

## 3.4 COMMUNITY IMPACTS

This section describes the regulatory setting and existing conditions for three types of community impacts—community character and cohesion, relocations and real property acquisition, and environmental justice—all of which relate to population, employment, and housing. The potential impacts of the project alternatives are analyzed and mitigation measures are provided for those impacts determined to be significant. The primary issues raised during scoping that pertain to community impacts included the following:

- ▲ Analysis about the impacts of the project on housing, especially for low-income residents. Housing relocation and mitigation measures should consider, at the least, development of new housing, conversion of existing motels to housing, and modifications to existing housing to better meet the housing needs in the surrounding area.
- ▲ Concern from property owners that could be affected by the project.
- ▲ Concern about adverse effects on businesses along the existing US 50 corridor.
- ▲ Suggestions for additional parking and other improvements that would maintain the existing traffic flow and could minimize pedestrians crossing US 50.
- ▲ Concern about driver experience crossing the state line if the number of lanes is reduced through the casino corridor.
- ▲ Concern about pedestrian access through the neighborhood.
- ▲ Estimates of the availability of housing of the same type and quality of those housing units that would be removed. It would also be of value to those whose homes are affected, to have estimates of the prices of the same type and quality of housing that would be available, to help determine the kind and amount of funding that would have to be made available for the purchase of those homes.
- ▲ Concern about acquisition of private property for the project and if eminent domain would be used.
- ▲ Concern for maintaining access to businesses during construction.
- ▲ Amount of compensation for the affected residents.
- ▲ Concerns for the cost of this project, the funding source, and if it comes out of taxpayers' pockets.
- ▲ Acquisition of Tahoe Meadows land is unclear.
- ▲ Affordable relocation options for displaced housing and businesses.

The primary sources of information used in preparing this section are the *Community Impact Assessment* (CIA; Federal Highway Administration [FHWA] et al. 2014), the *Relocation Study for the US 50/South Shore Community Revitalization Project* (TTD 2012), and the *Economic Analysis of the US 50/South Shore Community Revitalization Project* (TTD 2013).

Issues related to project-related inducement of population growth and economic effects of the project are discussed in Chapter 4, “Other NEPA-, CEQA-, and TRPA-Mandated Sections.”

It is planned that the redevelopment of Sites 1, 2, and 3 for Alternatives B, C, and D would not involve the subdivision of land and, therefore, TRPA Code provisions addressing subdivision (such as mitigation for loss of moderate-income housing in the residential area required under Code Section 39.3.2.B) are not applicable and need not be evaluated further in this EIR/EIS/EIS.

Because community impacts include economic and socioeconomic issues along with environmental effects, Section 3.4 is divided into subsections for a comprehensive analysis of the range of topics. Subsections provided below are: 3.4.1 Community Character and Cohesion; 3.4.2 Real Property Acquisitions, Displacements, and Relocations; and 3.4.3 Environmental Justice. Analysis of economic effects of the project, such as effects on businesses in the tourist core, is included in Section 4.6 of Chapter 4, “Other NEPA-, CEQA-, and TRPA-Mandated Sections.”

### **3.4.1 Community Character and Cohesion**

#### **REGULATORY SETTING**

##### **Federal**

###### **National Environmental Policy Act**

The National Environmental Policy Act of 1969 (NEPA), as amended, established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 U.S. Code [USC] Section 4331[b][2]). FHWA in its implementation of NEPA (23 USC Section 109[h]) directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

###### **Uniform Relocation Assistance and Real Property Acquisition Policies Act**

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended in 1987, is applicable to all projects involving federal funds; it provides for uniform and equitable treatment of persons displaced from their homes, businesses, non-profit associations, or farms by federal and federally assisted programs and establishes uniform and equitable land acquisition policies. The Uniform Act assures that such persons are treated fairly, consistently, and equitably so that they will not suffer disproportionate injuries. As set forth in 49 CFR 24, whenever there are relocation impacts involved in a federal aid project, the environmental document (environmental assessment or EIS) shall contain model language regarding the Uniform Act and shall cite its full title. The Uniform Act is relevant where implementation of transportation projects supported by federal funds may involve displacement of homes and businesses. Agencies conducting a program or project under the Uniform Act must carry out their legal responsibilities to affected property owners and displaced persons, which include the following:

- ▲ For Real Property Acquisition
  - Appraise property before negotiations
  - Invite the property owner to accompany the appraiser during the property inspection
  - Provide the owner with a written offer of just compensation and a summary of what is being acquired
  - Pay for property before possession
  - Reimburse expenses resulting from the transfer of title such as recording fees, prepaid real estate taxes, or other expenses

- ▲ For Residential Displacements
  - Provide relocation advisory services to displaced tenants and owner occupants
  - Provide a minimum 90 days written notice to vacate before requiring possession
  - Reimburse for moving expenses
  - Provide payments for the added cost of renting or purchasing comparable replacement housing
- ▲ For Nonresidential Displacements (businesses, farms, and nonprofit organizations)
  - Provide relocation advisory services
  - Provide a minimum 90 days written notice to vacate before requiring possession
  - Reimburse for moving and reestablishment expenses

Relocation benefits would be paid to eligible displaced persons upon submission of required claim forms and documentation regarding the rental or purchase of decent, safe and sanitary replacement housing. Displacees are required to show documentation that they are U.S. citizens or legal resident.

Eligibility requirements and calculations would be identified on an individual basis with all residential and commercial displacees. In the course of personal interviews and follow-up visits, each displacee would receive counseling regarding available benefit options and the requirements to claim compensation for moving payments and replacement housing assistance. Section 24.402(b) of the Uniform Act requires determination if a displaced person is a “low income” person, as defined by the U.S. Department of Housing and Urban Development’s annual survey of income limits for the Public Housing and Section 8 Programs. Additionally, Section 24.2(a)(8)(vii) of the Uniform Act requires that replacement housing for a displaced person with a disability, be free of any barriers that would preclude reasonable ingress, egress, or use of the dwelling by such displaced person.

TTD staff would promptly evaluate advance payment requests to alleviate hardships for tenants who do not have access to sufficient funds to pay move-in costs, such as first month’s rent and/or security deposits. Approved requests for advance payments would be processed expeditiously to help avoid the loss of desirable, appropriate replacement housing. Refer to Appendix F, “Relocation Study,” for more details about the procedures and requirements TTD would follow to meet the requirements of the Uniform Act for residential and business relocation assistance.

## **Tahoe Regional Planning Agency**

### **Lake Tahoe Regional Plan**

The Tahoe Regional Planning Agency (TRPA) regulates growth and development in the Lake Tahoe Region through the Regional Plan, which includes the Goals and Policies, Code of Ordinances, and Environmental Threshold Carrying Capacities (thresholds).

### **Goals and Policies**

Goals and Policies included in the Land Use Subelement identify redevelopment of town centers as a priority and indicate that future development should balance economic health, social health, and environmental quality (Policy LU-1.3; TRPA 2012a:2-2). The full text of these goals and policies, along with a discussion of the project’s consistency with the goals and policies, is included in Appendix E, “Goals and Policies Consistency Analysis.”

### **Environmental Threshold Carrying Capacities**

TRPA has not established any thresholds related to community impacts.

## State

### **California Environmental Quality Act**

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Because this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

### **California Relocation Assistance Law**

The California Relocation Assistance Law (California Government Code Section 7260 *et seq.*) regulates and governs programs and projects funded without federal financial assistance. The relocation statute is intended to ensure that displaced persons receive fair and equitable treatment and do not suffer disproportionately as a result of programs designed for the benefit of the public as a whole.

In the acquisition of real property by a public entity, the Relocation Assistance Law ensures consistent and fair treatment for tenants and property owners. It encourages acquisition by agreement with owners and tenants, rather than eminent domain, to avoid litigation, relieve congestion in courts, and promote confidence in public land acquisition.

To help public agencies implement the statute, the California Department of Housing and Community Development prepared state Relocation Assistance and Real Property Acquisition Guidelines (Guidelines), which are published in the California Code of Regulations (25 CCR Section 6000 *et seq.*) The Guidelines are intended to establish only minimum requirements for relocation assistance and payments. They shall not be construed to limit any other authority or obligation that a public entity may have to provide additional assistance and payments.

Refer to Appendix F, "Relocation Study," for more details about the procedures and requirements TTD would follow to meet the requirements of the California Relocation Assistance Law for residential and business relocation assistance.

### **California Department of Transportation Relocation Assistance Plan**

The California Department of Transportation (Caltrans) Relocation Assistance Program (RAP) is based on the Uniform Act and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. The RAP is implemented through the Relocation Study in Appendix F of this Draft EIR/EIS/EIS.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 USC Section 2000d *et seq.*).

## Local

### **City of South Lake Tahoe General Plan**

The Land Use Element and Housing Element of the City of South Lake Tahoe General Plan include policies that promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; and are family friendly (Policy LU-3.1). The Housing Element includes policies that provide for housing opportunities for residents of all economic levels, including through development of housing in mixed-use projects in Town Centers, high-density residential in walking distance to transit and services (Policy 1-6 and Policy 1-7). The city shall support high-density and mixed-use development through incentives, such as increased density and height allowances (Policy 1-8). Policies also state that, in the case of displacement, project applicants shall be required to relocate low- and moderate-income tenants and/or

replace the lost low- and moderate-income housing units (Policy 3-4) (City of South Lake Tahoe 2014:LU-12, HE-2 – HE-3, HE-14). The full text of these goals and policies, along with a discussion of the project’s consistency with the goals and policies, is included in Appendix E, “Goals and Policies Consistency Analysis.”

## AFFECTED ENVIRONMENT

### Study Area Definition

For purposes of this analysis of community impacts, the CIA study area includes an area of adequate size to address neighborhood conditions near the project. The CIA study area is limited to the area where direct and indirect adverse effects may occur. The CIA study area shown in Exhibit 3.4-1 is different than the general study area for the project shown in Exhibit 2-1. Direct impacts would be limited to parcels immediately adjacent to US 50, adjacent to the intersecting roads, and adjacent to the project footprint, which includes the Rocky Point neighborhood west of the Heavenly Village Center. The CIA study area was defined as including the census blocks from the City of South Lake Tahoe, California Census Tract 316 and Stateline Census Designated Place (CDP), Nevada Census Tracts 17 and 18 (FHWA et al. 2014:27-29).

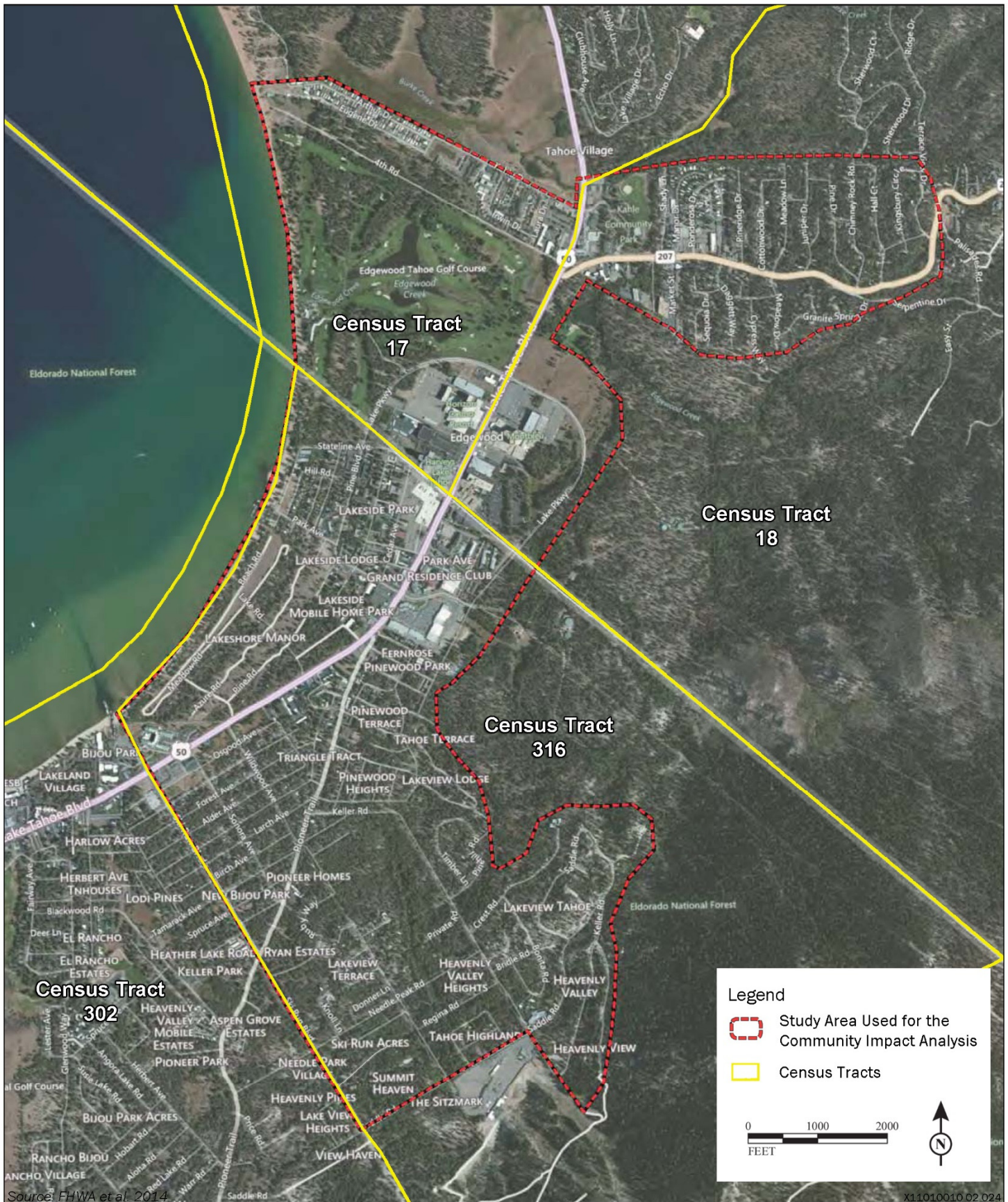
The CIA study area includes established neighborhoods and communities associated with the City of South Lake Tahoe, Stateline CDP, and Douglas County, Nevada. No neighborhoods or community areas outside of the CIA study area boundary were identified as being sensitive to direct or indirect impacts from project implementation.

### Indicators of Community Character and Cohesion

“Community character” and “cohesion” are terms that describe the degree to which a neighborhood exhibits a sense of community and the level of commitment the residents have for the neighborhood. Cohesion refers to the degree of interaction among neighbors, groups, and institutions. Cohesion can be demonstrated through a combination of indicators: length of residency, household size, frequency of personal contact, ethnicity, community activity, stay-at-home parents, age of residents, and community facilities that may provide social opportunities or health and welfare amenities (Caltrans 2011). Demographic data compiled by the U.S. Census Bureau, including the American Community Survey, and included in the CIA and Relocation Study were used to characterize community cohesion. Indicators of a community with a high degree of cohesion have the following characteristics:

- ▲ long average residency tenures: long-term residents are likely to feel more connected;
- ▲ households of two or more people: a high percentage of single-person households tends to correlate with lower cohesion;
- ▲ frequent personal contact;
- ▲ ethnic homogeneity;
- ▲ large amount of community activity;
- ▲ stay-at-home parents: a possible indicator of community activity;
- ▲ age: as with stay-at-home parents, elderly residents tend to be more active in their community because they often have time available to become involved;
- ▲ number of community facilities; and
- ▲ transit-dependent population: residents who walk or use public transportation for travel tend to engage in social interactions with each other more frequently than residents who travel by automobile.





**Exhibit 3.4-1**

**Community Impact Assessment Study Area**

### **Race and Ethnicity**

Racial minorities comprise a larger proportion of the population in the CIA study area than in Douglas County, the City of South Lake Tahoe, and the Stateline CDP. Hispanics/Latinos comprise a larger share of the population than other minority groups. The Relocation Study (TTD 2012) was prepared for the portion of the City of South Lake Tahoe that would be directly affected by the project; the Relocation Study assessed effects on a more focused area than the CIA study area listed in Table 3.4-1 and defined in the CIA (FHWA et al. 2014). Survey results summarized in the Relocation Study identified a substantial number of homes—more than 20 of the 84 survey respondents—in which Tagalog, Visayan, and Ilocano are spoken (all languages native to the Philippines). Survey results for this area also confirmed that a substantial number of these households contain Hispanic/Latino residents. The CIA study area contains a larger minority population, consisting of Hispanic/Latinos and Filipinos, than Douglas County, the City of South Lake Tahoe, and the Stateline CDP. Minority populations compose over half (54.8 percent) of the residents of the CIA study area.

### **Housing Occupancy**

Housing units occupied by owners in the CIA study area make up more than 36 percent of the total housing units, and tenant-occupied housing units make up more than 63 percent of the total housing units (see Table 3.4-2). Approximately 50 percent of the CIA study area housing units are vacant. The proportion of owner-occupied housing units in the CIA study area is lower than the proportion of owner-occupied housing units in Douglas County and the City of South Lake Tahoe, but is greater than that in the Stateline CDP. The proportion of tenant-occupied housing units in the CIA study area is greater than that in the City of South Lake Tahoe and Douglas County, but is lower than that in the Stateline CDP. The proportion of vacant units in the CIA study area is similar to that in the City of South Lake Tahoe, but is higher than that in Douglas County and the Stateline CDP.

Not all vacant housing in the City of South Lake Tahoe, Douglas County, Stateline CDP, and CIA study area is affordable or available to people who would like to live and work in these areas. As described in the City of South Lake Tahoe Housing Element Background Report, the reason is because a large proportion (78.8 percent in the City of South Lake Tahoe as of 2010) of the vacant housing is considered vacant for seasonal, recreational, or occasional use (City of South Lake Tahoe 2014:4-16 – 4-17). In 2010, approximately 15 percent of vacant homes were available for rent and approximately 3 percent were available for sale (City of South Lake Tahoe 2014:4-17). Similar vacancy data for Douglas County, Stateline CDP, and the CIA study area was not readily available, but it is widely understood that these other areas within the Tahoe Basin experience similar shortages of rental vacancies and it is reasonable to assume that these areas experience similar vacancy statistics as the City of South Lake Tahoe.

