 1318-27-002-006 so that one parcel contains the MontBleu property and parcel owned by the Edgewood Companies and the other parcel fully contains the TSEC and is owned by TDVA.

## **1.4 PURPOSE AND NEED**

The South Shore of Lake Tahoe currently lacks a year-round venue necessary to attract conventions, trade shows, special events and entertainment. The need for such a facility was reconfirmed by the Douglas County Board of County Commissioners on February 16, 2017 when they authorized Ordinance 2017-1480 amending Douglas County Code to impose an additional 1 percent Transient Lodging License Tax on all transient lodging businesses within the Lake Tahoe Township effective May 1, 2017. The desired condition is a public assembly and entertainment venue for residents and visitors to the south shore of Lake Tahoe. There is also a desire to reinvent the built environment, animating the street with retail, dining, entertainment and events, providing aesthetic and environmental enhancements and improving the area's market position and visitor experience.

The purpose of the Proposed Action is to provide a multi-functioning facility that is designed to accommodate a variety of uses and to accommodate functions for which there is no appropriately sized indoor venue in the area. There are other facilities in the area that can accommodate one or a few of the events that are proposed at this event center, but those facilities are limited either due to square footage, limited seating, outdoor location, or lack of appropriate facility infrastructure or a combination of these factors. This Proposed Action is designed to account for the existing facility limitations, while also maximizing the use of existing land coverage, maximizing proximity to existing tourist accommodations and transit, addressing drainage and water quality, and reducing potential noise and air conflicts.

The TSEC will limit attendance from mid-June through the Labor Day weekend to 2,500 persons per day. Hotel, motel, timeshare, and vacation home rental occupancies within and adjacent to the tourist core operate at near capacity during these peak summer months, commanding high room rates compared to the remainder of the year, particularly spring and fall. Due to high rate and occupancy, the summer room night inventory is not available to accommodate discounted room blocks necessary to attract group sales. Accordingly, since occupancies are at near capacity during the peak summer months, the TSEC is not anticipated to increase peak summer occupancy in as much as lodging inventory is already occupied. On the other hand, it is anticipated the TSEC will increase occupancy in the spring, fall and winter, particularly mid-week when discounted group sales' room blocks are available.

Existing casino public assembly space was constructed at a time when gaming was the featured attraction and group business was not encouraged. Existing meeting space in this market is limited. The largest combined meeting spaces at the core properties is approximately 9,200-11,000 sf at Harveys and MontBleu and is not considered "state of the industry." These spaces are not contiguous and configured with relatively low ceiling heights which are not attractive to many groups. Even the more recent development of the Lake Tahoe Resort Hotel (formerly Embassy Suites Hotel) suffered from this bias against public assembly in gaming markets. When approved, Embassy Suites had approximately 3,000 sf of meeting space for 400

rooms, whereas contemporary hotel development would allocate approximately 100 sf per room for public assembly, for a total today of 40,000 sf. The Lake Tahoe Resort Hotel has converted some nightclub space to marginally offset this shortfall. At present, the largest entertainment venue is the MontBleu Showroom, seating approximately 1,200, followed by Harrah's at approximately 900, the Cabaret at Harveys at 220, and Vinyl at Hard Rock Hotel, 150. Meeting rooms within the market are generally at capacity at 250 persons. There is no indoor facility capable of hosting name-brand entertainment or sports tournaments. No banquet facilities exist capable of accommodating more than 680 persons.

Since 2000, the assessed value in the casino core has declined from \$142M to \$84M, a 40% decrease. Gross gaming revenues have declined from approximately \$350M to just over \$200M. The number of Native American casinos in California has increased to over 70, with several more scheduled to open within the next year in Northern California. Employment within the core has decreased from 10,000 jobs to 3,000 jobs. Saturation of Native American casinos in Northern California has irreversibly diminished South Shore as a gaming destination, aligning with the vision of the South Shore Area Plan to transition from a gaming-based economy to an outdoor and recreation-based economy.

To respond to both the name brand entertainment component and sports tourism, a facility capable of accommodating the seating for 6,000 persons for entertainment and with an area of 29,000 sf for sporting events is required. This space allocation will also accommodate floor exhibition and trade show functions, as well as banquet seating for up to 1,500 persons. To host the range of anticipated events, approximately 10,000 sf of meeting rooms, a commissary kitchen, concession stands, locker rooms, dressing rooms, storage, ticket office, and supporting office spaces are programmed. See Exhibit \_\_. Although the facility will accommodate concerts and sporting events, the majority of utilization is anticipated to consist of corporate and association meetings, banquets/receptions, and community events. The majority of annual events (approximately 90) are expected to draw between 250 and 1,200 attendees.

#### List of Project Objectives:

1. Continue transition from a gaming-based economy to a recreation-based economy.
2. Create a facility that can accommodate performing arts, sports, exhibition and association and corporate group business.
3. Develop a facility to attract shoulder season (spring/fall) and mid-week business.
4. Develop a facility to mitigate the significant decline in work hours impacting the tourism-based work force in spring and fall.
5. Implement a formal paid parking program in the casino core to reduce VMT and incentivize residents and guests to utilize alternatives to the private automobile.
6. Implement a ~~seasonal~~ free and frequent micro-transit system with the goal to expand the system if ridership demonstrates the micro-transit system is an attractive alternative to the private automobile.
7. Construct an emergency shelter-in-place location within the casino core.
8. Reduce pollutants of concern discharged to the Stateline Stormwater Association regional water quality system.

## 1.5 DESCRIPTION OF THE EXISTING CONDITIONS

The project area (Figure 1-3) is located in the Stateline area of Douglas County, Nevada and is contained within Section 27, Township 13 North, Range 18 East, Mount Diablo Meridian. The area is currently used as a valet and self-park surface lot, with the existing asphalt concrete observed to be in fair to poor condition (Black Eagle Consulting 2017). The elevation of the proposed project is approximately 6,320 feet msl. Existing land coverage within the 1,626,554.8 square foot project area, which includes Assessor Parcels 1318-27-001-007 and 1318-27-002-006 (entire MontBleu site) is 767,616.5 square feet. Located at the northern end of the High Density Tourist District of South Shore, the project area is a northern gateway into this commercial area of hotels, shops, restaurants and entertainment. Surrounding land uses include the MontBleu Casino and Resort, Hard Rock Hotel and Casino, Wells Fargo Bank, Edgewood Golf Course, and undeveloped land.

### Hydrology and Groundwater

The project area is located approximately 3,200 linear feet east of and 90 feet elevation above the maximum Lake Tahoe lake elevation of 6229 feet mean sea level (msl). The project area is within the greater Edgewood Creek TRPA priority watershed and tributary to the Stateline Stormwater Association treatment area. Site hydrology has been altered by past development in the south Stateline Casino Core area with surface hydrology features having been graded and covered with asphalt parking areas for over 50 years. The nearest SEZs are located approximately 300 feet to the south and 680 feet to the north of the project area. The project area contains no active perennial, intermittent or ephemeral stream channels or surface water bodies and no mapped flood hazard zones (FEMA FIRM Map No. 32005C0205G, revised January 20, 2010).

The topography in the vicinity of the proposed project slopes toward Lake Tahoe to the west. No evidence of wetlands or surface water features were observed at the site during geotechnical investigations in 2017 or 2018 (Black Eagle Consulting 2017; McGinley and Associates 2018) or during spring runoff site observations on April 17, 2018 and April 20, 2018 by Hauge Brueck Associates' staff.

Under the existing conditions of the project area, stormwater runoff from the MontBleu surface parking lot is collected in storm drains and routed to pre-treatment facilities on the MontBleu property. The pre-treatment facilities include three (3) subsurface sedimentation vaults that are equipped with oil/grease separator baffles. The MontBleu pre-treatment system is pumped, cleaned, and inspected annually by a third-party contractor. Typical maintenance activities include the replacement of oil absorbent booms within each pre-treatment vault and proper disposal of the old oil absorbent booms and materials collected in the system (NWH 2018).

Generally, seasonal high groundwater measurements across the project area range from 13.5 feet to over 25 feet bgs where excavations are proposed with groundwater levels generally higher at the eastern portions and lower at the western portions of the site (McGinley and Associates 2018a; McGinley and Associates 2018b; Black Eagle Consulting 2017). According to the Groundwater Interception Study prepared by Welsh Hagen Associates in 2019, "Groundwater flow is to the northwest under a hydraulic gradient of 0.1 feet under both high and low water table conditions." (Welsh Hagen Associates, 2019) Based on historic photographs, a ditch or irrigation channel existing along the project area boundary prior to commercial development.

Historical groundwater data collected by Broadbent and Associates, Inc. between 1995 through 2014 proximal to the project area indicate a typical seasonal high groundwater level of 13.5 to 14 feet bgs (McGinley and Associates 2018; NDEP internal file review).

## Land Coverage

The project area would consist of two parcels, totaling approximately 37.3 acres (APN 1318-27-001-007 and 1318-27-002-006) currently owned by Edgewood Companies, one is the site of the MontBleu Resort Casino and Spa and an adjacent undeveloped parcel. Although both parcels have been used to define the project area, the proposed improvements associated with the TSEC will be situated within a 13.3-acre portion of the 37.3 acre project area that fits almost entirely within the existing MontBleu surface parking lots.