### **Elderly Residents**

Elderly residents in the CIA study area make up 7 percent of the total population (see Table 3.4-2). The proportion of the population in the CIA study area that is elderly is lower than the proportion of the population of elderly residents in the City of South Lake Tahoe and Douglas County. The proportion of the population in the CIA study area that is elderly is similar to that in the Stateline CDP. Survey results summarized in the Relocation Study (TTD 2012) identified seven households with elderly residents.

### **Household Size**

Household size in the CIA study area averages 2.28 people per household, which is similar to that in the Stateline CDP and is lower than the average household size in Douglas County and the City of South Lake Tahoe (see Table 3.4-2).

### **Commuting Patterns**

Workers who live in the CIA study area and who walk, bike, or take transit to work make up 21 percent of the working population (see Table 3.4-2). The proportion of the population that walks, bikes, or takes transit to work in the CIA study area is similar to that in the Stateline CDP and is greater than the corresponding portion of the working population in Douglas County and the City of South Lake Tahoe.

### **Housing Tenure**

The CIA study area contains a lower proportion of long-term residents than the proportion of long-term residents living in Douglas County and the City of South Lake Tahoe (see Table 3.4-2).

**Table 3.4-1 Ethnic Composition of the CIA Study Area (2014)**

Area	Hispanic/ Latino	Black or African American	American Indian/ Alaska Native	Asian	Native Hawaiian/ Other Pacific Islander	Some Other Race/Two or More Races	Total Population	Total Minority Population (Percent)
City of South Lake Tahoe	6,916	294	153	988	14	562	21,394	8,927 (41.7)
Douglas County	5,470	200	881	555	70	1,335	47,135	8,511 (18.1)
Stateline CDP	432	0	0	10	8	72	1,017	522 (51.3)
CIA Study Area	2,528	131	0	477	9	303	6,288	3,448 (54.8)

Source: U.S. Census Bureau 2015c

**Table 3.4-2 Community Cohesion Indicators (2014)**

Area	Total Population	Total Housing Units	Owner-Occupied Residences (percent of total housing units)	Tenant-Occupied Residences (percent of total housing units)	Occupied Housing Units (percent of total housing units)	Vacant Housing Units	Average Household Size	Long-Term Residents <sup>1</sup> (percent of total occupied units)	Elderly Residents <sup>2</sup> (percent of total population)	Workers 16 Years and Over (percent of total population)	Non-Auto- Dependent Population <sup>3</sup> (percent of workers)
City of South Lake Tahoe	21,394	16,337	3,940 (45.9)	4,645 (54.1)	8,585 (52.6)	7,752 (47.5)	2.45	2,388 (27.8)	3,421 (16.0)	10,556 (49.3)	1,679 (15.9)
Douglas County	47,135	23,677	14,050 (71.1)	5,715 (28.9)	19,765 (83.5)	3,912 (16.5)	2.40	5,927 (30.0)	13,029 (27.6)	20,387 (43.3)	598 (2.9)
Stateline CDP	1,017	454	82 (19.5)	338 (80.5)	420 (92.5)	34 (7.5)	2.27	60 (14.3)	67 (6.6)	601 (59.1)	154 (25.6)
CIA Study Area	7,862	6,306	1,186 (36.4)	2,072 (63.6)	3,258 (51.7)	3,048 (48.3)	2.28	746 (22.9)	570 (7.3)	3,589 (45.6)	764 (21.3)

<sup>1</sup> Includes those residents who moved into their current residence in 1999 or earlier.<sup>2</sup> Persons 62 years or older.<sup>3</sup> Methods of transportation to work include walking, biking, and public transportation.

Source: U.S. Census Bureau 2015a, 2015b, 2015d, 2015e, 2015g



### **Economy and Employment**

The South Shore economy relies heavily on tourism and visitor services jobs, which provide more than 50 percent of the South Shore area's total employment, through accommodations and food service; retail; and arts, entertainment, and recreation (see Table 3.4-3). In 2002, there were 18,670 employees in the South Shore area. The Economic Analysis of the US 50/South Shore Community Revitalization Project Report defines the South Shore as including all of the City of South Lake Tahoe, unincorporated El Dorado County within the Tahoe Basin, and the portion of Douglas County that contains Stateline, Round Hill, Zephyr Cove, and Glenbrook (TTD 2013:10). By 2014, there were 14,999 employees in the South Shore area, a loss of approximately 3,600 jobs in 12 years. Most of these jobs have been lost on the Nevada side of the state line, although the California side experienced a substantial loss during this period as well. By far, the largest segment to suffer losses was the accommodations and food service segment, which lost more than 3,300 jobs.

**Table 3.4-3      Employment by Industry, South Shore Area**

Industry	2002		2014	
	Total Employed	Percentage of Total (percent)	Total Employed	Percentage of Total (percent)
Accommodation and Food Service	9,422	50.5	6,033	40.2
Retail Trade	1,486	8.0	1,122	7.5
Health Care and Social Assistance	1,273	6.8	1,191	7.9
Educational Services	1,194	6.4	960	6.4
Arts, Entertainment, and Recreation	1,064	5.7	1,519	10.1
Construction	680	3.6	434	2.9
Other Services (excluding Public Administration)	582	3.1	548	3.7
Public Administration	504	2.7	554	3.7
Real Estate and Rental and Leasing	496	2.7	413	2.8
Professional, Scientific, and Technical Services	584	3.1	416	2.8
Administration & Support, Waste Management and Remediation	374	2.0	801	5.3
Transportation and Warehousing	194	1.0	127	0.8
Utilities	187	1.0	272	1.8
Finance and Insurance	188	1.0	171	1.1
Wholesale Trade	165	0.9	219	1.5
Information	147	0.8	104	0.7
Manufacturing	117	0.6	49	0.3
Management of Companies and Enterprises	13	0.1	57	0.4
Agriculture, Forestry, Fishing, Hunting, and Mining	0	0	6	0.04
Mining, Quarrying, and Oil and Gas Extraction	0	0	3	0.02
<b>Total</b>	<b>18,670</b>	<b>100</b>	<b>14,999</b>	<b>100.0</b>

Source: U.S. Census Bureau 2016

### **Employment Rate**

Within the CIA study area, the unemployment rate is 5.0 percent (Table 3.4-4). The CIA study area has a lower unemployment rate than Douglas County, the City of South Lake Tahoe, and Stateline CDP.

**Table 3.4-4 Employment**

Area	Total Population 16 Years and Over (2014)	Civilian Labor Force (percent)	Employed (percent)	Unemployment Rate (percent)
City of South Lake Tahoe	17,749	12,057 (67.9)	10,556 (87.5)	12.5
Douglas County	39,319	22,536 (57.3)	20,387 (90.5)	9.5
Stateline CDP	774	641 (82.8)	601 (93.8)	6.2
CIA Study Area	5,373	3,777 (70.3)	3,589 (95.0)	5.0

Source: US Census Bureau 2015e

**Income and Poverty Status**

According to the U.S. Department of Health and Human Services, the 2014 poverty level for a family of four was \$23,850 (FHWA et al. 2014:118). In the CIA study area, 16 percent of the population is living below the poverty level (Table 3.4-5). The CIA study area contains a greater proportion of the population living below the poverty level than do Douglas County and the Stateline CDP. The CIA study area's proportion of the population living below the poverty level is similar to the City of South Lake Tahoe as a whole.

**Table 3.4-5 Poverty Level**

Area	2014 Population	Population Living Below Poverty Level	Population Living Below Poverty Level (percent)
City of South Lake Tahoe	21,394	3,900	18.2
Douglas County	47,135	4,910	10.4
Stateline CDP	1,017	114	11.2
CIA Study Area	7,862	1,254	16.0

Notes: The data gathered for the CIA study area are for the census tract level. The data represents Census Tract 316 of El Dorado County South Lake Tahoe and Census Tracts 17 and 18 of Douglas County, Nevada Stateline Area.

The population of each area described in this table differ from other population data in this document. The population information presented in this table are U.S. Census Bureau 2012 data for each location, whereas population information for each area presented elsewhere in this document are from U.S. Census Bureau 2010 data.

Source: U.S. Census Bureau 2015f

**Jobs-to-Housing Ratio**

Lack of sufficient housing may impede economic growth by increasing the price of available housing, making it difficult for companies to attract new employees and requiring families that seek affordable housing to move farther away from the communities in which they work. Conversely, lack of sufficient jobs may force residents to commute long distances to outside employment centers. These potential mismatches are referred to as a jobs-to-housing imbalance. It is generally considered ideal to have a jobs-to-housing balance of approximately one job per housing unit in a jurisdiction.

The City of South Lake Tahoe General Plan Housing Element provides information about the jobs-to-housing ratio within the city and county (Table 3.4-6). In 2010, the jobs-to-housing ratio was 0.8 in the city and 1.0 in the county. This indicates that within the city, there are fewer jobs than available housing. Within the county, the amount of jobs and demand for housing is balanced. The number of housing units identified in Table 3.4-6 represent the total units, regardless of their status as owner-occupied, renter-occupied, or vacation rental; therefore, the jobs-to-housing ratio for housing only used by permanent residents could be greater than what is shown in the table.

**Table 3.4-6 Jobs-to-Housing Ratio**

	South Lake Tahoe		El Dorado County	
	2000	2010	2000	2010
Housing Units	14,050	15,087	71,278	88,159
Employed Residents	11,953	12,223	73,821	84,829
Jobs Housing Ratio	0.9	0.8	1.0	1.0

Source: City of South Lake Tahoe 2014:4-22

**Community Facilities**

Community facilities include schools, libraries, recreation facilities, health care providers, emergency services, places of worship, community centers, boys and girls clubs, and similar institutions. These facilities can contribute to community cohesion because they provide residents with opportunities to interact with other members of their community. Community facilities in the CIA study area include:

- ▲ First Baptist Church of South Lake Tahoe, 1053 Wildwood Ave, South Lake Tahoe, CA;
- ▲ Barton Urgent Care and Family Practice, 155 US 50, Stateline, NV;
- ▲ Kahle Community Center, 236 Kingsbury Grade Road, Stateline, NV;
- ▲ Stateline Branch Post Office, 223 Kingsbury Grade Road, Stateline, NV; and
- ▲ Tahoe Community Church, 145 Daggett Way, Stateline, NV.

No community facilities would be directly affected by the project.

**Summary**

As described above, the CIA study area is characterized by greater community cohesion, based on some of the indicators (e.g., minority population and transit-dependent population), compared to the whole of Douglas County, the City of South Lake Tahoe, and the Stateline CDP. More than 54 percent of the residential population in the CIA study area consists of minorities, with the largest number of minorities identifying as Hispanic/Latino or Asian, which includes Filipino. Almost 20 percent of the population live on an income below the poverty line. Approximately 50 percent of the housing units in the CIA study area are vacant. About 29 percent of residents have lived in the CIA study area for a long period (i.e., since 1999 or earlier), indicating high turnover of residents. No community facilities (e.g., church, park, or community center) that would be directly affected by the project. Because the CIA study area contains a concentrated population of minorities and is characterized by a population that is more dependent on transit than exists elsewhere in the City of South Lake Tahoe, Douglas County, and the Stateline CDP, the CIA study area is determined to have a moderate degree of community cohesion. The CIA study area residents are recognized as having a higher proportion of minorities and lower levels of income than the surrounding areas.

**ENVIRONMENTAL CONSEQUENCES****Methods and Assumptions****Community Character and Cohesion**

The CIA study area included all census tracts within and adjacent to the project site. The evaluation of potential temporary and permanent impacts on community cohesion is based on a review of U.S. Census data related to indicators for community cohesion, including race (to determine ethnic homogeneity of the neighborhood), residents' tenure, and commuting patterns. Windshield surveys and surveys with residents were conducted to obtain information about the type of land uses and community characteristics that exist in the CIA study area. The affected environment data were reviewed and summarized to provide an understanding of existing conditions and to identify potential environmental effects, based on the significance criteria and guidance provided by the Caltrans Standard Environmental Reference (SER) for preparation of a joint EIR/EIS document. The impact evaluation considers the effect of each alternative on community cohesion in the CIA study area, as it relates to the significance criteria listed below.

### **Construction Employees**

Construction employee demand estimates for the project transportation improvements and the mixed-use development, including replacement housing, were generated based on assumptions used in the air quality modeling conducted using California Emissions Estimator Model (CalEEMod), such as the duration of each construction phase and numbers of associated vehicle trips (modeled by Ascent Environmental, Inc. in 2016).

Construction of replacement housing, whether at the locations identified for the mixed-use development or elsewhere, would occur prior to breaking ground for the transportation improvements in California. Estimating more specifically the timing of construction for each of the mixed-use development sites would be speculative. To provide a conservative estimate of the maximum number of construction workers generated by the mixed-use development this analysis assumes that a maximum of two mixed-use development sites could be developed simultaneously.

### **Mixed-Use Development Population**

Based on the proposed US 50 realignment and associated improvements identified for Alternatives B, C, and D and the options for mixed-use development, which would provide some or all of the replacement housing for displaced residents as well as other multi-family or commercial uses (e.g., retail, restaurant), this analysis assumes that these alternatives with mixed-use development could generate additional population and new employment. The estimate of additional housing units and population takes into account the units that would provide replacement housing for residents displaced by Alternatives B, C, and D (see Table 3.4-7). The locations of displaced housing units under each alternative are identified in Exhibits 3.4-2, 3.4-3, and 3.4-4.

**Table 3.4-7 Mixed-Use Development Population**

Alternative	Proposed Housing Units	Total Displaced Units	Housing Unit Net Increase*	Population Generation Rate (persons/household)	Population Increase
A: No Build (No Project)	NA	NA	NA	NA	NA
B: Triangle (Locally Preferred Action)	227	88	139	2.28	317
C: Triangle One-Way	227	83	144	2.28	333
D: PSR Alternative 2	224	78	146	2.28	337
E: Skywalk	NA	NA	NA	NA	NA

\*Net increase in housing units is the difference between proposed units and displaced units.

NA = not applicable

Source: Based on U.S. Census Bureau 2015g, adapted by Ascent Environmental in 2016

### **Mixed-Use Development Employment**

At the time of publication of this Draft EIR/EIS/EIS, the exact mix of uses is unknown but could consist of up to 46,250 square feet (sq. ft.) of commercial floor area (CFA) for Alternatives B and C and up to 48,000 sq. ft. for Alternative D. Therefore, a range of average full-time equivalent (FTE) employees was calculated for the mixed-use development based on the range of types of businesses that could occur (Tables 3.4-8 and 3.4-9). When a specific project is proposed to carry forward the mixed-use development, additional project-level environmental review would be required to assess the potential increase in employees.

**Table 3.4-8 Employee Generation Rates**

Commercial Uses	Square Feet/Employee
Service	172
Retail	600
Recreation/Other	273

Source: Modeled by TRPA using the 2015 Transportation Demand Model



**Exhibit 3.4-2**

**Alternative B: Triangle - Right-of-Way and Potential Mixed-Use Development - Full and Partial Acquisitions**





**Exhibit 3.4-3**

**Alternative C: Triangle One-Way - Right-of-Way and Potential Mixed-Use Development - Full and Partial Acquisitions**





**Exhibit 3.4-4**

**Alternative D: PSR Alternative 2 - Right-of-Way and Potential Mixed-Use Development - Full and Partial Acquisitions**

**Table 3.4-9 Permanent Employment Generated by Mixed-Use Development**

	Maximum CFA (square feet)	Minimum Number of Employees <sup>1</sup>	Maximum Number of Employees <sup>2</sup>
A: No Build (No Project)	NA	NA	NA
B: Triangle (Locally Preferred Action)	46,250	77	269
C: Triangle One-Way	46,250	77	269
D: PSR Alternative 2	48,000	80	279
E: Skywalk	NA	NA	NA

<sup>1</sup> The minimum number of employees was generated based on the highest employee generation rate for commercial uses shown in Table 3.4-8.

<sup>2</sup> The maximum number of employees was generated based on the lowest employee generation rate for commercial uses shown in Table 3.4-8.

NA = not applicable

Source: Compiled by Ascent Environmental in 2016

For this analysis, the following assumptions have been used to estimate the potential employment numbers for the multi-family residential and mixed-use commercial uses that would comprise the potential development:

- ▲ **Multi-family residential:** The multi-family residential units are anticipated to be owned by an existing private company that provides property management and maintenance services; additional employees would not be required.
- ▲ **Mixed-use commercial:** As described in Chapter 2, “Proposed Project and Project Alternatives,” the mixed-use commercial uses could include retail, restaurants, neighborhood commercial uses, and visitor services. Employment generated by these uses would likely be higher during winter and summer seasons than in the shoulder seasons. Employee generation rates used in the 2015 TRPA Transportation Demand Model (Table 3.4-8) were used to determine a minimum and maximum number of employees that could be generated by the mixed-use development (Table 3.4-9). The mixed-use development is estimated to generate between 80 and 269 FTE employees depending on the total amount of commercial floor area (CFA), mix of commercial uses, and the alternative (see Table 3.4-9). This assumes the minimum and maximum employment levels for each alternative and housing options.

## Significance Criteria

### NEPA Criteria

The National Environmental Policy Act (NEPA) of 1969, as amended, established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 USC 4331[b][2]). FHWA, in its implementation of NEPA (23 USC 109[h]), directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, impacts on community cohesion, and the availability of public facilities and services.

### TRPA Criteria

The “Population” criteria from the TRPA Initial Environmental Checklist were used to evaluate the population impacts of the build alternatives. The project would result in a significant impact if it would:

- ▲ alter the location, distribution, density, or growth rate of the human population planned for the Region.

### CEQA Criteria

Under CEQA, an economic or social change by itself is not considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then that social or economic change may be considered in determining whether the physical change is significant. Because this project would result in physical changes to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project’s effects.