The existing surface parking and driveway area within the project area consists of approximately 445,600.7 square feet of land coverage. The proposed Project disturbance footprint includes approximately 381,586 square feet of land coverage, with 35% of the existing parking and driveway coverage converted to buildings and pedestrian hardscape, or otherwise eliminated. Total existing coverage in the project area is 767,616.5 square feet as compared to total proposed coverage in the project area of 763,263.8 square feet, a coverage reduction of approximately 1/2%. Post project water quality will improve because the runoff generated from clean surfaces, such as the TSEC roof, contribute almost no fine sediment or vehicular-based pollutants, and is considered to have a lesser impact to water quality than the existing surface parking that it would replace.

## Geology and Soils

Like much of the western United States, Lake Tahoe is located within a region of moderate to intense seismicity and an area with a potential for ground shaking. Ryall and Douglas (1976) state that the maximum credible earthquake in this area would range in magnitude from 7.0 to 7.5 along the frontal fault systems of the eastern Sierra Nevada mountain range. The Genoa fault is the most active segment of this system and is located around 5 miles to the north and northeast of the project area. Published earthquake hazards maps show no known Quaternary age faults (e.g., those less than 1.8 million years old) in the project area and the South Lake Tahoe quadrangle overall. USGS mapping (2017) indicates a 2 percent probability that bedrock ground acceleration of 0.644g would be exceeded in any 50-year interval. The project area is underlain by dense granular soils and bedrock at shallow depths.

Generally, soils on the steep slopes adjacent to Lake Parkway are field mapped as Cagwin soils and complexes of Cagwin-Rock Outcrop. The small areas of created fill slopes along Lake Parkway are included with the Cagwin soils. Cagwin soils are moderately deep soils derived from granodiorite. The upland soils on the relatively flat slopes of the project area were developed in alluvium that has been reworked by historic shoreline processes. These soils, called Soil XXX-1, -2, and -3 in the land capability report, are deeper than Cagwin soils, or have finer textures, or are redder in color, and do not have fragipans. These soils were not established as a separate series in the 1974 Soil Survey (Rogers 1974). Project area non-SEZ soil types are generally well to excessively well drained with low erosion potential and low shrink-swell potential. The potential for soil liquefaction across the project area has been determined to be low because of the density of the subsurface soils, the presence of bedrock at shallow depth, and the depth to groundwater (Black Eagle Consulting 2017, 2018).

## Biological Resources

No wetlands or critical habitats are mapped within the project area or vicinity. There are four (4) SEZ features mapped within the Edgewood Companies' parcels: two (2) small SEZs along the east edge of APN 1318-27-002-006 just below Lake Parkway and two (2) large swales that merge near the west edge of APN 1318-27-002-006, which drain to a large culvert that extends under the MontBleu structure to an offsite outlet. Precipitation is the primary hydrology source for these features, but the SEZ along the west property line also appears to be sustained by seasonal high groundwater (LCAP2017-0325 and LCAP2017-0376;

March 22, 2018 TRPA Staff Report). Vegetation types found within these SEZs consists of Sedge, Baltic rush, bentgrass, wild rose, willows, aspen, and lodgepole pine.

Resource protection measures would include nesting/roosting surveys, which will be conducted no more than 30 days prior to construction activities if work is scheduled to occur during the breeding season (i.e., April to August). If a nest/roost is found, exclusionary avoidance zones (to be determined based on species-specific needs) will be created surrounding any active nests/roosts within the project area. Design features for the Project will be incorporated where applicable that discourage protected species from nesting on the proposed structures. Examples of such designs are placement of netting or bird deterrent spikes in areas to prevent the construction of nests by birds and to limit access to platforms or areas that are suitable for nesting. If any sensitive species are found in the project area during implementation, the contractor on site will contact the TRPA and/or NDOW within 24 hours. Any implementation activities that could disturb or hurt the sensitive species will be paused while the TRPA is being contacted.

## **Cultural Resources**

In order to determine the archaeological sensitivity of the project area, the SHPO consulted the Nevada Cultural Resources Inventory System (NVCRIS). According to these records, the area has not been inventoried for archaeological resources and there are no recorded cultural resources in the project area. However, archaeological resources are documented in proximity to the project area.

Any previously unidentified archaeological remains discovered or exposed during project implementation will be afforded full protection, including stopping work and roping off the area. Upon discovery of previously unidentified archaeological remains, the TRPA and Nevada SHPO will be immediately notified. Work will not proceed until authorized to proceed by the authorized officer. If bones are excavated, earthwork in the vicinity of the discovery will cease and the Douglas County coroner will be contacted immediately.

## **1.6 PERMITS AND APPROVALS**

The EA will be used by the TRPA to support the issuance of a FONSE a mitigated FONSE, or require preparation of an EIS. In addition, project applications must be approved by TRPA prior to project construction, including a public service project permit and a TRPA lot line adjustment permit.

Compliance with the various codes, regulations, and policies of the TRPA and other governmental entities with jurisdiction in the Lake Tahoe Basin are considered to be standard conditions of approval for any non-exempt project located in the Lake Tahoe Basin. These codes, regulations, and policies include, but are not limited to the following:

### **Tahoe Regional Planning Agency**

- Tahoe Regional Planning Compact;
- Regional Plan for the Lake Tahoe Basin - Goals and Policies;
- Code of Ordinances (Code);
- Rules of Procedure;
- Area Plans
- Scenic Quality Improvement Program;
- Handbook of Best Management Practices; and
- Bi-State 208 Water Quality Plan.

## **Federal**

- Endangered Species Act;
- Clean Water Act; and
- National Historic Preservation Act.

## **State of Nevada**

- Nevada Endangered Species Act; and
- State Historic Preservation Act.

## **Douglas County**

- Health Department Regulations; and
- Uniform Building Code

## **1.7 AGENCIES AND PERSONS CONSULTED**

TRPA rules require public notification and scoping to determine the scope of the environmental analysis. TRPA provided notice and solicited comments on the scope and content of the Environmental Assessment to be prepared for the Proposed Action from January 5, 2018 to February 5, 2018. Parties contacted in the scoping process included nearby property owners, individuals requesting to be included on the distribution list for all things project related, and an extensive list of government, public, and community organizations maintained by the proponent and TRPA. Additionally, a public notice was placed in the Tahoe Daily Tribune on February 5, 2018. During the public scoping period, 12 comment letters were received. Comments were organized and summarized in the TSEC Environmental Assessment (EA) Scoping Summary Report (Appendix A).

The following agencies or agency staff have contributed to the preparation of this EA or provided information that informed the EA process and/or the design plans/project conditions used as the basis for the analysis in this EA.

### **Tahoe Regional Planning Agency**

- Paul Nielsen
- John Marshall
- Michelle Glickert
- Alyssa Bettinger
- Jim Damkowitz (Peer Review Traffic Consultant)
- Julie Dixon (Parking Consultant)

### **Tahoe Douglas Visitors Authority**

- Carol Chaplin
- Lew Feldman (TDVA Counsel)
- Kara Thiel (TDVA Counsel)
- Marissa Fox (TDVA Counsel)
- Eric Roverud (Design Consultant)
- Dave Herzog (Groundwater Engineering Consultant)
- David Hagen (Civil Engineering Consultant)

- Don Dethlefs (PW Nevada – Architectural Consultant)

### **California Office of Attorney General**

- Nicole Rinke
- Sophie Wenzlau
- Ron Milam, Fehr and Peers (CA AG Traffic Consultant)

### **Other Stakeholders**

- Darcy Goodman-Collins, League to Save Lake Tahoe
- Jesse Patterson, League to Save Lake Tahoe
- Gavin Feiger, League to Save Lake Tahoe

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## CHAPTER 2\_ PROPOSED ACTION AND ALTERNATIVES

### 2.1 DEVELOPMENT OF THE PROPOSED ACTION AND ALTERNATIVES

The alternatives addressed by this EA include the No Action alternative, Tahoe South Events Center (TSEC) Project (Proposed Action) and Alternatives. The No Action alternative is illustrated in Figures 1-2 and 1-3, Existing Conditions, in Chapter 1. The Proposed Action alternative is illustrated in Figures 2-1 and 2-2 and provided in detail in the Plan Set in Appendix B. Figure 2-4 illustrates the Alternative A, which is the alternative that would reduce potential impacts to scenic resources by reducing the height of the building. Figure 2-5 illustrates the Alternative B, which is the alternative that would site the TSEC structure at the eastern boundary of the MontBleu property. Other alternatives were considered but rejected based on environmental or engineering constraints and are described below.

### 2.2 ALTERNATIVES CONSIDERED BUT REJECTED FROM FURTHER STUDY

Throughout the definition and refinement of the project description, the project proponent, TDVA, has proposed and rejected project alternatives. The alternatives were rejected for reasons which include: magnitude of the impacts associated with the alternative; inability to implement the alternative because of physical and planning obstacles; and noncompliance with existing federal, state, and local agency mandates. The alternatives that were considered and rejected and the reasons for rejection are briefly described in Table 2-1.

Table 2-1		
Project Alternatives Considered but Rejected from Further Analysis		
Alternative Considered	Summary of Components	Justification for Rejection
Reduced Capacity Venue	Develop a smaller sized or reduced capacity facility that would result in a smaller footprint and building massing. This alternative would reduce capacity to a maximum of 4,000 persons.	There are existing smaller venues in the area casino spaces. A reduced capacity venue would not provide adequate space needed for certain types of events. In addition, talent attracted by the facility is directly connected to the amount of ticket sales; therefore, world class events and concerts would not be feasible in a smaller venue. The feasibility study indicated that a certain number of seating capacity (6,000) is needed to ensure facility economic viability and event versatility.
Offsite Alternative	Relocate the Project to another site in the vicinity. A Site Location Analysis was completed to identify potential locations, including: <ul style="list-style-type: none"> <li>• CVS site between MontBleu and Harrah's,</li> <li>• Parking area behind Harrah's,</li> </ul>	Requires property acquisition, affects existing hotel and entertainment operations, affects trees and/or lower capability land, and/or requires demolition of existing facilities, making the options financially infeasible or resulting in greater environmental impact

<b>Table 2-1</b> <b>Project Alternatives Considered but Rejected from Further Analysis</b>		
<b>Alternative Considered</b>	<b>Summary of Components</b>	<b>Justification for Rejection</b>
	<ul style="list-style-type: none"> <li>• Parking area behind Hard Rock, and</li> <li>• Parking area behind Harvey's and Hard Rock.</li> </ul>	<p>for the 4.5-acre footprint:</p> <ul style="list-style-type: none"> <li>• CVS site - acquisition and demolition costs are infeasible,</li> <li>• Harrah's Parking Lot - affects available parking capacity, has acquisition costs and requires extensive tree removal.</li> <li>• Hard Rock Parking Lot - removes substantial parking, blocks views from six stories of the hotel, and has acquisition costs.</li> <li>• Harvey's/Hard Rock Parking Lot - eliminates the existing outdoor facility, acquisition costs.</li> </ul>
Lower Building Height	This alternative lowers the exterior height of the building by placing a larger portion of the structure underground.	Further recessing the event center below ground level beyond what is currently proposed to reduce height results in the need for greater excavation depth and would result in additional groundwater interception. This alternative was rejected due to grading limitations.
Raised Floor Level	This alternative raises the floor level of structure to the highest grade elevation within the structural footprint.	By adding fill and raising the elevation of the site near US 50 approximately 14.5 feet to match the existing grade at the rear of the structure, groundwater interception could be avoided. However, this alternative was rejected because it significantly increases the height and structural massing, eliminates walkways and accessibility, and increases parking, emergency access, and circulation hazards for guests.
Casino Facility Conversion	Convert existing casino entertainment or banquet space into the Event Center.	Existing casino spaces are not large enough to accommodate the proposed capacity and/or the ceiling heights are too low to host larger events or sporting events. The large casino showrooms accommodate 1,200 people and casino meeting spaces accommodate 400 to 500 people. Even if spaces were remodeled, the existing roof heights would limit the uses contemplated in the Purpose and Need/List of Project objectives.
Project 3 Convention Center	Utilize the Convention Center location proposed by Project 3 for the Event Center	Although a Convention Center was proposed under Project 3, the Convention Center obligation under Project 3 was extinguished in 2016 with execution of a Release and Extinguishment of Certain

<b>Table 2-1</b>		
<b>Project Alternatives Considered but Rejected from Further Analysis</b>		
<b>Alternative Considered</b>	<b>Summary of Components</b>	<b>Justification for Rejection</b>
		CC&Rs by the successor to the South Tahoe Redevelopment Agency. Therefore, the Project 3 Convention Center previously approved but unbuilt will no longer be possible under the existing permit.
Enlarged Event Center with Phase 2 Banquet Facility	Develop the proposed Event Center with a 29,000 square foot second phase to enlarge the facility for additional offices, halls, and banquet facilities and associated restrooms, storage, food service, meeting rooms, elevators, vestibules, and support areas.	Phase 2 was determined to be unfunded.

## 2.3 NO ACTION ALTERNATIVE

TRPA requires that a No Action alternative be considered in the environmental documentation for a proposed project. This alternative would maintain the existing condition of the MontBleu surface parking lots. This alternative would leave the existing surface parking lots in place and would rely on future maintenance activities to ensure the upkeep of the asphalt and the continued operation of the stormwater treatment systems. No event center or equivalent structure would be constructed. Reinvention of the built environment would not occur to provide aesthetic and environmental enhancements. The South Shore's market position and visitor experience may remain unchanged.

## 2.4 PROPOSED ACTION

### Facility Design

The proposed TSEC building, as illustrated in Figures 2-1 and 2-2, would consist of two levels: an event floor level and a suites and offices level. The building footprint is approximately 88,400 square feet and the total floor area is approximately 138,550 square feet. The facility's design would offer the flexibility of hosting a wide variety of events including conventions and conferences, sports, trade shows, performing arts and musical concerts. The maximum seating capacity is approximately 6,000, which would include floor seating for a concert or performing arts event. During trade shows, ice skating shows, and sporting events, such as hockey, basketball and volleyball, up to 4,200 seats would be available. To reduce the potential for increased traffic congestion and unnecessary competition with other area venues during the peak summer season (e.g., mid June through Labor Day weekend), a 2,500 person daily limit would be enforced for the TSEC during the peak summer season. In addition, the TSEC is designed as a "shelter-in-place" for use as an emergency shelter should a natural disaster occur in the area.

Patrons arrive for events via the ground level concourse or the event floor level. Fixed, telescopic seating is arranged in a horseshoe pattern around the event floor with the event stage at one end. This ground level concourse also includes restrooms, concessions, ticketing, first aid and entry vestibules. The second level includes fixed loge seating, 13 suites, press boxes, spectator concourse, support facilities, meeting rooms,

conference space, offices and restrooms. Office and meeting spaces are designed to accommodate event center administration, the TDVA and the Tahoe Chamber. It is anticipated that community meetings such as the Douglas County Board of County Commissioners would be held in one of the meeting rooms. Appendix B includes the improvement plan set and architectural drawings that best illustrate these details.

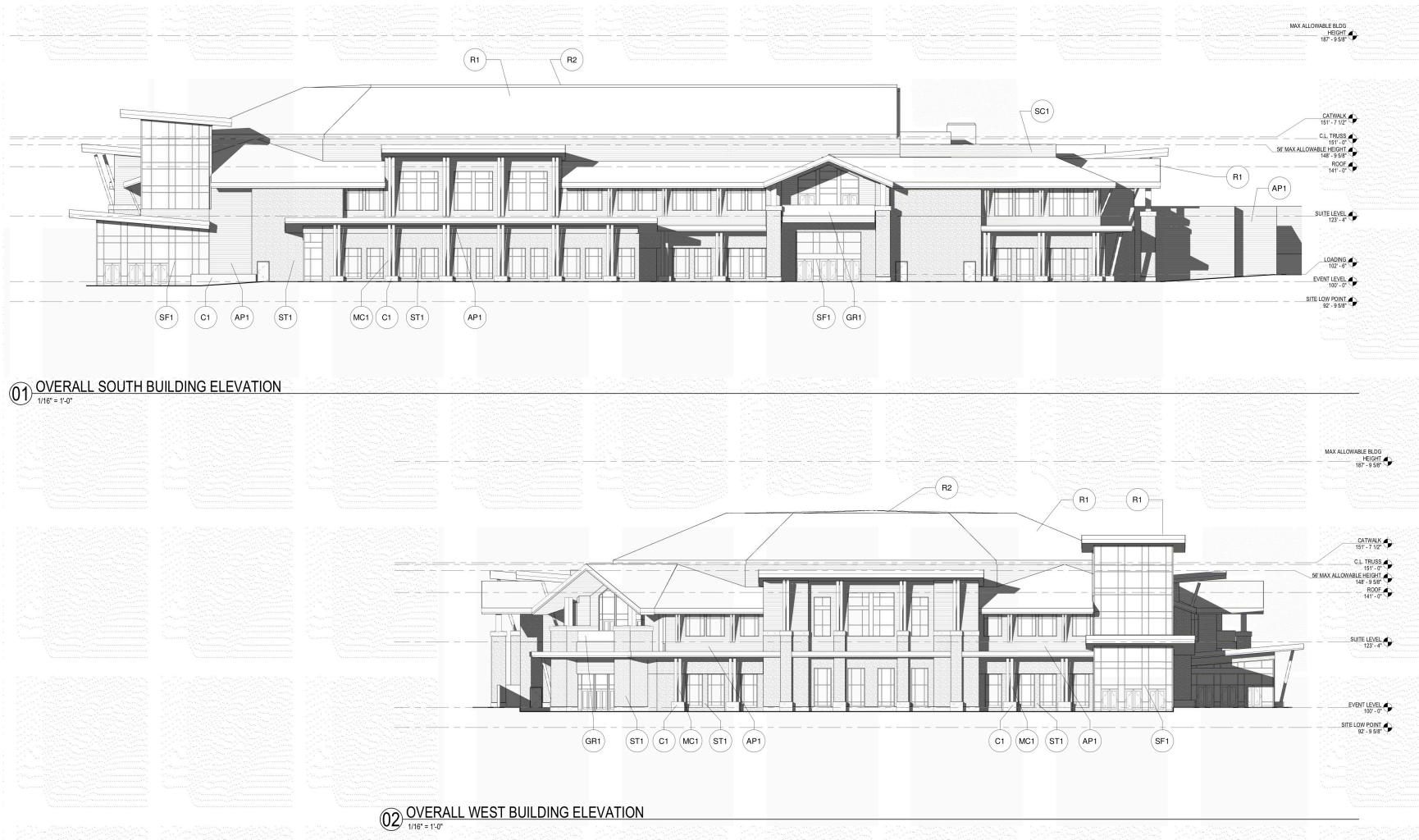
Based on the market analysis presented in the Feasibility Study for a New Multi-Purpose Entertainment and Conference Center Development on the South Shore (Conventions Sports and Leisure 2015), it was estimated that the TSEC could host up to 130 events per year at forecasted operating efficiency, with most of the events likely occurring in spring, early summer, and fall months.