In accordance with Appendix G of the State CEQA Guidelines, an alternative was determined to result in a significant impact related to community character and cohesion, as it relates to land use, if it would:

- ▲ physically divide an established community; or
- ▲ induce substantial population growth in an area, either directly or indirectly.

## ENVIRONMENTAL EFFECTS OF THE PROJECT ALTERNATIVES

### Impact 3.4-1: Physically divide an established community causing changes to community character and cohesion

With implementation of Alternatives B, C, and D transportation improvements, US 50 would be rerouted through an established neighborhood (generally known as Rocky Point), which is characterized as having moderate community cohesion due to the presence of a concentrated minority population and transit-dependent population. The highway realignment and physical division of the neighborhood would change the character and cohesiveness of the neighborhood by displacing residents and substantially changing the visual character and ambient noise environment (see Sections 3.7, “Visual Resources/Aesthetics” and 3.15, “Noise and Vibration”). The realigned US 50 would create a physical barrier restricting pedestrian access across the new highway alignment, although vehicular connectivity through the neighborhood would be maintained. Increased trip lengths for pedestrians and bicyclists in this neighborhood would in part be offset by the enhanced bicycle and pedestrian features (e.g., sidewalk and bicycle lane) along the new highway. These three alternatives would physically divide residences within the Rocky Point neighborhood from each other, and for those residents southwest of the realigned highway from the adjacent commercial and tourist core area. Residents and businesses would be displaced by right-of-way acquisition. (Note: displacement is discussed further in Impact 3.4-4.) Considering these impact influences together, the physical division of an established community caused by the Alternatives B, C, and D realignment of US 50 would result in adverse changes in the character and cohesiveness of a residential neighborhood.

The mixed-use development sites associated with Alternatives B, C, and D mixed-use development, including replacement housing, are the preferred locations for construction of replacement housing for residents displaced by the project. Implementation of Alternatives B, C, and D mixed-use development, including replacement housing, would include new buildings that are consistent in character to other existing, newer development, would replace hotel units with housing units and commercial uses that would contribute to a stronger sense of community, and would not physically divide an established neighborhood. For these reasons, these alternatives with mixed-use development, including replacement housing, would not result in any adverse changes in the character and cohesiveness of a residential neighborhood beyond those associated with the Alternatives B, C, and D.

Because Alternative A would include no changes and Alternative E would not include project components located within an established neighborhood community, these alternatives would not adversely affect community character or cohesion or disrupt or divide an established community.

NEPA Environmental Consequences:	Mitigation Measure 3.4-1 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to physical division of an established community and associated adverse changes in the character and cohesiveness of a residential neighborhood; No Impact for Alternatives A and E
CEQA/TRPA Impact Determinations:	Significant and Unavoidable for Alternatives B, C, and D after implementation of Mitigation Measure 3.4-1; No Impact for Alternatives A and E

The new US 50 alignment associated with Alternatives B, C, and D transportation improvements would be constructed through the Rocky Point neighborhood southwest of the Heavenly Village Center and would directly affect this neighborhood (see Section 3.4.2 for a discussion of displacement and relocation). The residences in this neighborhood include single-family residences, multi-family apartment buildings, and duplexes. Many of the residents in this neighborhood work in the nearby tourist core and the surrounding commercial area. Several hotel/motels are also located along Pioneer Trail to the west. The roads that provide access in this neighborhood are two-lane roads with two-way stop signs at the intersections. These roads provide access to Montreal Road and Lake Parkway, which move traffic behind the tourist core. As discussed under “Existing Transportation Facilities” in Section 3.6.2, these local roads are heavily used as faster, “cut-through” routes to access Lake Parkway East from Pioneer Trail, bypassing US 50 through the tourist core. Because of the large volume of cut-through traffic, these local roadways experience higher-than-typical daily traffic volumes and speeds.

The Rocky Point neighborhood exhibits some characteristics of community cohesion, including a concentrated minority population and a transit-dependent population, that comprise a higher proportion of the population compared to Douglas County, the City of South Lake Tahoe, and the Stateline CDP. More than 54 percent of the residential population in the CIA study area belong to a minority ethnic group. The proportion of the population for other community cohesion indicators in the study area are lower, with a high rate of resident turnover and a vacancy rate of 50 percent, characteristic of a large number of vacation rentals and second homes and contributing to lower community cohesion (see Table 3.4-2). However, the concentrated minority population in the Rocky Point neighborhood indicates the likelihood that community cohesion is present in the neighborhood affected by the project. For these reasons, this neighborhood is considered to have a moderate degree of community cohesion.

The types of project activities that could adversely affect community character and cohesion are those that reduce opportunities for community interactions, including loss of communal areas, barriers that divide the neighborhood or limit access to parts of the neighborhood, and changes to the environment that affect the quality of social interactions (e.g., increased noise or pollution). Physical division of an established community could result from construction of a barrier that changes the connectivity between portions of a community. The division would result in a significant impact if it would change the connectivity such that individuals in one portion of the community would be separated from the rest of the community. Examples of this type of impact include closure of a bridge or roadway or construction of a storm channel that would result in the loss of a transportation route such as a roadway, pedestrian path, or bicycle path. Implementation of any of the build alternatives could alter existing access routes.

Permanent effects on the physical division of the community, community character, and cohesion of the Rocky Point neighborhood are discussed below.

#### **Alternative A: No Build (No Project)**

Because Alternative A would maintain the existing US 50 alignment and would not result in any other improvements that would result in effects on residents or businesses adjacent to the roadway, this alternative would not adversely affect community character or cohesion or disrupt or divide an established community. There would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

#### **Alternative B: Triangle (Locally Preferred Action)**

##### **Transportation Improvements**

With Alternative B transportation improvements, the new US 50 alignment would bisect the Rocky Point neighborhood, a moderately cohesive residential community, and displace single and multi-family residences, hotel/motels, and businesses. (Note: displacement is discussed further in Impact 3.4-4.) The community would be split in two, and residents southwest of the highway would be physically separated from the adjacent commercial properties and downtown area.

The highway realignment and physical division of the neighborhood would change the character and cohesiveness of the neighborhood by displacing residents, and substantially changing the visual character

and ambient noise environment (see Sections 3.7, “Visual Resources/Aesthetics,” and 3.15, “Noise and Vibration”). The division of the neighborhood would also increase pedestrian trip lengths for residents southwest of the highway trying to access shopping and adjacent commercial properties after first walking to either the new Pioneer Trail/US 50 intersection or the new Heavenly Village Way/US 50 intersection. The current average trip length for residents in this area (midpoint between Pioneer Trail and Heavenly Village Way) is 0.15 mile, and with Alternative B, it would increase to about 0.25 mile. This increased distance would in part be offset by the enhanced bicycle and pedestrian features (e.g., sidewalk and bicycle lane) along the realigned highway.

Considering these factors together, the physical division of an established community caused by the Alternative B realignment of US 50 would result in adverse changes in the character and cohesiveness of a residential neighborhood, which would be a **significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the transportation improvements included in Alternative B to further reduce to the extent feasible the environmental consequences related to physical division of an established community and the associated adverse changes in the character and cohesiveness of a residential neighborhood.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Implementation of the mixed-use development, including replacement housing, associated with Alternative B would result in new mixed-use development in the northwest and northeast corners of the new US 50/Pioneer Trail intersection (Sites 1 and 2 in Exhibit 2-9) and behind the Heavenly Village Center (Site 3 in Exhibit 2-9). Site 1 would involve development in the area northeast of the Tahoe Meadows Historic District, an established private neighborhood surrounded by a fence. Site 2 would involve development in the area between existing US 50 and the existing Rocky Point neighborhood south of the Heavenly Village Center. Site 3 would involve development on an existing parking lot behind Raley’s grocery store.

The mixed-use development, including replacement housing, associated with Alternative B would introduce several buildings up to three stories tall in locations that are surrounded by commercial and residential uses. At Site 1, the mixed-use development would replace several older commercial buildings and would maintain and extend the Linear Park along the western edge of the site. The mixed-use development at Site 1 would be physically and visually separated from the Tahoe Meadows Historic District by the Linear Park and existing wrought iron fence; it would replace older commercial development with newer buildings that are consistent in character with other surrounding uses, such as the Holiday Inn Express. At Site 2, the mixed-use development would replace older hotels and apartment buildings along Pioneer Trail with buildings up to three stories tall that are similar in character to other surrounding uses, such as the Heavenly Village Center. Development of Site 2 would introduce buildings that are slightly taller than the existing two-story buildings, but would improve the community character of the neighborhood by replacing hotel units with housing units and commercial uses that would contribute to a stronger sense of community. Site 3 would introduce mixed-use development in an area that is primarily surrounded by commercial development and open space. New development at Site 3 would enhance community character in this area by expanding the existing neighborhood into an area that currently contains no residences. Additionally, the mixed-use development could add new amenities, such as a convenience store or restaurant, that could help maintain community character and cohesion in this neighborhood.

The mixed-use development at Sites 1, 2, and 3 would be located at the edge of existing neighborhoods and would not create a physical barrier that would divide these established neighborhoods. The access to Tahoe Meadows via Lodge Road and access to the Holiday Inn Express would be maintained through Site 1. Development of Site 2 would extend Fern Road to existing US 50 to ensure adequate access for Site 2 and the existing neighborhood to existing US 50. An access point would also be created at Primrose Road and

the north side of realigned US 50. Because development at the three mixed-use development sites would maintain circulation and would not create a physical barrier within an existing development, the mixed-use development component of Alternative B would not physically divide an established community.

The mixed-use development at Sites 1, 2, and 3 are the preferred location to construct replacement housing for residents displaced by the realigned US 50 roadway. These three sites are close to the existing neighborhood and provide an opportunity for displaced residents to remain within or directly adjacent to the existing neighborhood. Additionally, the commercial uses at these sites could increase the opportunities for neighborhood-serving commercial uses to be located near residents in the area. As described in Chapter 2, “Proposed Project and Project Alternatives,” the mixed-use development sites are the preferred location for replacement housing constructed by the project; therefore, the mixed-use development sites provide an opportunity to locate housing near jobs and transit that could be utilized by residents displaced by the project. (Note: displacement is discussed further in Impact 3.4-4.)

The mixed-use development, including replacement housing, of Alternative B could enhance the community character of the neighborhood by expanding the existing neighborhood into some areas that currently contain no residences. For these reasons, mixed-use development, including replacement housing, of Alternative B would not physically divide an established community and, thus, would not result in additional adverse changes in the character and cohesiveness of a residential neighborhood beyond those described above for Alternative B transportation improvements. For these reasons, this impact of the mixed-use development, including replacement housing, portion of Alternative B would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative B would avoid or minimize physical division of an established neighborhood and associated adverse changes in community character and cohesiveness such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for physical division of an established neighborhood causing changes in community character and cohesiveness as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential physical division of an established neighborhood impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, would result in a **significant** impact on physical division of an established neighborhood causing changes in community character and cohesiveness.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into construction of the Alternative B transportation improvements and mixed-use development, including replacement housing, to further reduce to the extent feasible the environmental consequences related to the physical division of an established neighborhood causing changes in community character and cohesiveness.

### **Alternative C: Triangle One-Way**

#### **Transportation Improvements**

The roadway alignment for Alternative C is the same as that for Alternative B. However, Alternative C would divide eastbound and westbound directions on US 50 from the US 50/Pioneer Trail intersection in California to the US 50/Lake Parkway intersection in Nevada. This modification would result in Alternative C having a smaller right-of-way (ROW) footprint for the realigned US 50.



Alternative C transportation improvements would result in similar impacts to Alternative B on the neighborhood associated with changing the character and cohesiveness of the neighborhood by physically dividing the neighborhood and displacing residents, and substantially changing the visual character and ambient noise environment (see Sections 3.7, “Visual Resources/Aesthetics” and 3.15, “Noise and Vibration”). Additionally, the division of the neighborhood would increase pedestrian trip lengths for residents southwest of the highway that would need to access shopping and adjacent commercial properties after first walking to either the new Pioneer Trail/US 50 intersection or the new Heavenly Village Way/US 50 intersection. The changes in trip length associated with dividing this neighborhood would in part be offset by the enhanced bicycle and pedestrian features (e.g., sidewalk and bicycle lane) along the new highway.

Considering these factors together, the physical division of an established community caused by the Alternative C realignment of US 50 would result in adverse changes in the character and cohesiveness of a residential neighborhood, which would be a **significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the transportation improvements included in Alternative C to further reduce to the extent feasible the environmental consequences related to physical division of an established community and the associated adverse changes in the character and cohesiveness of a residential neighborhood.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Implementation of mixed-use development, including replacement housing, associated with Alternative C would include the same sites and sizes of mixed-use development, including number of stories and housing units, as described above for Alternative B. Additionally, the mixed-use development sites are the preferred location for replacement housing constructed by the project; therefore, the mixed-use development sites provide an opportunity to locate housing near jobs and transit that could be used by residents displaced by the project and relocated to replacement housing constructed at one of these sites. For these reasons, mixed-use development, including replacement housing, of Alternative C would have the same impacts on community character, physical division of an established community, and community cohesion as described above for Alternative B mixed-use development, including replacement housing.

Mixed-use development including replacement housing associated with Alternative C could enhance the community character of the neighborhood by expanding the existing neighborhood into some areas that currently contain no residences. For these reasons, the mixed-use development, including replacement housing, component of Alternative C would not physically divide an established community and, thus, would not result in any associated adverse changes in the character and cohesiveness of a residential neighborhood beyond those described above for Alternative C transportation improvements. For these reasons, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative C would avoid or minimize physical division of an established neighborhood and associated adverse changes in community character and cohesiveness such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for physical division of an established neighborhood causing changes in community character and cohesiveness as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential physical division of an established neighborhood impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

## Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, would result in a **significant** impact on physical division of an established neighborhood causing changes in community character and cohesiveness.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into construction of the Alternative C transportation improvements and mixed-use development, including replacement housing, to further reduce to the extent feasible the environmental consequences related to the physical division of an established neighborhood causing changes in community character and cohesiveness.

## Alternative D: Project Study Report Alternative 2

### Transportation Improvements

The roadway alignment for Alternative D is similar to that for Alternative B, with the section of realigned US 50 between the US 50/Pioneer Trail intersection and Montreal Road located closer to the Heavenly Village Center and situated between Echo Road and Fern Road instead of along Moss Road.

Alternative D would result in similar impacts to those from Alternative B on the neighborhood associated with changing the character and cohesiveness of the neighborhood by displacing residents, and substantially changing the visual character and ambient noise environment (see Sections 3.7, “Visual Resources/Aesthetics” and 3.15, “Noise and Vibration”).

The remnant residences north of the realigned highway would become a single residential street isolated from the rest of the Rocky Point neighborhood. The residential street would become surrounded on two sides by high-volume traffic on the realigned US 50 and Lake Tahoe Boulevard and on the third side by the rear parking lot of the Heavenly Village Center. Similar to Alternatives B and C, Alternative D would have an adverse effect on community character and cohesiveness of the neighborhood. Vehicle access for the neighborhood bounded by the Heavenly Village Center and realigned US 50 would be provided by a right turn onto or from Fern Road. Vehicle circulation in the neighborhood south of the realigned US 50 would not change with Alternative D from existing conditions, with the exception of a new access point from Montreal Road onto the realigned US 50. Under Alternative D, the realigned US 50 would create a physical barrier that would prevent pedestrians from crossing the highway, except at new intersections that require a longer, more circuitous route.

Additionally, the division of the neighborhood by Alternative D would also increase pedestrian trip lengths for residents southwest of the highway that would need to access shopping and adjacent commercial properties after first walking to either the new Pioneer Trail/US 50 intersection or the new Heavenly Village Way/US 50 intersection. The changes in trip length associated with dividing this neighborhood would in part be offset by the enhanced bicycle and pedestrian features (e.g., sidewalk and bicycle lane) along the new highway.

Considering these factors together, the physical division of an established community caused by the Alternative D realignment of US 50 would result in adverse changes in the character and cohesiveness of a residential neighborhood, which would be a **significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the transportation improvements included in Alternative D to further reduce to the extent feasible the environmental consequences related to physical division of an established community and the associated adverse changes in the character and cohesiveness of a residential neighborhood.

### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Implementation

of the mixed-use development, including replacement housing, associated with Alternative D would result in new mixed-use development in the southwest and southeast corners of the new US 50/Pioneer Trail intersection (Sites 1A and 1B in Exhibit 2-11), the entire area between realigned US 50 and the Heavenly Village Center (Site 2 in Exhibit 2-11), and the existing parking lot behind Raley's grocery store (Site 3 in Exhibit 2-11). The mixed-use development sites are the preferred location for replacement housing constructed by the project with this alternative; therefore, the mixed-use development sites provide an opportunity to locate housing near jobs and transit that could be utilized by residents displaced by the project.

The addition of mixed-use development in Alternative D would introduce several buildings up to three stories tall in locations that are surrounded by commercial and residential uses, similar to Alternative B. However, unlike Alternatives B and C, Alternative D would not construct mixed-use development, including replacement housing, directly adjacent to the Linear Park and the Tahoe Meadows Historic District. The mixed-use development at Sites 1A, 1B, and 2 would replace older commercial, motel, and residential uses with newer buildings in character with other surrounding uses, such as the Heavenly Village Center and Holiday Inn Express. If Site 2 is developed, it could remove the homes on the one residential street that would be isolated from the rest of the Rocky Point neighborhood only after replacement housing has been constructed and residents to be displaced have been relocated. Site 3 would introduce mixed-use development, including replacement housing, in an area that is primarily surrounded by commercial development and open space. Similar to the mixed-use development, including replacement housing, associated with Alternative B, the mixed-use component of Alternative D at these locations would enhance the community character of the neighborhood by expanding the residential area and providing new commercial amenities.