The TSEC exterior design is in response to the prominent location that the facility would have along U.S. Highway 50 (Roadway Travel Unit #32 of the TRPA Scenic Quality Improvement Program) and its position as the gateway to the casino core. Through a combination of building materials, colors, façade articulation and setback from the roadway, the TSEC will incorporate architectural design strategies and site planning principles to upgrade the character and quality of the nearby built environment. The building height has been minimized to the extent possible to comply with the maximum heights defined in the South Shore Area Plan (Tahoe Area Plan, 20.703.080 South Shore Area Plan Development Standards) and to aid the transition from the Resort Recreation District to the casino towers in the High-Density Tourist District.

Consistent with the recommendations for improving the scenic quality along the corridor, the space surrounding the TSEC would be enhanced through the removal of over 60,000 square feet of surface parking to create a more attractive and better integrated development by softening building contours, reducing the amount of paved or bare dirt areas, undergrounding existing utilities, and providing a visual transition between building and site. The proposed design would repurpose the space between the TSEC and MontBleu for use as an event lawn, public plaza and pedestrian paths connecting the TSEC with the adjacent streetscape. The event lawn is flexibly designed to accommodate outdoor activities associated with events within the TSEC structure, or for the independent use by other community organizations. Direct pedestrian connections are provided from the street level to the TSEC to enhance the walking environment and create interesting gathering spaces. A key feature of the enhanced streetscape design is a transit pull-off with a shelter to maximize the benefit of public transportation opportunities.



**Figure 2-2. Proposed Action – Building Elevations**



## Circulation

The TRPA approved the Tahoe Transportation District's (TTD) Draft U.S. 50/South Shore Community Revitalization Project, which will realign U.S. Highway 50 around the casino core thereby enabling the creation of a pedestrian-oriented, "Main Street" through the middle of the existing tourist core, where the highway is now located. The alignment of the new U.S. Highway 50 would generally follow Lake Parkway on the mountain side of the TSEC project boundary. The design for the TSEC has accounted for the roadway improvements associated with the various project alternatives (as well as the no project alternative) being considered, including the potential roundabout at the Lake Parkway/U.S. 50 intersection. To minimize the potential of impacting the implementation of either of the proposed projects, the TSEC has incorporated an increased building setback along U.S. Highway 50 from the required 25-foot offset (measured from back of curb) to a 65-foot setback. The increased setback would benefit both projects by allowing for design flexibility where the TSEC and the U.S. 50/South Shore Community Revitalization Project interface with each other.

The design gives special attention to transit. A proposed 100-foot long transit pull-off is located on U.S. Highway 50 and a new transit shelter is incorporated in the project design. Conveniently located near the TSEC main entrance, the transit facilities encourage transit use and help reduce congestion during events. Accessible routes also provide access from the transit stop to the TSEC.

To support the full range of events anticipated for the TSEC special attention has also been given to the circulation requirements necessary to accommodate truck access to the loading and delivery area. The majority of trucks will arrive along the current route used to service the casino via the existing driveway along Lake Parkway. The loading area for trucks servicing the TSEC has been designed to facilitate large vehicle turning movements, including specific slope tolerances required for loading and unloading vehicles. As a result of the changes required for truck access, the overall parking and circulation system for MontBleu and the TSEC needs to be reorganized. In the proposed design the new parking areas have been upgraded to conform to the Douglas County standards for parking lots (Douglas County Design Criteria and Improvement Standards, Sections 20.692.050 and 20.692.080). Among the benefits afforded by the redesign are reduced driveway slopes, increased parking lot landscaping and more clearly defined routes for pedestrians to access the existing and proposed facilities.

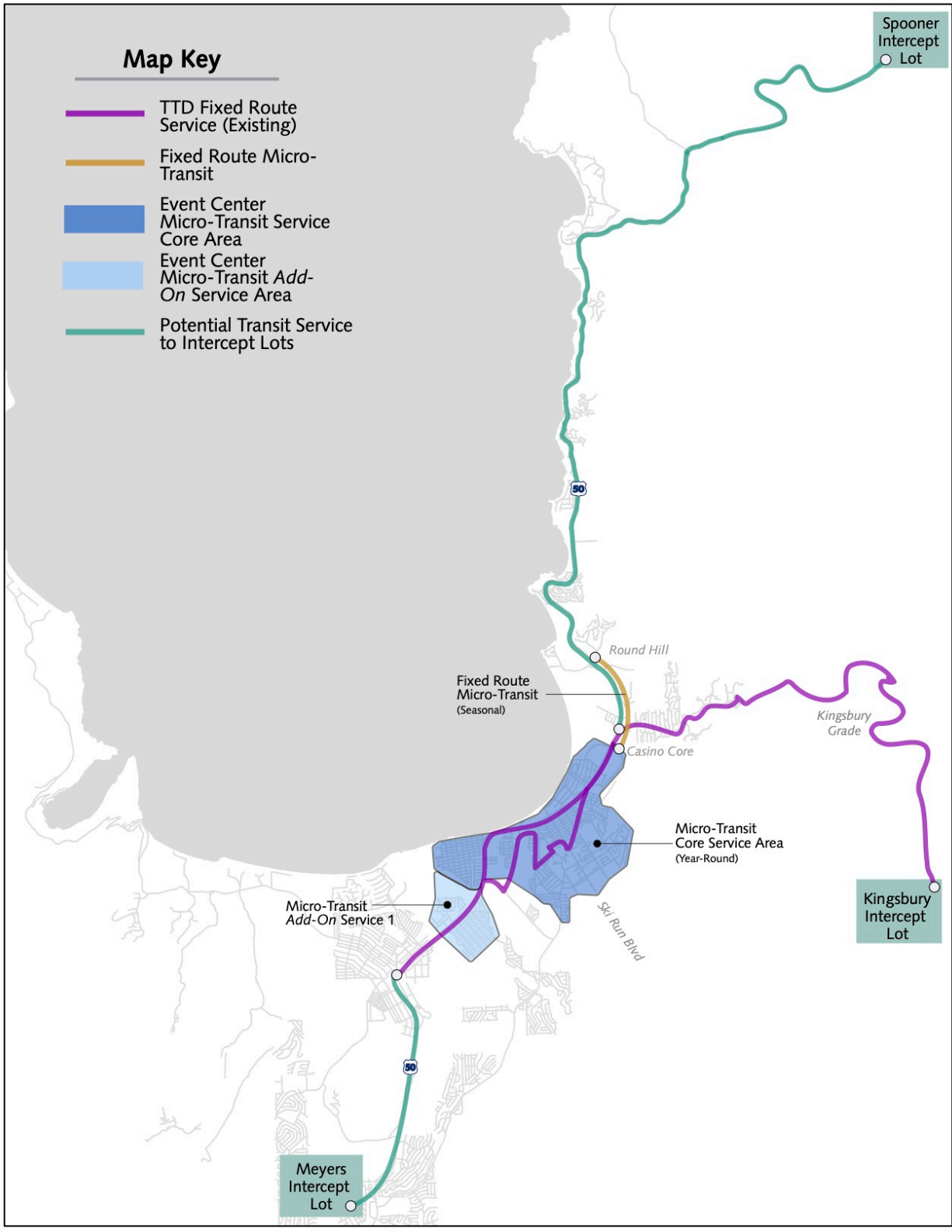
## Microtransit Shuttle Service

As part of TSEC operations, the TDVA would fund a microtransit ~~summer~~-shuttle program serving the Stateline area of Douglas County and the City of South Lake Tahoe, which would provide service in addition to the "circulator" contemplated by the Tahoe Transportation District. The service will be in place for the peak summer and winter periods (June 15 through Labor Day weekend and December 1 through April 1) for the first five years that the Events Center is in operation and must ramp up to year-round operations by year 6 and for as long as the Events Center is in operation. The intent of this program is to provide convenient connections to nearby lodging and employee housing areas ~~during the busy summer visitor season~~, as a means of reducing traffic levels while expanding visitor access opportunities to the TSEC and other nearby attractions. The program would take advantage of recent advances in cellphone app-based transit management/dispatching technologies and would employ a "microtransit" strategy that encompasses the following goals:

- Free to the user microtransit will be provided in the Events Center microtransit service core area (see map below showing an area between the casino core, the AI Tahoe neighborhood, and along both sides of Pioneer Trail) with at least 15-minute headways (wait times);
- Headway can be reduced after Labor Day and before Memorial Day if ridership data warrants.

Service will also be provided along a fixed route between the Casino core and Round Hill seasonally as demand warrants.~~A general route would be followed between the Round Hill, NV area to the north and the Bijou Center area to the southwest, including a one-way loop around Pioneer Trail, Ski Run Blvd and US 50. At approximately 8.5 miles, this route would provide approximately 20 minutes of every hour for vehicles to respond to requests received through a smartphone app (or a phone request) that deviate up to one-half mile from the route to serve a wider range of lodging and residential properties;~~

- ~~• Key stops along the route (such as the major casino resorts) would be served on a published schedule, in order to serve passengers who find that simply being at a stop at a specific time is more convenient than using an app;~~
- An app would be provided for downloading onto individual user's phones that provides an opportunity to request a trip, and also shows the location of the vehicles and the expected arrival time;
- An option of a phone reservation is provided to ensure equity among various user groups;
- Service would be provided at no charge to the user (no fare) in order to maximize ridership;
- By year 6 of Events Center operations,~~s~~Service would be provided year-round from approximately June 15 through Labor Day weekend each year;
- Service would be provided from 10-9 AM until 2-AM10 PM on Fridays, Saturday and Sundays and Holidays, and from 10-7 AM until 10-9 PM on other dates;
- When major Event Center events end after 10 PM, the service hours would be extended to serve departing attendees;
- Service would be provided with a minimum of ~~two~~number and size of vehicles to ensure ~~frequency~~headways of no more than ~~30-15~~ minutes;
- ~~• Service would be provided using vehicles of approximately 20 to 25 passenger capacity.~~



## Parking

As part of TSEC operations, the TDVA would secure agreement from the four Stateline casino resort properties (Harveys, Harrah's, MontBleu and Hard Rock Hotel and Casino) to institute a year-round consistent paid parking program for guests. The paid parking program will not allow day users to have "in and out" privileges but overnight guests of the Casino hotels may have "in and out" privileges. The program will include enforcement and wayfinding, and pricing at a rate that will meet the vehicle trip and VMT reductions projected in the traffic analysis in Section 3.5. At a minimum, the paid parking program would be in place on a daily basis during the peak summer visitation period (e.g., mid June through Labor Day weekend) and each weekend and holiday period during heavily visited seasons throughout the rest of the year. Finally, the paid parking program would be in place anytime a TSEC event is held that would attract over 80 percent (e.g., 4,800 guests) of the TSEC's capacity. Harvey's and Harrah's currently operate year-round paid parking operations in which rates vary based on the period of time a vehicle is parked, special events, and holidays. The Hard Rock Casino and Resort and MontBleu have also recently instituted paid parking, but currently do not charge for self-parking unless a special event is scheduled. A summary of parking supply for TSEC operations is provided below.

Existing parking for MontBleu totals 1,494 parking spaces, which includes all surface parking and garage lots (LSC 2016). The Proposed Action would reorganize the surface parking areas and reduce the number of available spaces by 468. As currently done for large events (e.g., Harvey's outdoor concerts), parking for TSEC uses will be coordinated with the surrounding Casino Core properties to allow for shared parking to meet the peak parking demand.

Existing and proposed parking numbers for the project vicinity are as follows:

- Total Parking Spaces Within Casino Core, Heavenly Village's City garage, street parking and the rear lot at Raley's (2017 LSC Peak Summer Parking Counts) -  
Available Spaces: 8,082  
Peak Parking Demand During Sold Out Concert on August 16, 2017: 4,798
- Total Parking Spaces Within Casino Core (2016 LSC Parking Study) -  
Non-Winter: 5,613  
Winter: 5,991
- Existing Parking Spaces Within Project Area –  
Existing Surface Parking Spaces within the TSEC Project Area: 834  
Existing Garage Parking Spaces within TSEC Project Area: 660  
Total Existing Parking Spaces within the TSEC Project Area: 1,494
- Proposed Parking Spaces Within Project Area –  
Eliminated Surface Parking Spaces within the TSEC Project Area: 468  
Total Parking Spaces at Buildout within the TSEC Project Area: 1,026  
(Includes 96 valet surface parking spaces and 14 surface ADA spaces, 4 of which are van spaces)

A 2017 Peak Summer Parking Counts study that was completed by LSC Transportation Consultants demonstrates that the parking supply in the casino core substantially exceeds parking demand with or without a concert. MontBleu's 1,026 spaces after construction of the Event Center would meet demand for the 753 occupied spaces during a peak day and sold-out concert event on August 12, 2017 and on August 16, 2017. In summary, the Event Center at buildout, with a supply of parking within the core of 7,623 (8,087-468), would exceed demand at peak times by more than 2,800 spaces (8,087-4,798-468).

## Employment

The TSEC is anticipated to have positive economic benefits and generate significant part-time employment opportunities. These jobs supplement work opportunities for the area's existing workforce segment and create more stable, year-round job opportunities. The Project satisfies the objectives of the High-Density Tourist District to "revitalize the economy... and create a sustainable tourist destination within walking and biking distance of the bed base." Additionally, it specifically aligns with the allowed use of Douglas County's occupancy tax funds: "The planning, construction and operation of a convention center in the township." (Chapter 496, AB 616 1997 Statutes of Nevada. Sec. 28 (b))

Up to 12 full time staff positions would be hired for Event Center operations. Part time event staffing needs would vary from 50 up to 225 staff members depending on the event type and scale, security needs, number of doors used for admissions, and how the aisles and concourse are laid out (VenuWorks, personal communication with Steve Peters, 2017). The existing TDVA full-time employees would relocate their offices to the TSEC. Therefore, the TSEC would house up to 25 full-time employees and would require various types of part-time employees, such as food service, security, concessions, janitorial, and other positions, depending on the event. Up to 225 part-time employees would be required during an off-peak season sold out, maximum sized, 6,000 seat event. A small corporate event or convention with 450 attendees would require only 40 part-time employees; whereas a 2,100 attendee event, such as an average sporting event, larger convention or average consumer show, would require approximately 50 part-time employees. However, the number of employees needed can vary by the type of event. For example, a 4,800-attendee corporate event would require approximately 70 part-time employees, a 4,200-attendee consumer show would require 65 part-time employees, and a 4,200-seat sporting event would require approximately 150 part-time employees due to the additional services provided at sporting events, such as concessions, site configuration personnel, and increased security. With a peak-season seating limit of 2,500 seats, the number of part-time summer positions generated by the TSEC would be less than the number generated for larger events outside of the peak season.

A report prepared by Economic & Planning Systems, Inc. (2018) indicates that between 91 and 130 events would be held at the TSEC, with the majority of events being corporate/association meetings, banquets/receptions, and concerts/entertainment, and conventions/conferences, consumer/trade shows, and sporting events. The report estimates the TSEC will also support between 350 and 550 ongoing jobs in the County through attendee spending in the local economy (hotel stays, restaurant meals, retail spending, gaming, transportation, recreation and other spending).

## Water Quality

The Proposed Action would benefit area-wide water quality by reducing overall land coverage and by reducing stormwater runoff that is associated with surface parking. The existing surface parking area that is within the project area contributes runoff from approximately 767,616.5 square feet of impervious land coverage on soils verified as Land Capability District (LCD) 1b, 2, 5, and 6. The Proposed Action would reduce land coverage to approximately 763,263.8 square feet, equating to an approximate 1/2 percent reduction in overall impervious land coverage. Of the current land coverage, 100 percent of the current land coverage within the project footprint portion of the project area is comprised of asphalt parking lots and driveways, pedestrian walks and retaining walls. Under the Proposed Action, 75 percent of the land coverage within the project footprint of the project area (263,930 square feet) would be comprised of asphalt parking lots and driveways, pedestrian walks and retaining walls and the remaining 25 percent (88,400 square feet) would be accounted for by the TSEC building.

Because the runoff generated from clean surfaces, such as the roof, typically contribute almost no fine sediment or vehicular-based pollutants, the Proposed Action would contribute less fine sediment loading

towards the Lake Tahoe Total Maximum Daily Load (TMDL) for suspended sediments. Runoff from the roof system can be more easily captured and conveyed and would have a lesser impact to surface water quality than the existing surface parking that it would replace. Although the runoff volume would be similar, the sediment concentrations conveyed through the existing system would be significantly lower and result in a reduction in the existing pollutant load being treated by the Stateline Stormwater Treatment System, qualitatively improving area wide stormwater treatment.

Because a portion of the eastern end of the structure is partially recessed up to 25.2 feet below ground surface elevation to maintain a level ground floor and service access/maintenance area with existing onsite slopes, a dewatering well, monitoring well, and groundwater recharge basin are proposed. Based on existing grade to finish grade, the Proposed Action would result in 73,200 cubic yards of cut and utilize 11,400 cubic yards of fill. Existing pavement would be pulverized and used as base (8,400 cubic yards), resulting in a total of 53,400 cubic yards of material to be hauled off-site. A portion of the building and loading dock area will intercept groundwater, with excavation cut depths at approximately 22 feet. The 6-inch diameter PVC dewatering well casing and screen and 20-inch diameter PVC monitoring well would be 40 feet deep. Water discharged from the dewatering well would be returned to the groundwater system through a recharge basin via 690 feet of 4-inch diameter discharge pipe. The recharge basin is designed so that no groundwater is discharged into the stormwater system, and would include excess capacity to ensure no overflow to the stormwater system occurs. The base area of the recharge basin would measure 6,500 square feet and it would be excavated to a depth of 7.5 to 12 feet below the existing grade (6,283 ft. elevation), placing it three to eight feet above the seasonal high groundwater levels in the area where the recharge basin would be located. This recharge basin would be underneath the Event Center lawn, approximately 120 feet from U.S. Highway 50 and northeast of the clean runoff basin that would collect roof runoff so that interference between the two basin is prevented. Monitoring would occur on a monthly basis, with monitoring ports installed at four locations along the perforated discharge pipe that is installed within a 36-inch thick gravel blanket wrapped in Mirafi filter fabric.