Similar to the mixed-use development, including replacement housing, associated with Alternative B, Alternative D mixed-use development at Sites 1A, 1B, 2, and 3 would be located at the edge of existing neighborhoods and would not result in a physical barrier that would divide these established neighborhoods. The emergency access to Tahoe Meadows on Lodge Road and access to the Holiday Inn Express would be maintained.

Development of Site 2 would extend Fern Road to existing US 50 to ensure adequate circulation from Site 2 and the existing neighborhood to existing US 50. An access point would also be created at Primrose Road and the north side of realigned US 50. Additionally, effects from construction of the realigned US 50 on division of an established community would be the same as those described above for Alternative D transportation improvements. Development at the three mixed-use development sites would maintain circulation and would not result in a physical barrier within an existing development.

The mixed-use development, including replacement housing, associated with Alternative D could enhance the community character of the neighborhood by expanding the existing neighborhood into some areas that currently contain no residences. For these reasons, Alternative D mixed-use development, including replacement housing, would not physically divide an established community and, thus, would not result in adverse changes in the character and cohesiveness of a residential neighborhood beyond those described above for Alternative D transportation improvements. For these reasons, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative D would avoid or minimize physical division of an established neighborhood and associated adverse changes in community character and cohesiveness such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for physical division of an established neighborhood causing changes in community character and cohesiveness as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential physical division of an established neighborhood impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use

development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, would result in a **significant** impact on physical division of an established neighborhood causing changes in community character and cohesiveness.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into construction of the Alternative D transportation improvements and mixed-use development, including replacement housing, to further reduce to the extent feasible the environmental consequences related to the physical division of an established neighborhood causing changes in community character and cohesiveness.

### **Alternative E: Skywalk**

Implementation of Alternative E would result in development of a raised concrete deck over the entire width and length of existing US 50 between Stateline Avenue and the northern end of the Montbleu Resort that would be utilized by pedestrians along the casino corridor. There are no residences within this area. No parcels containing residences or businesses would need to be required with implementation of Alternative E because the features of this alternative would be located within the existing ROW for US 50 through the tourist core. Consequently, Alternative E would not adversely affect community character or community cohesion or physically divide an established community. There would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

## **Impact 3.4-2: Alter the location, distribution, or growth of the human population for the Region during construction**

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Alternatives B, C, and D transportation improvements would generate a temporary increase in employment in the South Shore of Lake Tahoe of approximately 80 construction jobs during construction of the transportation improvements. The maximum number of construction employees on-site at one time would be approximately 30 employees during the most intensive construction phase of the transportation improvements. For construction of the mixed-use development, including replacement housing, for Alternatives B, C, and D, these alternatives would generate approximately 90 construction jobs during the most intensive construction phase and would generate approximately 175 construction employees if two of the mixed-use development sites are constructed simultaneously. Construction of Alternative E would generate a temporary increase in employment of approximately 45 construction jobs with the maximum number of employees on-site at one time would be approximately 15 construction employees. The number of existing construction personnel in the study area and surrounding areas would be sufficient to meet demand associated with the build alternatives; therefore, this temporary increase in employment is not expected to generate substantial temporary population growth or generate the need for additional housing for construction workers. Therefore, Alternatives B, C, D, and E would not alter the location, distribution, or growth of the human population planned for the Region.

Alternative A would not result in any new construction and, thus, would not increase demand for construction workers or result in an associated increase in housing demand during construction. Alternative A would not induce substantial population growth or housing demand in the Region during construction.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize effects related to alteration of the location, distribution, or growth of the population during construction; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Less Than Significant for Alternatives B, C, D, and E; No Impact for Alternative A

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### **Alternative A: No Build (No Project)**

Because Alternative A would maintain the existing US 50 alignment and would not make any other improvements that would generate the need for temporary construction employment, this alternative would not induce substantial population growth and housing demand during construction and would not induce substantial population growth or housing demand in the Region during construction. There would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

### **Alternative B: Triangle (Locally Preferred Action)**

#### **Transportation Improvements**

Construction of the realigned US 50 and other transportation improvements, including demolition of existing structures, under Alternative B transportation improvements would take place over three construction seasons and would generate approximately 80 temporary construction jobs throughout all construction phases for the transportation improvements (modeled by Ascent Environmental, Inc. in 2016). However, the maximum estimated number of construction workers on-site during the most intensive phase of development (grading and excavation) and including concurrent haul trips would be approximately 30 construction workers. As shown in Table 3.4-3, 434 residents of the South Shore area were employed in the construction industry in 2014, which is reduced from 680 residents employed in construction in 2002. This number, coupled with the supply of construction workers in other areas within commute distance (e.g., El Dorado County, Douglas County, and Carson City) would be sufficient to meet the demand for construction workers that would be generated by Alternative B. Seasonal construction labor demand is a regular annual occurrence in the Region, because the schedule of ground-disturbing activities is limited by mountain weather and regulatory protections for water quality (the construction season is limited to between May and October). Because a sufficient supply of construction workers would be available in the local area, demand for temporary housing to accommodate construction workers would not increase.

Because the local construction labor pool would be sufficient to serve construction needs for Alternative B, this alternative would not induce substantial population growth and would not create additional demand for housing. For these reasons, Alternative B transportation improvements would not alter the location, distribution, or growth of the human population planned for the Region. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the effects related to the location, distribution, or growth of the human population for the Region during construction such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Construction of the transportation improvements for Alternative B mixed-use development, including replacement housing, would result in roughly the same demand for temporary construction workers as described for Alternative B transportation improvements. Alternative B mixed-use development, including replacement housing, would require additional workers to construct the mixed-use buildings. At this time, this analysis assumes that construction of the mixed-use development would occur at some time after completion of the transportation improvements and not concurrently with construction of the transportation improvements. Construction of the mixed-use buildings would generate up to approximately 175 temporary construction jobs over approximately three construction seasons, assuming that up to two of the mixed-use development sites would be constructed simultaneously (modeled by Ascent Environmental, Inc. in 2016). However, the maximum estimated number of construction workers on-site during the most intensive phase of development and including haul trips would be approximately 90 construction workers. The supply of construction workers located in the South Shore area, Carson City, and Douglas County has

sufficient capacity to supply temporary construction workers. Because a sufficient supply of construction workers would be available in the local area, demand for temporary housing to accommodate construction workers would not increase.

Because the demand for temporary workers would be met by existing supply, the project would not induce substantial population growth and would not create additional demand for housing. For these reasons, Alternative B mixed-use development, including replacement housing, would not alter the location, distribution, or growth of the human population planned for the Region during construction. This impact would be **less than significant** for the purposes of CEQA, and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative B would avoid or minimize the effects related to alteration of the location, distribution, or growth of the human population planned for the Region during construction such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for effects related to alteration of the location, distribution, or growth of the human population planned for the Region during construction as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of these effects would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, would result in a **less-than-significant** impact related to alteration of the location, distribution, or growth of the human population planned for the Region during construction.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at the mixed-use development sites as part of Alternative B would minimize the effects related to alteration of the location, distribution, or growth of the human population planned for the Region during construction such that no additional mitigation measures are needed or feasible to implement.

### Alternative C: Triangle One-Way

#### Transportation Improvements

Alternative C transportation improvements would result in similar transportation improvements and a slightly smaller footprint compared to Alternative B transportation improvements. Construction of Alternative C would generate the same demand for construction workers as described for Alternative B transportation improvements above. For the same reasons described above, Alternative C transportation improvements would not induce substantial population growth from temporary construction jobs generated by the alternative and, thus, would not create additional demand for temporary housing. Alternative C transportation improvements would not alter the location, distribution, or growth of the human population planned for the Region. This impact would be **less than significant** for the purposes of NEPA, CEQA, and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the effects related to the location, distribution, or growth of the human population for the Region during construction such that no additional mitigation measures are needed or feasible to implement.

#### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project



Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Alternative C mixed-use development, including replacement housing, would include the same types of mixed-use development as Alternative B mixed-use development, including replacement housing. Construction of Alternative C would generate the same demand for temporary construction employees for construction of the transportation improvements and mixed-use development as described above for Alternative B. Alternative C would not induce substantial population growth from temporary construction jobs generated by the alternative and, thus, would not create additional demand for housing. For these reasons, Alternative C mixed-use development, including replacement housing, would not alter the location, distribution, or growth of the human population planned for the Region. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative C would avoid or minimize the effects related to alteration of the location, distribution, or growth of the human population planned for the Region during construction such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for effects related to alteration of the location, distribution, or growth of the human population planned for the Region during construction as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of these effects would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, would result in a **less-than-significant** impact related to alteration of the location, distribution, or growth of the human population planned for the Region during construction.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at the mixed-use development sites as part of Alternative C would minimize the effects related to alteration of the location, distribution, or growth of the human population planned for the Region during construction such that no additional mitigation measures are needed or feasible to implement.

## Alternative D: Project Study Report Alternative 2

### Transportation Improvements

Alternative D transportation improvements would result in similar transportation improvements and footprint as Alternative B transportation improvements. Construction of Alternative D would generate the same demand for construction workers as Alternative B. For the same reasons described above, Alternative D transportation improvements would not induce substantial population growth from temporary construction jobs generated by the alternative and, thus, would not create additional demand for housing. Alternative D transportation improvements would not alter the location, distribution, or growth of the human population planned for the Region. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the effects related to the location, distribution, or growth of the human population for the Region during construction such that no additional mitigation measures are needed or feasible to implement.

### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites

identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Alternative D mixed-use development, including replacement housing, would include similar types of mixed-use development as Alternative B mixed-use development, including replacement housing. Construction of Alternative D with mixed-use development would generate the same demand for temporary construction employees as described above. Alternative D would not induce substantial population growth from temporary construction jobs generated by the alternative and, thus, would not create additional demand for housing. For these reasons, Alternative D mixed-use development, including replacement housing, would not alter the location, distribution, or growth of the human population planned for the Region. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative D would avoid or minimize the effects related to alteration of the location, distribution, or growth of the human population planned for the Region during construction such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for effects related to alteration of the location, distribution, or growth of the human population planned for the Region during construction as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of these effects would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, would result in a **less-than-significant** impact related to alteration of the location, distribution, or growth of the human population planned for the Region during construction.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at the mixed-use development sites as part of Alternative D would minimize the effects related to alteration of the location, distribution, or growth of the human population planned for the Region during construction such that no additional mitigation measures are needed or feasible to implement.

#### **Alternative E: Skywalk**

Implementation of Alternative E would result in construction of a raised concrete deck over the entire width and length of existing US 50 between Stateline Avenue and the northern end of the Montbleu Resort. Construction of Alternative E is estimated to require approximately 45 construction workers over two construction seasons, but the maximum number of construction workers on-site during the most intensive phase of construction would be approximately 15 workers. As described above for Alternative B, there is a sufficient supply of construction workers in the South Shore and nearby areas to meet the demand for construction workers. For these reasons, Alternative E would not induce substantial population growth from temporary construction jobs generated by the alternative and, thus, would not create additional demand for housing. Alternative E would not alter the location, distribution, or growth of the human population planned for the Region. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative E would avoid or minimize the effects related to the location, distribution, or growth of the human population for the Region during construction such that no additional mitigation measures are needed or feasible to implement.

### Impact 3.4-3: Alter the location, distribution, or growth of the human population for the Region during operation

Alternatives B, C, and D transportation improvements and Alternative E could result in additional road and facility maintenance needs during operation but would not generate demand for a substantial number of new employees. The transportation improvements do not include components that would increase population and, thus, would not generate additional demand for housing. Alternatives B, C, and D transportation improvements and Alternative E would not alter the location, distribution, or growth of the human population planned for the Region.

Alternatives B, C, and D mixed-use development, including replacement housing, would result in the same needs for additional road and facility maintenance needs described for these alternatives transportation improvements. With development of new commercial and housing units associated with the mixed-use development, including replacement housing, Alternatives B, C, and D would generate a net increase of up to approximately 180 – 210 new jobs and an estimated net population increase of approximately 320 – 340 people (after accounting for replacement of housing and employment displaced by the project). The additional demand for employees would likely be met by existing residents in the South Shore area. Furthermore, the employment and population growth generated by the mixed-use development, including commercial and residential uses, has been planned for as part of the Regional Plan and the Tourist Core Area Plan. Thus, Alternatives B, C, and D mixed-use development, including replacement housing, would not alter the location, distribution, or growth of the human population planned for the Region.

Alternative A would not result in any changes to existing conditions that would increase housing demand. Alternative A would not alter the location, distribution, or growth of the human population planned for the Region.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize effects related to alteration of the location, distribution, or growth of the population during operation; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Less Than Significant for Alternatives B, C, D, and E; No Impact for Alternative A

The location and distribution of development is heavily regulated in the Tahoe Region. Developers must be granted authorization for construction of new housing units, CFA, and tourist accommodation units (TAUs) through a limited number of allocations that are capped by the Regional Plan. The Regional Plan also provides a bonus unit incentive program that grants bonus allocations to applicants transferring development from rural or sensitive areas into urban centers (TRPA Code Chapter 51). New transfer incentives were adopted as part of the Regional Plan Update (TRPA 2012a:2-11, 2-20, 2-21, 7-6, 7-7), which were developed to promote infill, mixed land uses, redevelopment, and the transfer of existing development, development rights, and coverage into community centers. A portion of the project site is designated as a Town Center District within the Tourist Core Area Plan (TCAP) and South Shore Area Plan (SSAP; see Exhibit 3.2-1 in Section 3.2, “Land Use”), a district that is subject to the greatest transfer incentive ratios.

As discussed previously, the US 50/South Shore Community Revitalization Project is one of several transportation improvement projects included in the 2012 and 2017 Lake Tahoe Regional Transportations Plan (RTPs). In general, a RTP is developed through the use of growth forecasts as a means to accommodate a region’s mobility over a period of time. Metropolitan Planning Organizations (MPOs) do not have land use planning authority; however, construction of public facilities, such as transportation infrastructure projects, can influence the number and location of residences and places of employment in a community. Planning efforts in the Tahoe Region focus on encouraging patterns of more compact and densely developed community centers. The RTP was intended to further facilitate this land use pattern by establishing a safe, secure, efficient, and integrated transportation system that reduces reliance on the private automobile and provides mixed-mode facilities that serve community centers and travel between community centers. As a result, transportation projects were planned primarily around existing population centers. Transportation

infrastructure projects in the RTP were designed to facilitate movement of people and goods, provide improved accessibility, and promote sustainable economic growth. Regional land use planning efforts in the Tahoe Region focus on controlled regional growth and improved environmental conditions. To this end, transportation projects were developed to further the land use pattern of moving development out of rural areas and into community centers by establishing a safe, secure, efficient, and integrated transportation system that reduces reliance on the private automobile and provides mixed-mode facilities that serve the transportation needs of the citizens and visitors of the Tahoe Region, particularly mobility within and between community centers.

#### **Alternative A: No Build (No Project)**

Alternative A would maintain the existing US 50 alignment and would not make any other improvements that would generate permanent employment. This alternative would not induce substantial population growth and housing demand and would not alter the existing location or distribution of population, employment, and housing in the Region. Implementation of Alternative A would not preclude future transportation improvements or redevelopment to occur within the project site in the future. There would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

#### **Alternative B: Triangle (Locally Preferred Action)**

##### **Transportation Improvements**

Implementation of Alternative B transportation improvements would be limited to construction of the realigned US 50 along with other transportation improvements through the tourist core. Relocation of displaced residents to deed-restricted affordable and moderate-income housing would not generate additional employment because those housing units are existing. With implementation of Alternative B, 14 jobs associated with displaced businesses identified in Chapter 2, “Proposed Project and Project Alternatives,” would be lost (see Impact 3.4-5 and Table 3.4-14 for further discussion of displaced businesses). No new permanent employment in addition to those needed for maintenance would be generated by Alternative B transportation improvements.

Currently, the City of South Lake Tahoe maintains the local roads that would be replaced by the realigned US 50, including Montreal Road and Lake Parkway to the state line and Douglas County maintains Lake Parkway to the state line. Caltrans and the Nevada Department of Transportation (NDOT) maintain US 50 through the tourist core. Property owners in this area maintain the sidewalks in front of their businesses. The relocation of US 50 and the redesignation of the existing US 50 as a local roadway would shift the responsibility for maintenance of these roads. Caltrans and NDOT would be responsible for maintaining the realigned US 50 behind the casinos, including the new retaining wall along Van Sickle Bi-State Park. Caltrans would be responsible for maintaining the underside of the pedestrian bridge. The California Tahoe Conservancy would be responsible for maintaining the new pedestrian walkway between Bellamy Court and the pedestrian bridge. The City of South Lake Tahoe and Douglas County would be responsible for maintaining the existing US 50, which would be redesignated as a local roadway. Property owners would continue to be responsible for maintaining the sidewalks in front of their businesses. Although implementation of Alternative B would result in expansion of these sidewalks, demand for new maintenance employees could be met by existing residents in the area. For these reasons, implementation of Alternative B transportation improvements would not generate substantial additional maintenance work such that a substantial number of additional employees would be required. Because any additional maintenance employment generated by the project could be met by existing residents, an increase in housing demand associated with road maintenance employment would not be anticipated.

Implementation of Alternative B transportation improvements would not generate a substantial number of new employees during operation and would not include components that would increase population; thus, it would not generate additional demand for housing. Alternative B transportation improvements would also not include any other project components, such as extension of new utility lines, additional roads, additional residential and commercial uses, that could indirectly induce population growth that would generate additional demand for housing. For these reasons, Alternative B transportation improvements would not induce any permanent population growth or housing demand during operation and would not substantially

alter the location and distribution of population, employment, and housing in the Region. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the effects related to the location, distribution, or growth of the human population for the Region during operation such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Implementation of Alternative B mixed-use development, including replacement housing, would generate the same demand for maintenance employees as described above. Potential mixed-use development would generate additional demand for up to 269 employees associated with new commercial uses (Table 3.4-9), as well as up to 227 new housing units. Implementation of this alternative would displace up to 88 housing units, but would also result in a net increase of up to 177 jobs, 139 housing units, and 317 residents (see Table 3.4-7). This increase in residential population would represent a 4 percent increase in the CIA study area population and a 1.5 percent increase in the City of South Lake Tahoe population.