## **Detailed Proposed Construction Measures**

### ***Construction (Grading, Access, Staging and Stockpiling)***

Preliminary grading plans indicate cuts of up to 20 feet and fills of up to 10 feet will be necessary for site preparation. Undocumented fill materials (e.g., fill without placement and compaction documentation) would require removal and replacement with compacted structural fill at the location of the TSEC building site (elevation 6,300 feet msl). Within the proposed exterior structural improvements, existing fill soils will be scarified through 12-inches depth, moisture conditioned, and compacted in place. Exterior site improvements include a truck loading dock, several retaining walls (5 to 20 feet in height), asphalt concrete parking lots and drive lanes, and PCC curbs, gutters, sidewalks and stairs. In accordance with TRPA requirements, the grading season would be between May 1 and October 15.

The existing grass field east of the existing MontBleu parking structure would be developed into an asphalt concrete parking lot and provide a new ingress and egress for this parking garage. Access to the project area during construction would occur at the existing parking lot access points, primarily at Lake Parkway. Staging and stockpiling areas are proposed onsite.

Resource protection measures will be implemented, including:

- The staging area will have all temporary erosion control measures in place and approved by TRPA and adequate drainage controls will be implemented during the construction process to eliminate excessive ponding and/or erosion. After a rainstorm in which runoff occurs silt and

debris will be removed from temporary erosion control measures and any damaged erosion control measures will be repaired.

- Installation of temporary water quality Best Management Practices (BMPs). These may include but will not be limited to: fiber rolls, silt fences, straw wattles, coir logs, mulching, gravel/sand bags and construction fencing.
- Construction dewatering plan would intercept and infiltrate groundwater as discussed below under “Dewatering”.
- An onsite inspection by TRPA staff is required prior to any construction or grading activity. TRPA staff will determine if the onsite construction temporary erosion control measures have been properly installed. No grading or construction will commence until TRPA pre-grade conditions of approval are met.
- The contractor will be responsible to install and maintain all temporary erosion control measures to ensure proper working conditions.
- Temporary BMPs will be inspected daily during construction by the contractor for damage and appropriate placement. Sediment barriers will be repaired and/or relocated as needed on a daily basis.
- Disturbed areas, roadways, and staging areas used during construction will be swept to avoid track out onto surface roads and provided with dust abatement such as a water truck, as needed.
- For native trees to remain, temporary construction fence will be installed around the dripline of all trees adjacent to the road and work areas, where feasible, or other measures deemed appropriate by the TRPA inspector.
- The contractor will be responsible for maintaining the site in a neat and orderly manner throughout the construction process.
- Landscaping will utilize native species and approximately 150,000 square feet of pervious landscape is proposed. Landscape areas will have a finish grade two inches below adjacent paving or headers and plantings will be dressed with a two-inch layer of bark mulch.
- Revegetation will occur in accordance with TRPA’s BMP Handbook Chapter 5 Soils and Vegetation Management.

### ***Dewatering***

Welsh Hagen Associates has prepared a construction dewatering plan for the Project (Appendix C). Construction would include excavations of up to 25.5 feet across a distance of up to 250 feet as shown in Figure 2-3. Four construction dewatering wells will be initially constructed by excavating a test pit to depths of 15 to 23 feet to the following elevations:

Construction Dewatering Well	Ground Elevation	Depth	Well Base Elevation
Dewatering Well 1	6316	23	6293
Dewatering Well 2	6324	15	6309
Dewatering Well 3	6328	23	6305
Dewatering Well 4	6325	22	6303

Construction dewatering wells will be constructed by wrapping 12-inch diameter, Schedule 80 well screen with 0.010 inch perforations and end caps in Mirafi filter fabric, and placing to the base of each test pit. Then, ¾ inch gravel drain rock will be placed in each test pit to within 18 inches of ground surface, followed by topsoil to the ground surface. The well casing will extend two feet above elevation.

To evaluate the dewatering rate necessary to dewater the excavation area, each construction dewatering well will be tested by placing a 1 horsepower, 8-inch diameter sump pump in each well and pumping at a rate of up to 100 gallons per minute (gpm) for approximately one hour. Water levels will be monitored in the pumping well and adjacent non-pumping dewatering wells. The sump pump will be connected to a 2-inch diameter flex camlock force main that will discharge into a 4-inch diameter HDPE temporary dewatering line. This 4-inch diameter temporary dewatering line will cross Lake Parkway and discharge into a 21,000 gallon Baker sedimentation tank with baffles for temporary storage.

Groundwater samples will be collected from each well, placed in laboratory-supplied bottles, stored on ice, submitted under chain of custody documentation to a Nevada-certified laboratory, and analyzed for Nevada Division of Environmental Protection (NDEP) Profile 1 water quality parameters. After groundwater sample results have been received, a temporary discharge permit application will be submitted to the NDEP for approval to discharge to the Edgewood owned property north of Lake Parkway through a system of sprinklers. A dewatering waiver application will be prepared for submittal to the Nevada Division of Water Resources (NDWR).

After testing, the construction dewatering system will be designed and will consist of cut-off trenches around the perimeter of the cut slope that are sloped to the north and northeast at inclinations of 2% from the area of Dewatering Well 2 to Dewatering Well 3 and then to Dewatering Well 4 as shown in Figure 2-3. Dewatering Well 1 will be utilized for construction dewatering of the loading dock area and Dewatering Well 4 will be utilized for dewatering of the cut slope as the cut-off trenches will transmit groundwater towards Dewatering Well 4.

Dewatering will likely be required for the entire construction season. During dewatering, water will be pumped through the 4-inch discharge line to the Baker tank. After settlement in the Baker tank, water will be discharged using a transfer pump capable of pumping 200 gallons per minute (gpm) to a sprinkler system as shown in Figure 2-3. The sprinkler system is designed for a maximum flow rate of 200 gpm and an infiltration rate of 1 inch per hour, and will consist of 24 sprinkler heads each capable of discharging 8.3 gpm. Each sprinkler will cover a diameter of 30 feet. Straw wattles will be installed around the perimeter of the sprinkler system for BMPs. The Edgewood property across Lake Parkway would be used until the permanent infiltration gallery is constructed onsite. The permanent system is scheduled to be completed prior to October 15 to ensure dewatering in the meadow is not necessary during snow conditions. Dewatering personnel will monitor the Edgewood property to assess saturation with shallow wells along the downhill side of the sprinkler field and will add a second field of sprinklers if needed to avoid ground saturation, allowing for the water to be rotated from one to the other if needed.

## ***Revegetation and Landscaping***

A combination of native, drought resistant plant material and an efficient irrigation system is proposed for the project. An automatic controller with multiple functions will be used to operate different pressure zones and moderate the rates of application of water on a zone by zone basis. Rain sensors will monitor the operation of the system and shut it off during natural rain events. Drip irrigators around trees, shrubs, and perennials will be used to eliminate evaporation losses. Drip irrigators can reduce overall water consumption in landscaped areas by 50-70%. Unlike sprinklers, drip irrigation is practically unaffected by wind conditions, nor is it affected by soil surface conditions. Also, plant species have been grouped with similar water requirements on common zones to match precipitation heads and emitters.

As stated on Plan Sheet L7-00, Fertilizer Management will consist of the following:

1. Landscape maintenance and management will be consistent with Chapter 5: Soil and Vegetation Management of the TRPA BMP Handbook,
2. Engage an independent, state-operated, or university-operated laboratory; experienced in soil science, soil testing, and plant nutrition to conduct a soils test and provide recommendations on the recommended soil amendments necessary to achieve desirable soil characteristics for plant establishment.
3. Use phosphorus free, slow release fertilizer for all perennial and shrub areas. Use phosphorus free fertilizer 10-0-3 or approved equal at a rate 1/2 to 3/4 pounds per 1000 sf during each application.

Plan Sheet L7-00 establishes the following landscape planting and revegetation notes:

- Exact locations of plant materials to be approved by the Landscape Architect in the field prior to installation. Landscape Architect reserves the right to adjust plants to exact location in field.
- Provide matching forms and sizes for plant materials within each species and size designated on the drawings.
- Prune newly planted trees as directed by Landscape Architect.
- Align and equally space in all directions shrubs so designated per these notes and drawings.
- All areas disturbed as a result of this work will be revegetated in accordance with TRPA's Handbook of BMP's.
- Existing vegetative litter, duff, and the upper 3-inches of topsoil from areas graded or disturbed will be salvaged, stored and reused onsite.
- Scarify the top 6 inches of subgrade before fill placement in planting areas.
- Disturbed areas that are compacted or have experienced heavy vehicle and equipment use will be plowed with a ripper or other deep tillage implement where feasible to a depth of 12 inches. Soil may be loosened with a backhoe bucket equipped with cutting teeth if loosening is done such that clods remain and soil is not pulverized or inverted. Following soil loosening, all further equipment traffic will be eliminated from the planting area.
- A minimum of two inched (2-inch) of topsoil will be placed on all disturbed areas. Topsoil will include all of the organic-rich layer of soil immediately under the duff layer. Topsoil will be stored with minimal handling and no compaction, and should not be mixed with spoil material.
- Apply aged wood chips to a depth of 1 inch on the surface of soil loosened areas.

Incorporate compost to a depth of 3 to 4 inches and organic phosphorous free fertilizer at a rate of 270 lbs. per acre in areas where topsoil is to be replaced and into areas compacted during construction activities. Evenly spread compost and fertilizer on top soil and incorporate it within using hand tools or mini excavator. After fertilizer application, water area slowly to help incorporate fertilizer into the soil. Only water until soil is moist to avoid runoff as excess water will transport fertilizer away.

Landscaping plans are shown on Sheet L7-00 (Appendix B). The plant list includes the following:

Botanical Name	Common Name	Quantity	Size
<i>Calocedrus decurrens</i>	Incense cedar	54	10-16' Tall
<i>Pinus jeffreyi</i>	Jeffrey pine(1)	87	10-16' Tall
<i>Acer rubrum</i>	Red maple	60	4" Caliper
<i>Populus tremuloides</i>	Quaking aspen	20	2.5" Caliper
<i>Populus tremuloides</i>	Quaking aspen	12	4" Caliper
<i>Cornus alba 'Sibirica'</i>	Red twig dogwood	567	5 Gallon
<i>Rhus aromatica 'Gro-Low'</i>	Dwarf sumac	581	5 Gallon
<i>Salix purpurea 'Nana'</i>	Dwarf blue arctic willow	550	5 Gallon
<i>Spiraea x 'Fire Light'</i>	Fire light spirea	693	5 Gallon
<i>Helicotrichon sempervirens</i>	Blue oatgrass	247	1 Gallon
<i>Turf</i>	Sod	18,800 SF	--
<i>Astilbe x arendsii 'Fanal'</i>	fanal astilbe	250	1 Gallon
<i>Athyrium filix 'Femina'</i>	lady fern	250	1 Gallon
<i>Arachniodes standishii</i>	upside down fern	250	1 Gallon
<i>Heuchera 'Peppermint Spice'</i>	peppermint spice coral bells	250	1 Gallon
<b>Native Seed Mix</b>	--	<b>1.5 acres</b>	--
<i>Bromus carinatus</i>	California brome	4.0 lbs/acre	--
<i>Elymus elymoides</i>	Squirreltail	4.0 lbs/acre	--
<i>Poa secunda</i>	Sandberg Bluegrass	0.5 lbs/acre	--
<i>Achillea millefolium</i>	Yarrow	0.1 lbs/acre	--
<i>Eriogonum umbellatum</i>	Sulfur buckwheat	1.0 lbs/acre	--
<i>Linum lewisii</i>	Lewis flax	1.0 lbs/acre	--
<i>Lupinus argenteus</i>	Silver lupine	2.0 lbs/acre	--
<i>Artemisia tridentata 'vaseyana'</i>	Mountain sagebrush	0.5 lbs/acre	--
<i>Ribes cereum</i>	Wax currant	0.5 lbs/acre	--
<i>Chrysothamnus nauseosus</i>	Rabbitbrush	1.0 lbs/acre	--
<i>Purshia tridentata</i>	Antelope bitterbrush	1.0 lbs/acre	--

(1) Given the limited availability of large Jeffrey pines from nearby nurseries, a substitution request for Ponderosa pine (*Pinus ponderosa*) may be issued prior to tree installation.

### **BMPs to Reduce Air Pollutant Emissions**

Construction is subject to TRPA, NDEP, and federal air quality rules. The construction contractor will implement BMPs from the TRPA Handbook of Best Management Practices, including 4.2.1.2, and those in Section 4.5 to control track out and fugitive dust. Construction equipment will be maintained and tuned at the interval recommended by the manufacturers to minimize exhaust emissions. Equipment idling will be kept to a minimum when equipment is not in use.

### **Traffic Control Plan**

A traffic control plan will be developed in coordination with TRPA, NDOT, and Douglas County and implemented during construction to reduce construction-related effects on roadways and

circulation patterns within the construction corridor. The traffic control plan will include, but not be limited to, the following:

- Coordination with affected jurisdictions regarding construction hours and lane closures;
- Emergency service consultation and implementation of an emergency access plan;
- Implementation of TRPA guidelines for construction-related road closures;
- Lane closure and truck hauling limits during peak commute hours to the extent possible;
- Provision of alternate bicycle and pedestrian routes;
- Provision of alternate parking;
- Location of truck haul routes;
- Traffic control devices;
- Construction signage and road closure notification in the vicinity of the construction corridor;
- Monitoring of in-place traffic control methods and devices for revision implementation;
- Driveway access maintenance;
- Business notification and coordination; and,
- Onsite circulation and staging areas.

### ***Time of Day Construction Restrictions***

This construction measure restricts construction activities to between the hours of 8:00 AM and 6:30 PM to minimize noise impacts to sensitive receptors. TRPA Code of Ordinances §68.9 exempts construction noise between 8:00 AM and 6:30 PM. Construction activities before or after the time restriction may occur, but must be consistent with CNEL limits imposed for the applicable TRPA Plan Area and local noise ordinance. The Project area is located in the South Shore Area Plan. The noise threshold for the Area Plan is 65 dB CNEL in the US 50/Lake Parkway corridor.

### ***Construction Equipment Muffling***

This construction measure requires shrouding or shielding of impact tools and muffling or shielding intake and exhaust ports on construction equipment.

### ***Minimize Offsite Light and Glare***

The Project Design plans comply with TRPA Design Guidelines and South Shore Area Plan Design Guidelines and Standards as shown on Sheets G1-00 and G1-01 to minimize night lighting and glare onto adjacent parcels.

### ***Emergency Vehicle Access During Construction***

The Project Applicant will coordinate with Douglas County Sheriff's Office, Tahoe Douglas Fire Protection District (TDFPD), utility companies, and businesses within the construction corridor prior to and during construction activities to ensure affected parties are informed of the construction schedule and to develop actions to maintain access and service in the Project area.

An accurate schedule outlining the location of construction, types of activities, and the location of anticipated traffic delays or hazards will be provided to the Sheriff's Office and TDFPD on a weekly basis. A point of contact within the construction team will be established for emergency actions within or near construction. Traffic control measures to be used near construction will be

reviewed and approved by the Sheriff's Office and TDFPD. Nearby businesses will be notified of the construction schedule. Construction signage will be placed along the roadways during each phase of construction notifying the public of potential delays and hazards.

### ***Utility Relocation and Construction Planning***

Coordination will occur with utility providers prior to construction regarding the exact location of each underground utility line known to occur on the site and in the right-of-way. Utility service providers include the Edgewood General Irrigation District, Douglas County Lake Tahoe Sewer Authority, Nevada Energy, and Southwest Gas Corporation, and communications equipment, such as Charter Spectrum and Frontier. Underground and overhead lines will be shown on final project construction specifications within the civil engineering plans.

Construction contractors will contact Underground Service Alert (USA 811/1-800-227-2600) to ensure buried lines are properly marked and located. Utility companies will be provided with an accurate schedule noting when construction occurs near their facilities. Utility facilities will be identified on construction specifications. If grading, excavation, or relocation is needed in these areas, the Project engineer will work with the utility companies to identify depth to conduit, pipeline, or other facility.

The Applicant will prepare an action plan should infrastructure be damaged during construction. The action plan will identify points of contact for the contractor and the utility companies and measures, specific to each utility, to be taken to rectify damage. If service is interrupted due to damage, construction will cease in the vicinity of the incident, and work will begin immediately to repair the damage at the contractor's expense. If damage occurs to infrastructure that does not affect service levels, the infrastructure will be repaired following construction.

### ***Basic Services***

The Applicant will be responsible for construction of new infrastructure connections. Connection and permit fees, as well as administrative and capacity fees may be required. These fees provide for the system improvements necessary to accommodate additional development in the service area. The Applicant will be required to pay these fees as each component utilizing utility service is developed. Will-serve commitments must be received from water and wastewater providers before construction begins and must be finalized before operations can start.

## **2.5 ALTERNATIVE A – REDUCED HEIGHT ALTERNATIVE**

Alternative A is the Reduced Height Alternative. This alternative differs from the Proposed Action (Project) only in terms of the height of the structure. Alternative A reduces the height of the event center structure from 85 feet, one inch to 73 feet, eight inches, which is a reduction of 11 feet, five inches. The roof ridge line will also be lowered, which additionally reduces the perceived height of the building by approximately six feet. Benefits of the alternative are a lower profile structure. However, reducing the height would increase costs for mechanical equipment (including equipment necessary to allow for performances that use smoke or pyrotechnics), reduce acoustic performance of the building, and would provide a lower roof pitch that could create issues with snow storage and shedding. Alternative A would not include the summer microtransit shuttle service or paid parking program, but other circulation and transit improvements as described for the Proposed Action would be included. All other aspects of the Project remain the same, including location, layout, capacity, construction, and operations. With the exception of structural height, microtransit shuttle service, and paid parking, Alternative A is the same as the Project.

## 2.6 ALTERNATIVE B – SHIFTED SITE LOCATION ALTERNATIVE

Alternative B relocates the project structure to the rear of the MontBleu property behind the hotel and parking garage, placing the structure further back from U.S. 50 to reduce the visibility of the structure from U.S. 50 (scenic roadway) and leaving the existing surface parking located near U.S. 50 and Lake Parkway intersection. The exterior, interior and operations of the Project remain the same, including exterior design, interior layout, and capacity. The event center would occupy the existing service parking area, a portion of the snow storage/lawn area, and undeveloped land (2.26 acres of undisturbed land). Alternative B would also exclude the summer microtransit shuttle service and paid parking program, but the other circulation and transit improvements as described for the Proposed Action would be included, such as transit stop improvements.