The increase in additional employment generated by Alternative B with mixed-use development could lead to an increase in population growth and subsequent housing demand within the South Shore area and a change in the location and distribution of population, employment, and housing in the Region. The 77 to 269 new jobs created by implementation of Alternative B with mixed-use development would offset the loss of 92 jobs displaced by construction of the realigned US 50 and new mixed-use development (see Impact 3.4-5 and Table 3.4-14 for further discussion of displaced businesses). The mixed-use development would include deed-restricted affordable housing and market-rate housing that could serve some of these employees. As shown in Table 3.4-4, the unemployment rate in the South Shore area ranges from 5 percent in the CIA study area percent to 12.5 percent in the City of South Lake Tahoe. It is anticipated that demand for employees would be partially met by unemployed residents of the South Shore and would not require all new workers to come from outside of this area. As shown in Table 3.4-2, housing vacancy rates range from approximately 7.5 percent in the Stateline CDP to approximately 50 percent in the CIA study area. As described above in “Housing Occupancy,” some of these housing units are likely vacation rentals or seasonal rentals and, according to the City of South Lake Tahoe Housing Element Background Report, approximately 15 percent of vacant homes in the city were available for rent and approximately 3 percent were available for sale. Therefore, because the addition of new jobs in the project site could be partially met by existing unemployed residents of the South Shore, this alternative is not anticipated to result in a substantial increase in population that would lead to an increased demand for housing that could not be met by the supply of existing vacant homes available for rent.

The location of new jobs and additional residences resulting from Alternative B with mixed-use development would be primarily within the TCAP boundaries. As described for Impact 3.4-2, construction of new housing units and CFA is limited to the number of allocations available, which are capped by the Regional Plan. Additionally, this area is planned (in the Regional Plan and TCAP) for an increase in density and development with a mix of uses and is intended to concentrate development in town centers that are walkable, close to jobs, shopping, and entertainment. Implementation of Alternative B with mixed-use development would help to achieve the intent of the TCAP to provide for orderly, well-planned, and balanced growth and to develop a mix of uses that promote convenience, economic vitality, and a pleasant quality of life with a greater range of facilities and services for visitors and residents (City of South Lake Tahoe 2013:2-6). Furthermore, these types of changes to the density of development within the TCAP boundary were assessed in the TCAP and Regional Plan environmental documents (City of South Lake Tahoe 2013, TRPA 2012a). As shown in Table 3.4-10 and Exhibit 2-9, the estimated density of housing units in the mixed-use development would meet the density standards set forth in the TCAP and PAS 092. The TCAP environmental document

determined that future development within the TCAP boundaries and the Region would meet future housing demand, including demand for affordable housing (City of South Lake Tahoe 2013:129-130). The Regional Plan EIS determined that buildout of the Regional Plan would result in a balance between jobs and housing and lead to more concentrated development in community centers, with greater improvements to walkability, feasibility of other alternative transportation, and the resultant benefits (TRPA 2012a:3.12-11 – 3.12-12). Implementation of Alternative B mixed-use development, including replacement housing, would not change the planned location and distribution of population, employment, and housing planned for the Region. For these reasons, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative B would avoid or minimize the effects related to alteration of the location, distribution, or growth of the human population planned for the Region during operation such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for effects related to alteration of the location, distribution, or growth of the human population planned for the Region during operation as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of these effects would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, would result in a **less-than-significant** impact related to alteration of the location, distribution, or growth of the human population planned for the Region during operation.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at the mixed-use development sites as part of Alternative B would minimize the effects related to alteration of the location, distribution, or growth of the human population planned for the Region during operation such that no additional mitigation measures are needed or feasible to implement.

**Table 3.4-10 Multi-Family Density in the Mixed-Use Development Sites for Alternatives B and C**

Mixed-Use Development	Estimated Density <sup>1</sup>	Allowable Density (units/acre; zoning designation)
Site 1	24.83	25 (TSC-MU)
Site 2	21.88 <sup>2</sup>	25 (TSC-NMX) 15 (PAS 092) Use not permitted (OS)
Site 3	31.07 <sup>3</sup>	25 (TSC-C)

Abbreviations: TSC-C = Tourist Center Core, TSC-MU = Tourist Center Mixed-Use, TSC-NMX = Tourist Center Neighborhood, OS = Open Space

<sup>1</sup> Estimated densities are based on the sites' sizes and proposed number of units identified in Exhibit 2-9 and represent the maximum amount of development that could occur on each site.

<sup>2</sup> Development on Site 2 would be arranged such that the building(s) in PAS 092 would meet the density limit set forth in that PAS and the building(s) in the area zoned TSC-NMX would meet the density set forth in the TCAP. No buildings would be proposed in the portion of the site zoned OS.

<sup>3</sup> The estimated density for Site 3 exceeds allowable density because it assumes the development would construct affordable housing and could utilize density bonus units.

Source: compiled by Ascent Environmental, Inc. in 2016



### Alternative C: Triangle One-Way

#### Transportation Improvements

Alternative C transportation improvements would include the same project components as Alternative B, including relocation of displaced residents to deed-restricted housing; however, Alternative C would split eastbound and westbound directions on US 50 from the US 50/Pioneer Trail intersection in California to the US 50/Lake Parkway intersection in Nevada. Compared to Alternative B, this would result in Caltrans and NDOT assuming responsibility for roadway maintenance through the tourist core and on the realigned US 50, and would reduce the City of South Lake Tahoe and Douglas County maintenance responsibilities in this area. Road maintenance would be similar to that for Alternative B and would not result in a substantial increase in demand for maintenance employees.

For the same reasons described above, Alternative C would not generate a substantial amount of new employment during operation and, thus, would not generate permanent population growth or increase the demand for housing. Additionally, Alternative C transportation improvements would not indirectly induce population growth that would generate additional demand for housing. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the effects related to the location, distribution, or growth of the human population for the Region during operation such that no additional mitigation measures are needed or feasible to implement.

#### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Implementation of Alternative C mixed-use development, including replacement housing, would generate the same demand for maintenance employees as described for Alternative B mixed-use development, including replacement housing. Alternative C would generate demand for up to 269 employees associated with commercial uses that would be part of the mixed-use development and would offset the loss of 92 jobs displaced by the realigned US 50 and mixed-use development (see Table 3.4-14). Alternative C would also add up to 227 new housing units and displace up to 83 housing units, resulting in a net increase of 144 housing units and an increase in population of 328 people (see Table 3.4-7), slightly more than the population increase that would be expected under Alternative B with mixed-use development. The density of housing units proposed for the Alternative C mixed-use development would be the same as described above for Alternative B, which is consistent with allowable density limits set forth in the TCAP and PAS 092.

For the same reasons described above, the employment and population increases that would occur with implementation of Alternative C mixed-use development, including replacement housing, would not result in a substantial increase in unmet demand for housing or change the location and distribution of population, employment, and housing planned for the Region. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative C would avoid or minimize the effects related to alteration of the location, distribution, or growth of the human population planned for the Region during operation such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for effects related to alteration of the location, distribution, or growth of the human population planned for the Region during operation as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of these effects would be speculative at this time. Full, project-level environmental review of

replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, would result in a **less-than-significant** impact related to alteration of the location, distribution, or growth of the human population planned for the Region during operation.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at the mixed-use development sites as part of Alternative C would minimize the effects related to alteration of the location, distribution, or growth of the human population planned for the Region during operation such that no additional mitigation measures are needed or feasible to implement.

### **Alternative D: Project Study Report Alternative 2**

#### **Transportation Improvements**

Alternative D transportation improvements would include the same project components as Alternative B, including relocation of displaced residents to deed-restricted housing. Operational road maintenance would be anticipated to be the same as for Alternative B.

For the reasons described above, Alternative D transportation improvements would not generate a substantial amount of new employment during operation and, thus, would not generate permanent population growth that would increase the demand for housing. Additionally, Alternative D would not indirectly induce population growth that would generate additional demand for housing. This impact would be **less-than-significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the effects related to the location, distribution, or growth of the human population for the Region during operation such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Implementation of Alternative D mixed-use development, including replacement housing, would generate the same demand for maintenance employees as Alternative B mixed-use development, including replacement housing. Implementation of Alternative D would generate demand for up to 210 employees associated with new commercial uses, which would offset the loss of 78 jobs displaced by the realigned US 50 and mixed-use development (see Table 3.4-14). Implementation of Alternative D with mixed-use development would include up to 224 new housing units but would displace up to 78 housing units, resulting in a net increase of 146 housing units and 333 people, slightly higher than the population increase under Alternative B (see Table 3.4-7). As shown in Table 3.4-11 and Exhibit 2-11, the estimated density of housing units in the mixed-use development would meet the density standards set forth in the TCAP and PAS 092.

For the same reasons described above, the employment and population increases that would occur with implementation of Alternative D mixed-use development, including replacement housing, would not result in a substantial increase in unmet demand for housing or change the location and distribution of population, employment, and housing planned for the Region. This impact would be **less than significant** for the purposes of CEQA and TRPA.

**Table 3.4-11 Multi-Family Density on the Mixed-Use Development Sites for Alternative D**

Mixed-Use Development	Estimated Density <sup>1</sup>	Allowable Density (units/acre; zoning designation)
Site 1	23.03	25 (TSC-MU, TSC-NMX)
Site 2	24.14 <sup>2</sup>	25 (TSC-NMX) 15 (PAS 092) Use not permitted (OS)
Site 3	31.2 <sup>3</sup>	25 (TSC-C)

Abbreviations: TSC-C = Tourist Center Core, TSC-MU = Tourist Center Mixed-Use, TSC-NMX = Tourist Center Neighborhood, OS = Open Space

<sup>1</sup> Estimated densities are based on the sites' sizes and proposed number of units identified in Exhibit 2-11 and represent the maximum amount of development that could occur on each site.

<sup>2</sup> Development on Sites 1B and 2 would be arranged such that the building(s) in PAS 092 would meet the density limit set forth in that PAS and the building(s) in the area zoned TSC-NMX would meet the density set forth in the TCAP. No buildings would be proposed in the portion of the site zoned OS.

<sup>3</sup> The estimated density for Site 3 exceeds allowable density because it assumes the development would construct affordable housing and could utilize a 25 percent density bonus.

Source: compiled by Ascent Environmental, Inc. in 2016

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative D would avoid or minimize the effects related to alteration of the location, distribution, or growth of the human population planned for the Region during operation such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for effects related to alteration of the location, distribution, or growth of the human population planned for the Region during operation as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of these effects would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, would result in a **less-than-significant** impact related to alteration of the location, distribution, or growth of the human population planned for the Region during operation.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at the mixed-use development sites as part of Alternative D would minimize the effects related to alteration of the location, distribution, or growth of the human population planned for the Region during operation such that no additional mitigation measures are needed or feasible to implement.

### Alternative E: Skywalk

Implementation of Alternative E would be limited to construction of a raised concrete deck over the entire width and length of existing US 50 between Stateline Avenue and the northern end of the Montbleu Resort. The skywalk would serve as a pedestrian crossing after the removal of the existing signal and crossing between the Hard Rock Hotel and Casino and Montbleu Resort. Alternative E would require additional maintenance that would be conducted by NDOT staff because the skywalk would be located within the NDOT ROW. Implementation of Alternative E would require an increase in permanent maintenance; however, it would not increase maintenance needs substantially over existing conditions, and any need for additional employees could be met by the existing population. Therefore, this alternative would not generate population growth or additional demand for housing. Additionally, Alternative E would not indirectly induce population growth that would generate additional demand for housing. Consequently, this alternative would not induce any permanent population growth and housing demand. This impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative E would avoid or minimize the effects related to the location, distribution, or growth of the human population for the Region during operation such that no additional mitigation measures are needed or feasible to implement.

## Avoidance, Minimization, and/or Mitigation Measures

### Mitigation Measure 3.4-1: Minimize effects on the character and cohesiveness of the Rocky Point neighborhood

The following mitigation measure applies to Alternatives B, C, and D transportation improvements for the purposes of NEPA, CEQA, and TRPA.

With respect to changes in visual conditions and noise that affect the character and cohesiveness of the Rocky Point neighborhood, implement Mitigation Measure 3.7-1a (see Section 3.7, “Visual Resources/Aesthetics”) and Mitigation Measures 3.15-3a, 3.15-3b, and 3.15-3c (see Section 3.15, “Noise and Vibration”).

#### Significance after Mitigation

With implementation of Mitigation Measure 3.7-1a (see Section 3.7, “Visual Resources/Aesthetics”), the realigned US 50 would be designed in accordance with all applicable design standards and guidelines and thus would exhibit a high level of visual quality, itself; however, it would substantially alter neighborhood character. The addition of noise barriers could also contribute to the change in visual character. Because of the nature of the change – that is, rerouting a highway through a residential neighborhood – it would not be feasible to reduce the magnitude of the visual impact.

Implementation of Mitigation Measures 3.15-3a, 3.15-3b, and 3.15-3c, which are applicable to Alternatives B, C, and D transportation improvements, respectively (see Section 3.15, “Noise and Vibration”), require implementation of specific performance requirements and could include additional noise-reduction features, such as use of rubberized hot-mix asphalt or outdoor sound barriers. The selection and design of specific traffic noise reduction measures shall be supported by a site-specific mitigation assessment conducted by a qualified acoustical engineer or consultant selected by the project proponent and shall be fully funded by the project proponent. These measures would effectively reduce traffic noise, but it would not be feasible to reduce traffic noise to below traffic noise levels considered significant by Caltrans and TRPA.

Regarding the interruption of pedestrian access along the realigned highway, as part of the signage plan for the project, the project will install wayfinding signage for pedestrian paths and sidewalks to guide people to the new intersections where safe crossings of the new US 50 alignment are provided. The project would design mixed-use developments with a priority for pedestrian connectivity to both surrounding residential and commercial areas.

An additional mitigation measure was considered to address the physical division of the neighborhood. This measure would have constructed a raised pedestrian walkway to provide access across the realigned US 50, connecting residents west of the new highway to adjacent commercial properties to the east. However, this mitigation measure was dismissed because the raised pedestrian walkway or tunnel would require long approach ramps to meet Americans with Disabilities Act (ADA) requirements. The long approach ramps would likely require acquisition of additional properties and would not reduce the trip lengths for pedestrians. Notwithstanding these measures, the physical barrier to pedestrian access would remain.

The physical division of the Rocky Point neighborhood associated with the new US 50 alignment and associated changes in visual character and noise resulting from Alternatives B, C, and D transportation improvements would remain after incorporation of feasible mitigation measures. Therefore, the community character impact of Alternatives B, C, and D transportation improvements would remain **significant and unavoidable** for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, environmental consequences of implementing Alternatives B, C, and D transportation improvements with implementation of Mitigation Measure 3.4-1 would be **adverse**.

## 3.4.2 Real Property Acquisitions, Dislocations, and Relocations

### REGULATORY SETTING

#### Federal

Refer to the discussion of the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) in Section 3.4.1, “Community Character and Cohesion.”

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 USC 2000d et seq.). Refer to Appendix H for a copy of the Caltrans Title VI Policy Statement.

#### Tahoe Regional Planning Agency

##### Lake Tahoe Regional Plan

TRPA regulates growth and development in the Lake Tahoe Region through the Regional Plan, which includes the Goals and Policies, Code of Ordinances, and other components.

##### Goals and Policies

The Land Use Subelement and Housing Subelement of the Regional Plan Land Use Element include policies that assess housing needs of the Region and make provisions for adequate housing. The Housing Subelement includes policies that encourage local governments to assume their “fair share” of the responsibility to provide lower and very-low income housing (Policy HS-1.2) and support the development of lower and very-low income housing through development incentives and that are designed and occupied in accordance with local, regional, state, and federal standards (Policy HS-1.1) (TRPA 2012b:2-20 – 2-21). The full text of these goals and policies, along with a discussion of the project’s consistency with the goals and policies, is included in Appendix E, “Goals and Policies Consistency Analysis.”

##### Environmental Threshold Carrying Capacities

TRPA has not established any environmental threshold carrying capacities (thresholds) that pertain to relocations and real property acquisition.

##### Code of Ordinances

##### **Definitions of Affordable Housing and Moderate Income Housing**

Chapter 90 of the TRPA Code of Ordinances defines affordable housing as:

Residential housing, deed restricted to be used exclusively for lower-income households (income not in excess of 80 percent of the respective county’s median income) and for very low-income households (not to exceed 50 percent of the respective county’s median income). Such housing units shall be made available for rental or sale at a cost that does not exceed the recommended state and federal standards. Each county’s median income shall be determined according to the income limits published annually by the Department of Housing and Urban Development. For multi-person dwellings, the affordable housing determination shall be made using each resident’s income and not the collective income of the dwelling.

Chapter 90 of the TRPA Code of Ordinances defines moderate incoming housing as:

Residential housing, deed restricted to be used exclusively as a residential dwelling by permanent residents with an income not in excess of 120 percent of the respective county's median income. Such housing units shall be made available for rental or sale at a cost that does not exceed the recommended state and federal standards. Each county's median income will be determined according to the income limits published annually by the Department of Housing and Urban Development.

The term "affordability," as used in both TRPA definitions, includes all associated housing costs, including rent and ownership costs, ownership financing, essential utilities, insurance, and taxes.

Both of these definitions are based on the "respective county's median income." In 2011, the applicable median income for El Dorado County was \$75,100 for a four-person household, \$67,600 for a three-person household, \$60,100 for a two-person household, and \$52,550 for a one-person household (TTD 2012:43).

#### **Allocation of Development and Bonus Unit Ordinances**

Plan areas with the Preferred Affordable Housing Area designation have been designated by TRPA as preferred locations for affordable housing and are eligible for special incentives found in the TRPA Code, including allocation exemptions (Chapter 50) and bonus-unit assignment (Chapter 52). Plan areas with the Multi-Residential Incentive Program designation are eligible for the multi-residential incentive program under Chapter 52 of the TRPA Code, which allows "bonus units" to be substituted for needed development rights for multi-family housing. Housing units that are deed-restricted as affordable in perpetuity may obtain multi-residential "bonus units" to substitute for their needed development rights and are exempt from the need for an allocation when located within an area that is both designated as a Preferred Affordable Housing Area and eligible for the Multi-Residential Incentive Program. The TCAP and Plan Area Statement (PAS) 092 Pioneer/Ski Run are identified as Preferred Affordable Housing Areas. Additionally, the City of South Lake Tahoe has a Certified Moderate Income Housing Program under Sections 50.5.2.B and 52.3.6 of the TRPA Code; thus, moderate income housing units are eligible to earn allocations from TRPA's unused allocation pool subject to TRPA's allocation procedures. A total of 90 residential bonus units are assigned to the TCAP that may be used for affordable housing units or as a match for transferring development rights to centers (City of South Lake Tahoe 2013:10-9).

#### **State**

Refer to the discussion of the Caltrans Relocation Assistance Program included in Section 3.4.1, "Community Character and Cohesion."

#### **Local**

##### **El Dorado County Housing Choice Voucher Program**

The Housing Choice Voucher Program (formerly Section 8) provides assistance to help low-income residents of El Dorado County afford safe, decent, and sanitary housing. The U.S. Department of Housing and Urban Development (HUD) provides funds to the El Dorado County Public Housing Authority to administer the program. Currently, the El Dorado County Public Housing Authority has 77 families under lease in South Lake Tahoe. There are 279 families on the wait list, 27 of which are from South Lake Tahoe. Of the families on the wait list, 77 earn approximately 50 percent of the area median income, and 212 families earn approximately 30 percent of the area median income. The wait list is currently closed (City of South Lake Tahoe 2014:4-88).

##### **City of South Lake Tahoe**

##### **City of South Lake Tahoe General Plan**

The City of South Lake Tahoe General Plan Housing Element includes goals and policies that focus on the housing needs of the local workforce (Policies HE 2-3, 2-5, and 2-9), address long-term affordable ownership opportunities for lower- and moderate-income households (Policy HE 2-2 and 2-6), allow a variety of housing

choices (Policies 2-3 and 5-1), and promote the preservation and rehabilitation of existing housing (Policies 2-6 and 3-4) (City of South Lake Tahoe 2014:HE-2, HE-3, HE-7, HE-8, HE-13, HE-14). The full text of these goals and policies, along with a discussion of the project's consistency with the goals and policies, is included in Appendix E, "Goals and Policies Consistency Analysis."

### **Single Room Occupancy Ordinance**

The City of South Lake Tahoe's recently-adopted Single Room Occupancy (SRO) Ordinance addresses the shortage of decent, safe, sanitary, and affordable rental housing options for low-income persons in the city. Hotels have historically provided affordable rental options of last resort for low-income persons. The SRO Ordinance implemented common-sense regulations for the use of hotel/motel rooms as quality transitional housing. This ordinance provides an incentive to hotels/motels in the city to rehabilitate units that do not meet minimum building, housing, and property maintenance standards so as to provide safe, habitable rental units for low-income persons. In doing so, they are exempt from transient occupancy tax (TOT) obligations for those units. This ordinance establishes development, design, and maintenance standards to preserve and enhance the quality of life for residents of the city living in such units.

Lodging properties with existing SRO units on the effective date of the ordinance (June 16, 2015) had 30 days to submit a completed SRO permit application. Lodging properties without existing SRO units at that time may apply for an SRO permit at any time, but no less than 30 days before letting SRO units. SRO permits shall provide a 12-month period within which permittees may complete all development, design, and maintenance standards required by the ordinance.

Current estimates are that 58 hotels/motels rent some or all of their rooms for long-term occupancy (30 days or longer). The SRO program legitimizes the use of these hotels/motels as temporary transitional housing, increases the standard of living for the occupants, and improves overall community appearance. Currently, 41 hotels/motels in the city have received an SRO Permit (Roverud, pers. comm., 2016b). With over 100 hotels/motels in city (Tahoe South 2016), approximately 30 percent of the hotels/motels currently participate in the program. There are 7,026 tourist accommodation units (TAUs) in the city and any of them can be permitted as an SRO (City of South Lake Tahoe and TRPA 2015:39).

### **Illegal Unit Conversion Program**

Since the adoption of TRPA regulations in 1987, some property owners have constructed illegal second units in South Lake Tahoe (City of South Lake Tahoe 2014:4-87 – 4-88). In April 1993, the city adopted an ordinance authorizing certain illegally constructed second units to become legalized if they meet specific criteria. The program was created specifically to help meet the city's affordable housing needs. To be legalized, a second unit:

- ▲ cannot have been illegally constructed since the ordinance was adopted in April 1993;
- ▲ may contain one unit beyond permissible density (detached, attached, or within the legal dwelling);
- ▲ must conform to height, setbacks, and design standards;
- ▲ must meet health and safety standards;
- ▲ must be located on a parcel that contains 1.5 parking spaces per unit;
- ▲ must pay South Tahoe Public Utility District all costs for illegal sewer connections; and
- ▲ must be deed restricted as lower-income housing.

Through the Illegal Unit Conversion Program, the city has authorized 25 illegally constructed units to be brought into compliance with health and safety standards and other applicable codes. The cost of bringing the illegal unit up to code is paid by the property owner.

### **Douglas County**

The Douglas County Development Code contains provisions to encourage affordable housing. Chapter 20.440, Density Bonus and Affordable Housing Agreements, was adopted in 1996. The chapter provides for an increase of density up to 25 percent in return for provision of housing at affordable levels.



## AFFECTED ENVIRONMENT

The information in this section is based on the *Relocation Study for the US 50/South Shore Community Revitalization Project* (TTD 2012) and the *Community Impact Assessment* (CIA; FHWA et al. 2014). The Relocation Study is included in this EIR/EIS/EIS in Appendix F.

### Affordable and Moderate Income Housing

As described in “Regulatory Setting - Local,” El Dorado County provides housing assistance through the Housing Choice Voucher Program (formerly Section 8). The South Shore area, encompassing the City of South Lake Tahoe and the portion of Douglas County within the Basin, also includes affordable housing units for very-low and low-income households that have been established through either government assistance, TRPA mitigation, or affordable housing agreements (Table 3.4-12). South Lake Tahoe contains 421 affordable housing units, and the Tahoe Basin portion of Douglas County contains 133. Some of these affordable housing complexes, such as Kelly Ridge and Tahoe Senior Plaza, are dedicated for seniors; Sky Forest Acres is dedicated for persons with disabilities.

**Table 3.4-12 Affordable Housing near the Project Site**

Location	Number of Affordable Units <sup>1</sup>
<b>City of South Lake Tahoe</b>	
The Aspens <sup>2</sup>	48
Bijou Woods Apartments	92
Evergreen Tahoe Apartments	26
Kelly Ridge <sup>3</sup>	33
Sierra Garden Apartments	76
Sky Forest Acres <sup>4</sup>	17
Tahoe Pines Apartments	27
Tahoe Senior Plaza <sup>3</sup>	32
Tahoe Valley Townhomes	70
<b>City of South Lake Tahoe Subtotal</b>	<b>421</b>
<b>Douglas County</b>	
Aspen Grove	39
Lake Vista I	24
Lake Vista II	40
Meadow Brook	30
<b>Douglas County Tahoe Basin Subtotal</b>	<b>133</b>
<b>Total Number of Affordable Housing Units in the South Shore</b>	<b>554</b>

<sup>1</sup> Includes very-low and low-income housing units.

<sup>2</sup> Includes one moderate income unit.

<sup>3</sup> Age restricted for persons 62 years old or older.

<sup>4</sup> For persons with disabilities.

Source: City of South Lake Tahoe 2014:4-95, Douglas County 2012:5

## ENVIRONMENTAL CONSEQUENCES

### Methods and Assumptions

The Relocation Study prepared for the project identified residents and businesses that might require relocation as a result of the project (TTD 2012). Following completion of the Relocation Study, additional design refinements for the alternative alignments and replacement housing options have resulted in modifications to the list of properties potentially affected by the project. In some cases, some properties

have been removed from the list of partial or full acquisition and other properties have been added to the list of acquisitions (see Tables 2-1 and 2-2 in Chapter 2, “Proposed Project and Project Alternatives,” Exhibits 3.4-2 through 3.4-4, and Appendix B). To assess potential impacts, the parcels that would require partial or full acquisition under Alternatives B, C, and D were reviewed for the following circumstances:

- ▲ whether the acquisition would be permanent or temporary,
- ▲ what type of acquisition would be required (full acquisition or easement), and
- ▲ whether the acquisition would include relocation.

The list of parcels identified for acquisition is preliminary but represents the maximum number of acquisitions required for implementation of the build alternatives. The complete list of parcels proposed for acquisition for each alternative is included in Appendix B, “Maps Showing Parcel Acquisition Needs and Geometric Approval Drawings for Alternatives B, C, and D,” and represents the maximum number and extent of acquisitions that would occur. Refinements to the final project design could result in a smaller project footprint, which could result in fewer partial and/or full acquisitions. The number of parcels and type of units that would be acquired for the realigned US 50 ROW for each alternative are summarized in Tables 2-1 and 2-2. The number of parcels and type of units that would be acquired for the mixed-use development are summarized in Table 2-3 and Table 2-4.

A combination of methods was used to determine employee numbers for existing businesses that could be displaced by the project. Several businesses provided typical employee numbers via telephone communication. Conservative estimates of existing employee numbers are based on existing numbers of employees at similar businesses for those businesses that did not provide employee numbers.

## Significance Criteria

### NEPA Criteria

An environmental document prepared to comply with NEPA must consider the context and intensity of the environmental effects that would be caused by or result from the locally preferred action. Under NEPA, the significance of an effect is used solely to determine whether an EIS must be prepared. The factors that are taken into account under NEPA to determine the significance of an action in terms of the context and the intensity of its effects are encompassed by the CEQA and TRPA criteria used for this analysis.

### TRPA Criteria

The “Population” and “Housing” criteria from the TRPA Initial Environmental Checklist were used to evaluate the population and housing impacts of the build alternatives. The project would result in a significant impact if it would:

- ▲ include or result in the temporary or permanent displacement of residents;
- ▲ affect existing housing, or create a demand for additional housing; or
- ▲ result in the loss of housing for lower-income and very-low-income households.

Lower-income and very-low-income households are those that meet the TRPA definition of affordable housing in Chapter 90 of the TRPA Code and included above. The term “affordable housing” is used throughout this document in accordance with the definition included in Chapter 90 of the TRPA Code and is inclusive of lower-income and very-low-income households.

### CEQA Criteria

Based on Appendix G of the State CEQA Guidelines, impacts on population, employment, and housing would be significant if the project would:

- ▲ displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or

- ▲ displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

## Environmental Effects of the Project Alternatives

### Impact 3.4-4: Housing supply availability, including affordable housing

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Acquisition of land and buildings necessary for the US 50 realignment, new US 50/Pioneer Trail intersection, new sidewalks and bike lanes, and the mixed-use development, including replacement housing, would displace existing residences with the Alternative B, C, and D transportation improvements and mixed-use development, including replacement housing. TTD would provide relocation assistance to all eligible displaced owner and tenant residents in accordance with the requirements of the Uniform Act and the Relocation Assistance Law. These alternatives would also include construction of replacement housing, including deed-restricted affordable and deed-restricted moderate-income housing, equal to or greater than the number of housing units displaced prior to relocating owner and tenant residents and prior to construction of transportation improvements in California. For these reasons, the Alternative B, C, and D transportation improvements and mixed-use development, including replacement housing, would result in no net loss of housing, including affordable and moderate-income housing, in the South Shore and there would be no need to construct additional affordable housing elsewhere beyond those included in the project.

Alternative A would include no changes and Alternative E would not require acquisition of private property and, thus, would not displace housing (including affordable housing) or residents.

NEPA Environmental Consequences: Compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternatives B, C, and D would avoid or minimize effects on housing supply availability, including affordable housing, such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternatives A and E

CEQA/TRPA Impact Determinations: Less Than Significant for Alternatives B, C, and D; No Impact for Alternatives A and E

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#### **Alternative A: No Build (No Project)**

Because Alternative A would maintain the existing US 50 alignment and would not make any other improvements that would affect residents adjacent to the roadway, this alternative would not displace residents or housing. There would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

#### **Alternative B: Triangle (Locally Preferred Action)**

##### **Transportation Improvements**

Implementation of Alternative B transportation improvements would reroute the existing US 50 through a neighborhood, necessitating acquisition of parcels for the new highway ROW and other transportation improvements, including the new US 50/Pioneer Trail intersection, and new sidewalks and bike lanes along realigned US 50. Alternative B would result in 42 full parcel acquisitions (all in California) and 53 partial parcel acquisitions (42 in California, 11 in Nevada; see Table 2-1, Exhibit 3.4-2, and Appendix B). The Alternative B transportation improvements would displace owner and tenant residents and demolish 76 housing units, including 58 affordable housing units and seven moderate-income housing units (Table 3.4-13). The loss of these residential structures would not reduce the housing supply in the South Shore, including the number of affordable housing units, because the project would construct an equal or greater number of replacement housing units that could be used by displaced owners and tenants before groundbreaking were to occur in California (see Section 2.3.1, “Replacement Housing,” in Chapter 2, “Proposed Project and Project Alternatives”). The effects of the replacement housing are discussed further below under “Mixed-Use Development including Replacement Housing.” More specifically, with Alternative B, the project would construct a minimum of 76 new housing units, which would be available as rental units to

displaced owners and tenants and would include 58 deed-restricted affordable housing units, seven deed-restricted moderate-income housing units, and 11 market-rate housing units. These new housing units are considered last resort housing for the purposes of the Uniform Act and their construction prior to constructing the transportation improvements in California are necessary because of the limited supply of replacement housing in the study area and elsewhere in the South Shore. (Note: The term “last resort housing” is a term defined in 49 CFR 24, Section 24.404 and is used to describe housing that would need to be constructed for the project to move forward and to provide replacement housing for residents displaced by the project because there is a limited supply of adequate housing in the South Shore area.) As described in Chapter 2, “Proposed Project and Alternatives,” all of the replacement housing units would be deed-restricted such that the housing units must be used for full-time residents and may not be used as second homes or for vacation rental use.

While the exact number of owners and tenants in these housing units would be determined at the final design stage for the project and during the relocation assistance process, surveys conducted for the Relocation Study indicate that most of the residents are tenants and very few residents are owners (TTD 2012:15). At the time of preparing the Relocation Study, survey results show that there were seven households with elderly members (persons 62 years or older) but there were no households that reported residents with physical disabilities (TTD 2012:16). In accordance with the Uniform Act and as part of the relocation process, TTD would take care to meet the special needs of each household that contains elderly members or persons with physical disabilities.

The Alternative B transportation improvements would also displace up to 44 SRO units (see Table 3.4-13). These SRO units are used as temporary transitional housing; they are not intended to provide year-round residency. Units with SRO permits can be used as standard hotel/motel rooms where TOT taxes are collected at any time, which is demonstrated by those hotel/motel rooms affected by the project. Between summer 2015 and summer 2016, the number of SROs at the Elizabeth Lodge fluctuated between 15 to 18 units on a monthly basis (Roverud, pers. comm., 2016a). During this period, the number of SRO units at the South Shore Inn fluctuated between two and 21 units; the number of SRO units at the Traveler’s Inn and Suites fluctuated between two and four units; and the number of SRO units at National 9 Inn fluctuated between zero and two units. Additionally, any hotel/motel property owner in the city has the choice to obtain a SRO permit for existing TAUs. Within a half mile of the hotel/motels displaced by the project, 30 hotel/motels containing 1,262 TAUs (excluding timeshare lodging) are eligible for SRO-unit status. Of these units, more than 520 hotel units are in hotel/motels comparable to those that would be displaced by the project (compiled by Ascent Environmental, Inc. 2016). There are four hotel/motels in this area that already provide 66 SRO units (Roverud, pers. comm., 2016b). Further, SRO units are recognized currently and historically by TRPA as TAUs and not as residential units. For these reasons, the SRO units displaced by the Alternative B transportation improvements are not counted toward the housing unit and affordable housing unit totals.

The Relocation Study concludes that there would be existing available housing units in the South Shore area that could be used as replacement housing. This remains true; however, the option to purchase and deed restrict or seek other replacement housing options in the South Shore area instead of constructing new housing units would conflict with the project objective related to a no net loss in housing supply. Additionally, as described under “Housing Occupancy” in Section 3.4.1, there is evidence to suggest that about 15 percent of the supply of vacant homes are available for rent by full-time residents (see “Housing Occupancy” in Section 3.4.1). The limited supply of housing for permanent residents, and for residents seeking affordable and moderate-income housing in particular, in the study area and South Shore overall provides support for the need to construct replacement housing as part of the project, prior to displacing residents and construction of transportation improvements in California.

As described above, implementation of Alternative B transportation improvements combined with constructing the mixed-use development, including replacement housing, would result in the displacement of 58 affordable, seven moderate-income, and 11 other housing units. The existing affordable housing units are not deed-restricted for affordable housing purposes; however, the determination that these units are affordable and have historically been used as affordable housing is based on an evaluation of rent or for-

sale value below the levels established by the 80 percent median income threshold, as identified in the TTD affordable housing study (Massey 2016). Alternative B would construct a minimum of 58 new deed-restricted affordable housing units, seven deed-restricted moderate-income, and 11 market-rate housing units as replacement housing for displaced residents. The amount of deed-restricted affordable housing for lower-income and very low-income (as defined in Chapter 90 of TRPA Code) and low income (as defined in the Uniform Act, 49 CFR Section 24.402(b)) to be constructed by the project would be determined at the final design stage and as part of the relocation process.