The existing surface parking area between the parking garage and U.S. 50 would remain, and the MontBleu upper parking lot would be located to the small rectangular landscape area within the main surface parking lot. The parking lot would be accessed from Lake Parkway; however, the service access road on Lake Parkway would be removed and no service access from Lake Parkway would occur. Service access to the event center would be limited solely to the alley adjacent to MontBleu from U.S. 50. Service vehicles serving MontBleu and the event center would use the alley for ingress and egress. Bus and dropoff zones would be limited to the area adjacent to the parking garage and only accessed from Lake Parkway. Pedestrian access would occur up the sidewalk on Lake Parkway or through the MontBleu parking lot or casino. Signage would be placed on Lake Parkway for wayfinding.

Alternative B would result in approximately 55,000 cubic yards of excavation to be hauled from the site as a result of approximately 14 feet of vertical hillside cut. A total of 127 trees would be removed, primarily as a result of the service road reconfiguration. Of the trees to be removed, 52 have diameters greater than 24 inches. Like the Project, the existing 14-inch and eight-inch water lines would need to be relocated with the new building and roadway alignments. These lines are located at the rear of the MontBleu building. Unlike the Project, Alternative B results in limited vehicular and emergency service access to a portion of the east side of MontBleu and the event center east side and a portion of the west and north sides.

## 2.7 ALTERNATIVE C – INITIAL PROPOSED ACTION (NO TRANSPORTATION COMMITMENTS) ALTERNATIVE

Alternative C is the Original Project – No Transportation Commitments Alternative. This alternative is the original project considered and differs from the Proposed Action (Project) only in terms of the microtransit ~~summer~~ shuttle service and paid parking program, which would not be implemented under Alternative C. This alternative is included in the analysis to document the benefits of the transportation commitments added to the Proposed Action as a result of public scoping input. Alternative C includes the same parking layout, transit stop improvement and other transportation improvements as the Proposed Action but specifically excludes the microtransit shuttle service and would not result in an agreement with the four Stateline casino resorts to implement a paid parking program. The transit system would not be funded to provide a microtransit service during the summer visitor season, and no augmentation of or change to the existing transit service operations would occur. No agreement with the Stateline casino resorts would be made that would institute a consistent paid parking program during the summer and weekends, leaving implementation of such a program to the discretion of each casino resort. Harvey's and Harrah's currently charge varying rates for parking and MontBleu and Hard Rock Hotel and Casino currently do not charge for parking on a daily basis, but do charge for parking during special events. All other aspects of the Project remain the same, including location, layout, height, capacity, construction, and operations. With the exception of the microtransit shuttle and paid parking program, Alternative C is the same as the Project.

### Figure 2-3. Construction Dewatering Plan

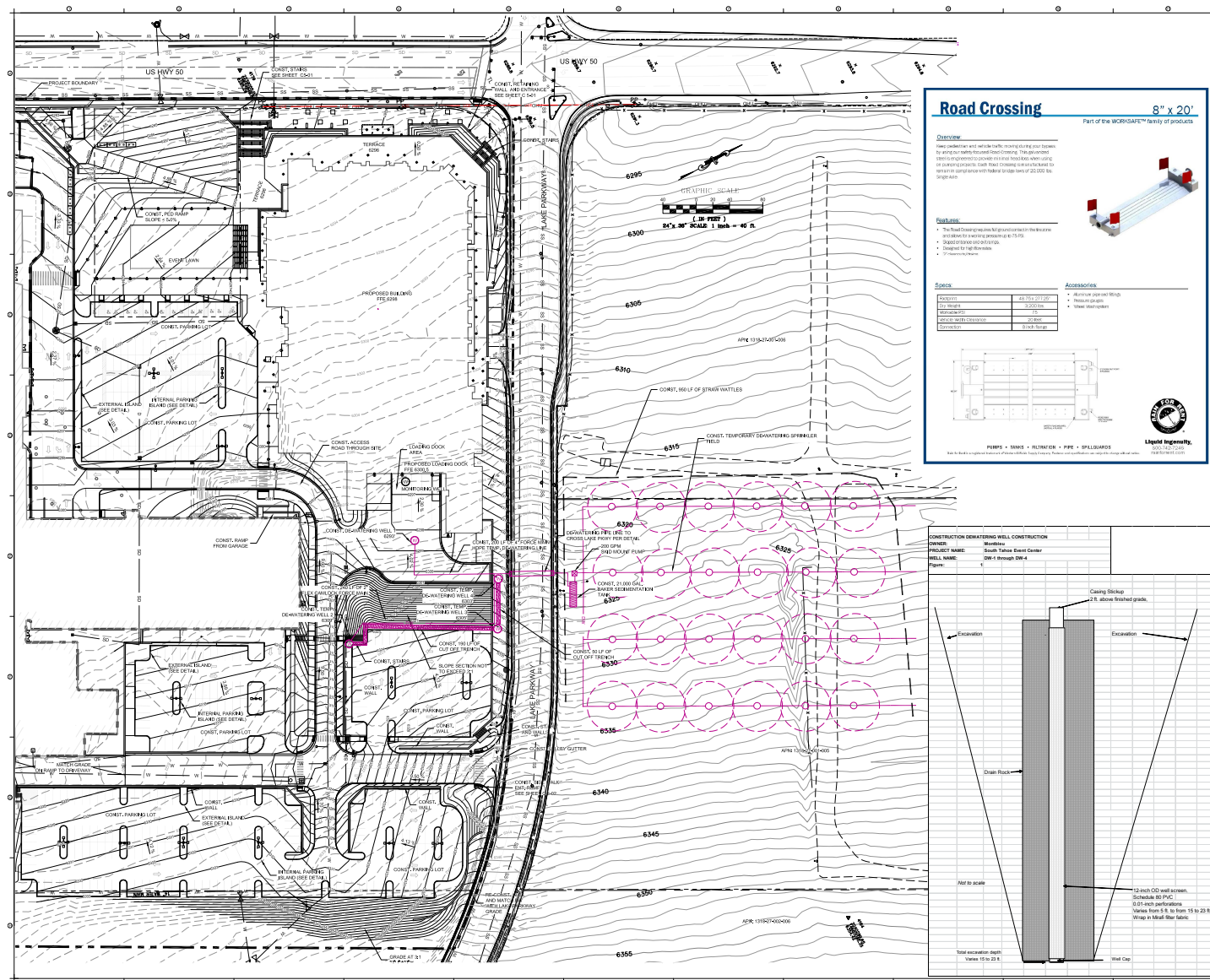
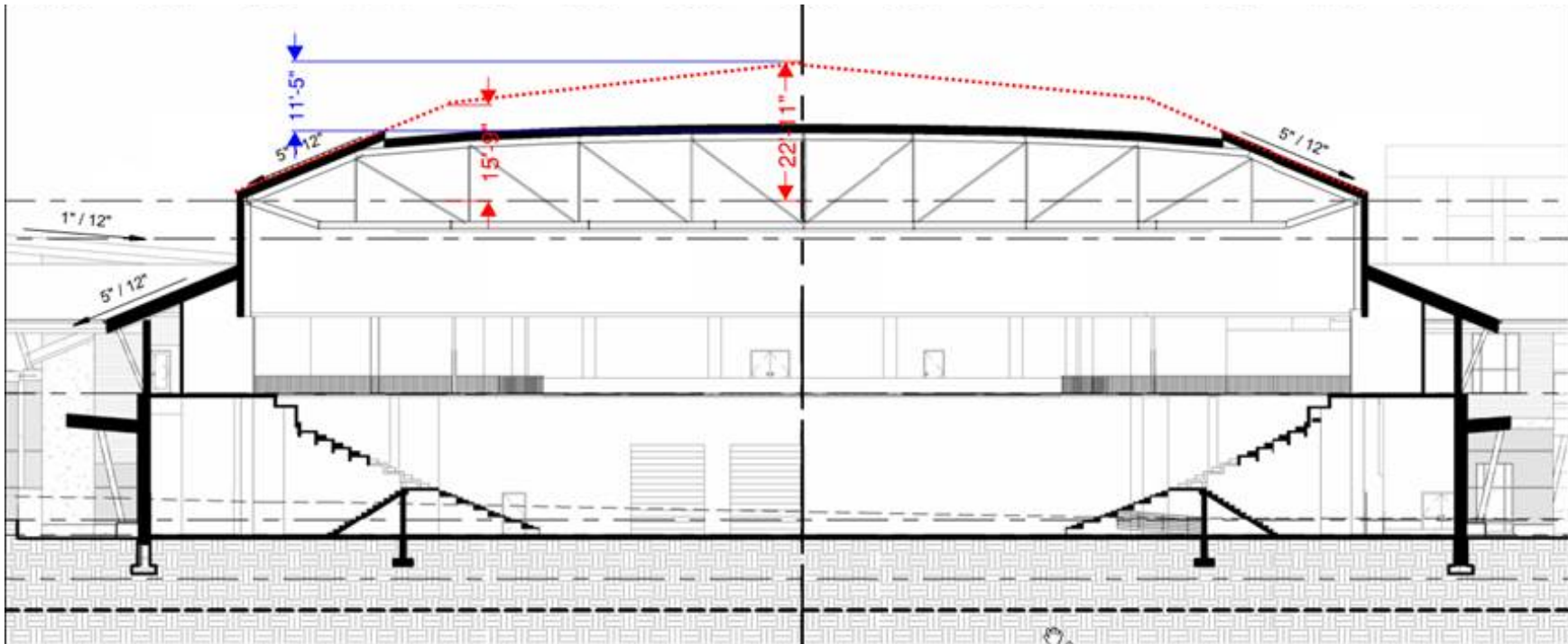


Figure 2-4. Alternative A – Reduced Height



**Figure 2-5. Alternative B - Shifted Site Location**