**Table 3.4-13 Displaced Housing Units**

Alternatives	Affordable Housing Units	Moderate-Income Housing Units	Other Housing Units <sup>1</sup>	Total Housing Units	Motels	Total Motel Units	Motel Units with SRO Permit <sup>2</sup>
<b>Transportation Improvements (Acquisition for ROW)</b>							
A: No Build	NA	NA	NA	NA	NA	NA	NA
B: Triangle	58	7	11	76	4	114	44
C: Triangle One-Way	53	7	11	71	4	114	44
D: PSR Alternative 2	68	0	0	68	2	41	4
E: Skywalk	NA	NA	NA	NA	NA	NA	NA
<b>Mixed-Use Development including Replacement Housing (Acquisition for Mixed-Use Development Only)</b>							
A: No Build	NA	NA	NA	NA	NA	NA	NA
B: Triangle	12	0	0	12	2	41	4
C: Triangle One-Way	12	0	0	12	2	41	4
D: PSR Alternative 2	6	4	0	10	0	0	0
E: Skywalk	NA	NA	NA	NA	NA	NA	NA
<sup>1</sup> "Other Housing Units" includes units that are not designated as affordable or moderate-income housing, including uninhabitable units, units boarded up and owned by multiple parties for seasonal use, and seasonal units owned by trusts. <sup>2</sup> "Motel Units with SRO Permit" are Elizabeth Lodge, South Shore Inn, National 9 Inn, and Traveler's Inn. The SRO numbers fluctuate on a monthly basis and these permit numbers reflect the maximum number of SRO units that could occur at one time. Source: Massey 2016; Roverud, pers. comm., 2016b							

TTD would provide relocation assistance to all eligible displaced owner and tenant residents in accordance with the requirements of the Uniform Act and the Relocation Assistance Law (see Section 3.4.1, "Community Character and Cohesion," and Appendix F). These regulatory requirements state that TTD is responsible for assisting displaced residents in relocating to comparable replacement housing, which is determined to be housing in an area that is not generally less desirable than the current dwelling unit with regard to utilities, commercial facilities, schools, and public services; is reasonably accessible to the displaced person's current place of employment; is comparable in size and structure to the displaced person's existing home; and which accommodates the size of the household being displaced. Additionally, replacement housing must meet the standard of being decent, safe, and sanitary. Displaced residents may choose to either relocate to the newly constructed housing or may choose to relocate to other housing.

The supply of affordable housing units in the South Shore area is limited, but implementation of the project provides new housing units, including affordable housing units, that would be available to displaced owner and tenant residents. Because Alternative B would construct 58 deed-restricted affordable housing units, seven deed-restricted moderate-income housing units, and 11 market rate housing units, the project would result in no net reduction in housing supply in the South Shore. For these reasons, for the purposes of CEQA and TRPA, the Alternative B transportation improvements would result in a **less-than-significant** impact on housing, including affordable housing, in the South Shore and there would be no need to construct additional affordable housing elsewhere beyond those included in the project.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of the Alternative B transportation improvements including construction of replacement housing would avoid or minimize effects on housing supply availability, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Implementation of Alternative B mixed-use development, including replacement housing, would reroute the existing US 50 through a neighborhood and would extend the realigned US 50 behind the casinos. This alternative would also involve construction of new replacement housing and mixed-use development to include commercial uses at three possible locations adjacent to the realigned US 50 (see Exhibits 2-9 and 2-10). These three mixed-use development sites are the preferred location for construction of replacement housing, which would include replacement housing for 12 housing units (all affordable housing) that would be displaced by mixed-use development at Site 2.

In addition to the full acquisition of 42 parcels (all in California) for the realigned US 50 ROW, Alternative B with mixed-use development would result in nine full parcel acquisitions (all in California) for the mixed-use development (see Table 2-1, Exhibit 3.4-2, and Appendix B). This would result in a total of 51 full parcel acquisitions for construction of the new ROW and mixed-use development, including replacement housing. Of the 57 parcels identified for partial acquisition for the realigned US 50 ROW, eight parcels would be subject to full acquisition for the mixed-use development, reducing the total number of partial parcel acquisitions to 49 parcels. In addition to the housing units displaced for ROW purposes, mixed-use development under this alternative would displace 12 housing units located at mixed-use development Site 2, all of which are affordable housing units, and one additional hotel (Traveler’s Inn) with four units operating pursuant to the city’s SRO ordinance (Table 3.4-13). As described above, the SRO units displaced by this alternative would not count toward the loss of housing units or affordable housing units. Construction of the realigned US 50 and mixed-use development would collectively result in the displacement of 88 housing units, including 70 affordable housing units.

TTD would provide relocation assistance to all eligible displaced owner and tenant residents in accordance with the requirements of the Uniform Act and the Relocation Assistance Law (see Section 3.4.1, “Community Character and Cohesion,” and Appendix F). As described for Alternative B transportation improvements, the supply of affordable housing units in the South Shore area is limited, but implementation of the project would provide new housing units, including affordable housing units, that would be available to displaced owner and tenant residents as replacement housing. Because the project would construct 70 deed-restricted affordable housing units, seven deed-restricted moderate-income housing units, and 11 market rate housing units, the project would result in no net reduction in supply of housing in the South Shore. As described in Chapter 2, “Proposed Project and Alternatives,” all of the replacement housing units would be deed-restricted such that the housing units must be used for full-time residents and may not be used as second homes or for vacation rental use. For these reasons, for the purposes of CEQA and TRPA, the Alternative B mixed-use development, including replacement housing, would result in a **less-than-significant** impact on housing, including affordable housing, in the South Shore and there would be no need to construct additional affordable housing elsewhere beyond those included in the project.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative B mixed-use development, including replacement housing, would avoid or minimize effects on housing supply availability, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential loss of housing supply, including affordable housing, as described for the

replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on housing supply availability, including affordable housing, would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, at one or more of the mixed-use development sites would have a **less-than-significant** impact on housing supply availability, including affordable housing.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative B transportation improvements and mixed-use development, including replacement housing, would avoid or minimize effects on housing supply availability, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.

### Alternative C: Triangle One-Way

#### Transportation Improvements

Implementation of the Alternative C transportation improvements would reroute the existing US 50 through an existing neighborhood, necessitating acquisition of numerous parcels for the ROW for the new highway, similar to that which would occur with the Alternative B transportation improvements. The Alternative C transportation improvements would result in 40 full parcel acquisitions (all in California) and 51 partial parcel acquisitions (40 parcels in California and 11 parcels in Nevada; see Table 2-1, Exhibit 3.4-3, and Appendix B). This alternative would displace 71 housing units, including 53 affordable housing units, which is less than under Alternative B transportation improvements (see Table 3.4-13). Similar to that described above for Alternative B, Alternative C would construct 71 new housing units, which would be available to displaced owners and tenants and would include 53 deed-restricted affordable housing units, seven deed-restricted moderate-income housing units, and 11 market-rate housing units, prior to constructing the transportation improvements in California. As described in Chapter 2, “Proposed Project and Alternatives,” all of the replacement housing units would be deed-restricted such that the housing units must be used for full-time residents and may not be used as second homes or for vacation rental use.

The realigned US 50 ROW would also displace 44 motel units with SRO permits, the same as under Alternative B. As described above, the SRO units displaced by this alternative would not count toward the housing unit and affordable housing unit totals.

TTD would provide relocation assistance to all eligible displaced owner and tenant residents in accordance with the requirements of the Uniform Act and the Relocation Assistance Law (see Section 3.4.1, “Community Character and Cohesion,” and Appendix F). As described for Alternative B, the supply of affordable housing units in the South Shore area is limited, but implementation of the project provides new housing units, including affordable and moderate-income housing units, that would be available to displaced owner and tenant residents. Because Alternative C would construct 53 deed-restricted affordable housing units, seven deed-restricted moderate-income, and 11 market rate housing units, this alternative would result in no net reduction in housing supply in the South Shore. For these reasons, for the purposes of CEQA and TRPA, the Alternative C transportation improvements would result in a **less-than-significant** impact on housing, including affordable housing, in the South Shore and there would be no need to construct additional affordable housing elsewhere beyond those included in the project.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of the Alternative C transportation improvements including construction of replacement housing would avoid or minimize effects on housing supply availability, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.



### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Implementation of Alternative C would reroute the existing US 50 through an existing neighborhood and would extend the realigned US 50 ROW behind the casinos. This alternative would also involve construction of replacement housing and mixed-use development to include commercial uses at three possible locations adjacent to the realigned US 50 (see Exhibits 2-9 and 2-10). These three mixed-use development sites are the preferred location for construction of replacement housing, which would include replacement housing for 12 housing units (all affordable housing) that would be displaced by mixed-use development Site 2.

In addition to the full acquisition of 40 parcels (all in California) for the realigned US 50 ROW, implementation of Alternative C mixed-use development would result in nine full parcel acquisitions for construction of the new mixed-use development (all in California; see Table 2-1, Exhibit 3.4-3, and Appendix B). This alternative would require acquisition of 49 parcels for construction of the realigned US 50 and the mixed-use development, including replacement housing. Of the 57 parcels identified for partial acquisition for the realigned US 50 ROW, eight parcels would be subject to full acquisition for the mixed-use development, reducing the total number of partial parcel acquisitions to 49 parcels. In addition to the housing units displaced for ROW acquisition, mixed-use development under this alternative would displace 12 housing units located at mixed-use development Site 2, all of which are affordable housing, and one additional hotel (Traveler’s Inn) with four units operating pursuant to the city’s SRO ordinance (Table 3.4-13). As described above, the SRO units displaced by the Alternative C mixed-use development, including replacement housing, would not count toward the loss of housing units or affordable housing units. Construction of the realigned US 50 and mixed-use development would collectively result in the displacement of 83 housing units, including 65 affordable housing units and 7 moderate-income housing units.

TTD would provide relocation assistance to all eligible displaced owner and tenant residents in accordance with the requirements of the Uniform Act and the Relocation Assistance Law (see Section 3.4.1, “Community Character and Cohesion,” and Appendix F). As described for the Alternative B transportation improvements, the supply of affordable housing units in the South Shore area is limited, but implementation of the project would provide new housing units, including deed-restricted affordable housing units and deed-restricted moderate-income housing units, that would be available to displaced owners and tenant residents as replacement housing. Because the project would construct 65 deed-restricted affordable housing units, 7 deed-restricted moderate-income housing units, and 11 market rate housing units, the project would result in no net reduction in housing units in the South Shore. As described in Chapter 2, “Proposed Project and Alternatives,” all of the replacement housing units would be deed-restricted such that the housing units must be used for full-time residents and may not be used as second homes or for vacation rental use. For these reasons, for the purposes of CEQA and TRPA, the Alternative C mixed-use development, including replacement housing, would result in a **less-than-significant** impact on housing, including affordable housing, in the South Shore and there would be no need to construct additional affordable housing elsewhere beyond those included in the project.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative C mixed-use development, including replacement housing, would avoid or minimize effects on housing supply availability, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential loss of housing supply, including affordable housing, as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on housing supply availability, including

affordable housing, would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, at one or more of the mixed-use development sites would have a **less-than-significant** impact on housing supply availability, including affordable housing.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative C transportation improvements and mixed-use development, including replacement housing, would avoid or minimize effects on housing supply availability, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.

### Alternative D: Project Study Report Alternative 2

#### Transportation Improvements

Implementation of the Alternative D transportation improvements would reroute the existing US 50 through an existing neighborhood, necessitating acquisition of parcels for the ROW for the new highway, similar to the Alternative B transportation improvements. The Alternative D transportation improvements would result in 37 full parcel acquisitions (all in California) and 38 partial parcel acquisitions (27 parcels in California and 11 parcels in Nevada; see Table 2-1, Exhibit 3.4-4, and Appendix B). The ROW acquisitions for this alternative would displace 68 housing units, which are all affordable housing units (see Table 3.4-13). Similar to that described above for Alternative B, Alternative D would construct 68 new deed-restricted affordable housing units prior to constructing the transportation improvements in California, which would be available as rental units to displaced owners and tenants. As described in Chapter 2, “Proposed Project and Alternatives,” all of the replacement housing units would be deed-restricted such that the housing units must be used for full-time residents and may not be used as second homes or for vacation rental use.

The realigned US 50 ROW for Alternative D would also displace one hotel/motel (Traveler’s Inn), which includes four motel units with SRO permits. As described above, the SRO units displaced by this alternative would not count toward the loss of housing units or affordable housing units.

TTD would provide relocation assistance to all eligible displaced owner and tenant residents in accordance with the requirements of the Uniform Act and the Relocation Assistance Law (see Section 3.4.1, “Community Character and Cohesion,” and Appendix F). As described for Alternative B, the supply of affordable housing units in the South Shore area is limited, but implementation of the project provides new housing units, including affordable housing units, that would be available to displaced owner and tenant residents. Because Alternative D would construct 68 deed-restricted affordable housing units, the project would result in no net reduction in housing units in the South Shore. For these reasons, for the purposes of CEQA and TRPA, the Alternative D transportation improvements would result in a **less-than-significant** impact on housing, including affordable housing, in the South Shore and there would be no need to construct additional affordable housing elsewhere beyond those included in the project.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative D transportation improvements including construction of replacement housing would avoid or minimize effects on housing supply availability, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.

#### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any

residents. Implementation of the Alternative D mixed-use development, including replacement housing, would reroute the existing US 50 through an existing neighborhood and would extend the realigned US 50 ROW behind the casinos. This alternative would also involve construction of mixed-use development containing residential and commercial uses at three locations adjacent to the realigned US 50 (see Exhibits 2-9 and 2-10). These three sites are the preferred location for construction of replacement housing.

In addition to the full acquisition of 37 parcels (all in California) for the realigned US 50 ROW, implementation of the Alternative D mixed-use development, including replacement housing, would also result in the full acquisition of 11 parcels (all in California; see Table 2-1, Exhibit 3.4-4, and Appendix B). This alternative would require acquisition of 48 full parcels for construction of the realigned US 50 and mixed-use development. Of the 41 parcels identified for partial acquisition for the realigned US 50 ROW (30 parcels in California, 11 parcels in Nevada), five parcels would be subject to full acquisition for the mixed-use development, reducing the number of partial parcel acquisitions to 36 parcels. In addition to the housing units displaced for ROW acquisition, mixed-use development under this alternative would displace 10 housing units located at mixed-use development Sites 1b and 2, which includes six affordable housing units, four moderate-income housing units, and four motel units with SRO permits (Table 3.4-13). As described above, the SRO units displaced by this alternative would not count toward the loss of housing units or affordable housing units. Construction of the realigned US 50 and mixed-use development would collectively displace 78 housing units, including 74 affordable housing units and four moderate-income housing units.

TTD would provide relocation assistance to all eligible displaced owner and tenant residents in accordance with the requirements of the Uniform Act and the Relocation Assistance Law (see Section 3.4.1, “Community Character and Cohesion,” and Appendix F). As described for the Alternative B transportation improvements, the supply of affordable housing units in the South Shore area is limited, but implementation of the project provides new housing units, including affordable housing units, that would be available to displaced owner and tenant residents as replacement housing. Because Alternative D would construct 74 deed-restricted affordable housing units and four deed-restricted moderate-income housing units, this alternative would result in no net reduction in housing units in the South Shore. As described in Chapter 2, “Proposed Project and Alternatives,” all of the replacement housing units would be deed-restricted such that the housing units must be used for full-time residents and may not be used as second homes or for vacation rental use. For these reasons, for the purposes of CEQA and TRPA, Alternative D with mixed-use development would result in a **less-than-significant** impact on housing, including affordable housing, in the South Shore and there would be no need to construct additional affordable housing elsewhere beyond those included in the project.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative D mixed-use development, including replacement housing, would avoid or minimize effects on housing supply availability, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential loss of housing supply, including affordable housing, as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on housing supply availability, including affordable housing, would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, at one or more of the mixed-use development sites would have a **less-than-significant** impact on housing supply availability, including affordable housing.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative D transportation improvements and mixed-use development, including replacement

housing, would avoid or minimize effects on housing supply availability, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.

#### **Alternative E: Skywalk**

Implementation of Alternative E would result in development of a raised concrete deck over the entire width and length of existing US 50 between Stateline Avenue and the northern end of the Montbleu Resort that would be used by pedestrians along the tourist core. No residences would be affected by this activity. Acquisition of parcels containing residences or businesses would not be required because the features of this alternative would be located within the existing ROW for US 50 through the tourist core. Consequently, Alternative E would not displace residents or housing, including affordable housing, or necessitate the construction of replacement housing elsewhere. For the purposes of NEPA, CEQA, and TRPA, there would be **no impact** on housing supply availability.

### **Impact 3.4-5: Displacement of businesses**

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Alternatives B, C, and D, transportation improvements and mixed-use development, including replacement housing, would require full acquisition of parcels containing businesses. Alternatives B and C transportation improvements would affect four businesses (14 employees), and mixed-use development, including replacement housing, would affect 10 additional businesses (78 additional employees). Alternative D transportation improvements would affect seven businesses (57 employees), and the mixed-use development, including replacement housing, would affect three additional businesses (21 additional employees). TTD would provide relocation assistance to all eligible displaced businesses in accordance with the requirements of the Uniform Act and the Relocation Assistance Law. The Relocation Study (TTD 2012) indicated that there would be a sufficient supply of existing business relocation properties in the South Shore area. Therefore, implementation of Alternatives B, C, and D, transportation improvements or mixed-use development, including replacement housing, would not require construction of new buildings for relocation of displaced businesses. Alternatives B, C, and D mixed-use development, including replacement housing, could include construction of new commercial space, which could provide additional locations for the displaced businesses to relocate.

Alternative A would include no changes and Alternative E would not require acquisition of private property and, thus, would not displace businesses.

NEPA Environmental Consequences:	Compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternatives B, C, and D would avoid or minimize effects related to displacement of businesses such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternatives A and E
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CEQA/TRPA Impact Determinations:	Less Than Significant for Alternatives B, C, and D; No Impact for Alternatives A and E
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#### **Alternative A: No Build (No Project)**

Because Alternative A would maintain the existing US 50 alignment and would not make any other improvements that would result in effects on businesses adjacent to the roadway, this alternative would not displace or result in impacts on businesses. There would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

#### **Alternative B: Triangle (Locally Preferred Action)**

##### **Transportation Improvements**

Implementation of Alternative B transportation improvements would reroute the existing US 50 through an existing neighborhood and would extend the realigned US 50 behind the casinos. Construction of the realigned US 50 and new US 50/Pioneer Trail intersection would necessitate acquisition of parcels and buildings containing businesses.

Full acquisition of four privately-owned parcels containing businesses would be required, resulting in the displacement of four hotel/motel businesses under this alternative (see Table 2-2, Table 3.4-14, Exhibit 3.4-2, and Appendix B). Although this alternative would result in partial acquisitions of 19 parcels containing additional businesses (15 parcels in California and 4 parcels in Nevada), sufficient area would remain on these parcels to allow the existing businesses to remain. The types of businesses located on parcels subject to partial acquisition include hotel/motels, restaurants, convenience stores, hotel/casinos, and retail stores. All parcels affected by a partial or full acquisition are listed and shown on maps in Appendix B. Access to all businesses affected by partial acquisition would be maintained during construction.

**Table 3.4-14 Displaced Businesses**

	Number of Parcels	Number of Businesses <sup>1</sup>	Number of Employees
<b>Transportation Improvements (Acquisition for ROW)</b>			
A: No Build (No Project)	NA	NA	NA
B: Triangle (Locally Preferred Action)	4	4	14
C: Triangle One-Way	4	4	14
D: PSR Alternative 2	4	7	57
E: Skywalk	NA	NA	NA
<b>Mixed-Use Development, including Replacement Housing (Acquisition for Mixed-Use Development Only)</b>			
A: No Build (No Project)	NA	NA	NA
B: Triangle (Locally Preferred Action)	5	10	78
C: Triangle One-Way	5	10	78
D: PSR Alternative 2	1	3	21
E: Skywalk	NA	NA	NA
Note: NA = not applicable (no displacement would occur under Alternatives A and E).			
<sup>1</sup> For the transportation improvements, includes four motels under Alternatives B and C and two motels under Alternative D. For the mixed-use development, including replacement housing, includes two additional motels under Alternatives B and C.			
Source: Compiled by Wood Rodgers in 2016			

Alternative B would result in removal of existing parking at some businesses; however, the project would construct replacement parking either on adjacent right-of-way areas or on other portions of the affected parcels (parking impacts are analyzed under Impact 3.6-10 in Section 3.6, "Traffic and Transportation"). Because the project would construct replacement parking, the loss of existing parking at some businesses would not substantially affect operations at these businesses.

TTD would provide relocation assistance to all eligible displaced businesses in accordance with the requirements of the Uniform Act and the Relocation Assistance Law (see Section 3.4.1, "Community Character and Cohesion," and Appendix F). As with the Residential Relocation Assistance Program described in Section 3.4.1 under "Regulatory Setting," TTD would be required to employ all additional aid required to assist affected businesses with their relocation needs, including assistance in planning the logistics and executing the move of personal property and non-realty business property. Potential relocation benefits for a displaced business include a physical move, including packing and unpacking of all personal property and related expenses, to a new location. If appropriate, the move would include any dismantling or disconnection and reconnection at the replacement location. The costs to search for a new location and for reestablishment would also be reimbursable.

In preparation of the Relocation Study (TTD 2012; see Appendix F), research was conducted in August and September 2014 in South Lake Tahoe to determine the availability of commercial space for sale or rent to accommodate the relocation of the businesses potentially affected by project implementation. The 2012 Relocation Study includes amendments through 2014. Research indicated that nine motel properties and nine retail commercial properties were available for sale (TTD 2012:22). The survey also indicated that 14

retail commercial units were available for rent, with units ranging in size from 350 sq. ft. to 6,995 sq. ft. (TTD 2012:22 – 23). The survey data of for-sale and rental properties for relocation of displaced motels and commercial businesses indicate that sufficient replacement resources are available relative to the number of potential displacements within the project site. Enough inventory exists in the South Shore for businesses to relocate with implementation of Alternative B transportation improvements, such that construction of replacement motel or commercial properties would not be required. For this reason, and because TTD would provide relocation assistance to displaced businesses in accordance with the Uniform Act and Relocation Assistance Law, the effects of Alternative B transportation improvements on displaced businesses would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative B transportation improvements, including replacement housing, would avoid or minimize effects on displacement of businesses such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Implementation of Alternative B mixed-use development, including replacement housing, would reroute the existing US 50 through an existing neighborhood and would extend the realigned US 50 behind the casinos. This alternative could also involve construction of new mixed-use development containing residential and commercial uses at three locations adjacent to the realigned US 50 (see Exhibits 2-9 and 2-10).

Alternative B mixed-use development, including replacement housing, would result in full acquisition of five additional parcels that would result in displacement of an additional 10 businesses, which consist of hotel/motels, restaurants, convenience stores, hotel/casinos, and retail stores. All parcels affected by a full acquisition are listed and shown on maps in Appendix B. This alternative would displace a total of 14 businesses for transportation improvements and mixed-use development (see Table 2-4, Table 3.4-14, Exhibit 3.4-2, and Appendix B). The mixed-use development would not result in any partial acquisitions.

Under Alternative B mixed-use development, including replacement housing, as described above, TTD would be required to provide relocation assistance to all eligible displaced businesses in accordance with the requirements of the Uniform Act and the Relocation Assistance Law. The Relocation Study (TTD 2012; see Appendix F) determined that enough inventory exists in the South Shore for businesses to relocate without requiring construction of replacement motel or commercial properties. The mixed-use development, which includes commercial uses, is not proposed because additional commercial space must be constructed to serve as a replacement commercial property for displaced businesses. However, if the businesses were interested, they could be relocated to commercial space in the mixed-use development.

Because TTD would provide relocation assistance to displaced businesses in accordance with the Uniform Act and Relocation Assistance Law, the effects of Alternative B mixed-use development, including replacement housing, on displaced businesses would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative B mixed-use development, including replacement housing, would avoid or minimize effects on business displacement such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for business displacement as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on business displacement would be speculative at this time. Full, project-

level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, at one or more of the mixed-use development sites would have a **less-than-significant** impact on business displacement.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative B transportation improvements and mixed-use development, including replacement housing, would avoid or minimize effects on business displacement, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.

### Alternative C: Triangle One-Way

#### Transportation Improvements

Implementation of Alternative C transportation improvements would reroute the existing US 50 through an existing neighborhood and would extend the realigned US 50 behind the casinos. Construction of the realigned US 50 and new US 50/Pioneer Trail intersection would necessitate acquisition of parcels and buildings containing businesses.

Implementation of Alternative C transportation improvements would result in the acquisition of the same parcels as Alternative B transportation improvements. Alternative C would result in full acquisition of four parcels that would result in displacing four hotel/motel businesses (see Table 2-2, Table 3.4-14, Exhibit 3.4-3, and Appendix B). Although this alternative would result in partial acquisitions of 19 parcels containing additional businesses (15 parcels in California and 4 parcels in Nevada), sufficient area would remain on these parcels to allow the existing businesses to remain. The types of businesses located on parcels subject to partial acquisition include hotel/motels, restaurants, convenience stores, hotel/casinos, and retail stores. All parcels affected by a partial or full acquisition are listed and shown on maps in Appendix B. Access to all businesses affected by partial acquisition would be maintained during construction.

Alternative C would result in removal of existing parking at some businesses; however, the project would construct replacement parking either on adjacent right-of-way areas or on other portions of the affected parcels (parking impacts are analyzed under Impact 3.6-10 in Section 3.6, "Traffic and Transportation"). Because the project would construct replacement parking, the loss of existing parking at some businesses would not substantially affect operations at these businesses.

As described above for Alternative B transportation improvements, TTD would be required to provide relocation assistance to all eligible displaced businesses in accordance with the requirements of the Uniform Act and the Relocation Assistance Law. Additionally, the Relocation Study (TTD 2012; see Appendix F) determined that enough inventory exists in the South Shore for businesses to relocate without requiring construction of replacement motel or commercial properties. The effects of Alternative C transportation improvements on displaced businesses would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative C transportation improvements, including replacement housing, would avoid or minimize effects on displacement of businesses such that no additional mitigation measures are needed or feasible to implement.

#### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project Alternatives"). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any



residents. Implementation of Alternative C mixed-use development, including replacement housing, would reroute the existing US 50 through an existing neighborhood and would extend the realigned US 50 behind the casinos. This alternative could also involve construction of mixed-use development containing residential and commercial uses at three locations adjacent to the realigned US 50 (see Exhibits 2-9 and 2-10).

In addition to the full parcel acquisitions for the realigned US 50 ROW described above, implementation of Alternative C mixed-use development would also result in full acquisition of the same business parcels as Alternative B mixed-use development. Alternative C would result in full acquisition of five additional parcels that would result in displacing 10 businesses, which consist of hotel/motels, restaurants, convenience stores, hotel/casinos, and retail stores. All parcels affected by a full acquisition are listed and shown on maps in Appendix B. This alternative would displace a total of 14 total businesses for transportation improvements and mixed-use development (see Table 2-4, Table 3.4-14, Exhibit 3.4-3, and Appendix B). The mixed-use development would not result in any partial acquisitions.

Under Alternative C mixed-use development, including replacement housing, as described above, TTD would be required to provide relocation assistance to all eligible displaced businesses in accordance with the requirements of the Uniform Act and the Relocation Assistance Law. The Relocation Study (TTD 2012; see Appendix F) determined that enough inventory exists in the South Shore for businesses to relocate without requiring construction of replacement motel or commercial properties. The mixed-use development, which includes commercial uses, is not proposed because additional commercial space must be constructed to serve as a replacement commercial property for displaced businesses. However, if the businesses were interested, they could be relocated to commercial space in the mixed-use development.

Because TTD would provide relocation assistance to displaced businesses in accordance with the Uniform Act and Relocation Assistance Law, the effects of Alternative C mixed-use development, including replacement housing, on displaced businesses would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative C mixed-use development, including replacement housing, would avoid or minimize effects on business displacement such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for business displacement as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on business displacement would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, at one or more of the mixed-use development sites would have a **less-than-significant** impact on business displacement.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative C transportation improvements and mixed-use development, including replacement housing, would avoid or minimize effects on business displacement, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.

### **Alternative D: Project Study Report Alternative 2**

#### **Transportation Improvements**

Implementation of Alternative D transportation improvements would reroute the existing US 50 through an existing neighborhood and would extend the realigned US 50 behind the casinos. The realigned US

50 and new US 50/Pioneer Trail intersection would necessitate acquisition of parcels and buildings containing businesses.

Full acquisition of four privately-owned parcels containing businesses would be required, resulting in the displacement of seven hotel/motel and commercial businesses under this alternative (see Table 2-2, Table 3.4-14, Exhibit 3.4-4, and Appendix B). Although this alternative would result in partial acquisitions of 14 parcels containing additional businesses (10 parcels in California and 4 parcels in Nevada), sufficient area would remain on these parcels to allow the existing businesses to remain. The types of businesses located on parcels subject to partial acquisition include hotel/motels, restaurants, convenience stores, hotel/casinos, and retail stores. All parcels affected by a partial or full acquisition are listed and shown on maps in Appendix B. Access to all businesses affected by partial acquisition would be maintained during construction.

Alternative D would result in removal of existing parking at the Heavenly Village Center and Montbleu Resort and Casino as described in Impact 3.6-10 (see Section 3.6, “Traffic and Transportation”); however, the parking lots and garages for these businesses would continue to have sufficient parking to meet city and county standards. Thus, the loss of existing parking at some businesses would not substantially affect operations at these businesses.

Under Alternative D transportation improvements, as described above, TTD would be required to provide relocation assistance to all eligible displaced businesses in accordance with the requirements of the Uniform Act and the Relocation Assistance Law. The Relocation Study (TTD 2012; see Appendix F) determined that enough inventory exists in the South Shore for businesses to relocate without requiring construction of replacement motel or commercial properties. The effects of Alternative D transportation improvements on displaced businesses would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative D transportation improvements, including replacement housing, would avoid or minimize effects on displacement of businesses such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. Implementation of Alternative D mixed-use development, including replacement housing, would reroute the existing US 50 through an existing neighborhood and would extend the realigned US 50 behind the casinos. This alternative could also involve construction of new mixed-use development containing residential and commercial uses at three locations adjacent to the realigned US 50 (see Exhibits 2-11 and 2-12).

In addition to the full parcel acquisitions for the realigned US 50 described above for Alternative D transportation improvements, implementation of Alternative D mixed-use development, including replacement housing, would result in full acquisition of one additional parcel containing three businesses, which consist of restaurants and a convenience store. All parcels affected by a full acquisition are listed and shown on maps in Appendix B. This alternative would displace a total of 10 businesses for transportation improvements and mixed-use development (see Table 2-4, Table 3.4-14, Exhibit 3.4-4, and Appendix B). The mixed-use development would not result in any partial acquisitions.

Under Alternative D mixed-use development, including replacement housing, as described above, TTD would be required to provide relocation assistance to all eligible displaced businesses in accordance with the requirements of the Uniform Act and the Relocation Assistance Law. The Relocation Study (TTD 2012; see Appendix F) determined that enough inventory exists in the South Shore for businesses to relocate without requiring construction of replacement motel or commercial properties. The mixed-use development, which includes commercial uses, is not proposed because additional commercial space must be constructed to

serve as a replacement commercial property for displaced businesses. However, if the businesses were interested, they could be relocated to commercial space in the mixed-use development.

Because TTD would provide relocation assistance to displaced businesses in accordance with the Uniform Act and Relocation Assistance Law, the effects of Alternative D mixed-use development, including replacement housing, on displaced businesses would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative D mixed-use development, including replacement housing, would avoid or minimize effects on business displacement such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in a similar potential for business displacement as described for the replacement housing on the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on business displacement would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, at one or more of the mixed-use development sites would have a **less-than-significant** impact on business displacement.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of Alternative D transportation improvements and mixed-use development, including replacement housing, would avoid or minimize effects on business displacement, including affordable housing, such that no additional mitigation measures are needed or feasible to implement.

### **Alternative E: Skywalk**

Implementation of Alternative E would result in development of a raised concrete deck over the entire width and length of existing US 50 between Stateline Avenue and the northern end of the Montbleu Resort that would be used by pedestrians along the casino corridor. Alternative E does not involve realignment of US 50 and would not require the acquisition of parcels that are occupied by existing businesses because the features of this alternative would be located within the existing ROW for US 50 through the casino corridor. There would be **no impact** for the purposes of NEPA, CEQA, and TRPA.

### **Avoidance, Minimization, and/or Mitigation Measures**

No avoidance, minimization, or mitigation measures are required to reduce effects on displacing housing units or businesses to a less-than-significant level for the purposes of CEQA and TRPA.

For the purposes of NEPA, compliance with the Uniform Act and Relocation Assistance Law and the design features of the build alternatives would avoid or minimize effects related to displacing housing units or businesses such that no additional mitigation measures are needed or feasible to implement.

## **3.4.3 Environmental Justice**

### **REGULATORY SETTING**

The federal regulations described below require the environmental justice effects of a project to be assessed. No other regional or local regulations apply to this analysis.

## Federal

### **Executive Order 12898 – Environmental Justice**

All projects involving a federal action (i.e., funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President William J. Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the U.S. Department of Health and Human Services poverty guidelines. According to the U.S. Department of Health and Human Services, the 2014 poverty level (i.e., identified as low income) was \$23,850 for a family of four (FHWA et al. 2014:118).

### **Title VI of the Civil Rights Act of 1964**

Title VI of the Civil Rights Act of 1964 (42 USC 2000d) prohibits discrimination based on race, color, or national origin. All considerations under Title VI and related statutes have been addressed in this project. FHWA is committed to upholding the mandates of Title VI as demonstrated by its Title VI Policy Statement, signed by the Director (see Appendix H, “Title VI Policy Statement”).

### **FHWA Order 6640.23A, FHWA Actions to Address Environmental Justice in Minority Populations and Low Income Populations**

FHWA Order 6640.23A issued in 2012 establishes policies and procedures for FHWA to use in complying with EO 12898. This directive is limited to improving the internal management of the FHWA to ensure that all of its programs, operations, policies, and activities do not result in discrimination or disproportionately high and adverse effects on minority populations and low-income populations and provide public involvement opportunities for these populations.

## AFFECTED ENVIRONMENT

The CIA study area for consideration of adverse effects on environmental justice populations was defined in Section 3.4.1, “Community Character and Cohesion” (FHWA et al. 2014). The CIA study area is limited to the area where direct and indirect adverse effects may occur. Direct impacts would be limited to parcels immediately adjacent to US 50, the intersecting roads, and the project footprint. To facilitate a statistical comparison and ensure that potential indirect impacts are considered, a larger CIA study area was defined that included the census blocks from the City of South Lake Tahoe, California Census Tract 316, Stateline CDP, and Nevada Census Tracts 17 and 18 (FHWA et al. 2014:27-29).

The ethnic composition and poverty level for the CIA study area are identified in Table 3.4-1 and Table 3.4-5, respectively.

## DISPROPORTIONATE ADVERSE ENVIRONMENTAL EFFECTS ON MINORITY AND LOW-INCOME POPULATIONS ANALYSIS

### **Methods and Assumptions**

According to the Council on Environmental Quality’s (CEQ’s) Environmental Justice Guidance Under the National Environmental Policy Act (1997) and the U.S. Environmental Protection Agency (EPA; EPA 1998), agencies should consider the composition of the affected area to determine whether minority populations, low-income populations, or Indian tribes are present in the area affected by the locally preferred action, and if so, whether there may be disproportionately high and adverse environmental effects. Communities may be considered “minority” under EO 12898 if any of the following characteristics apply:

- ▲ the cumulative percentage of minorities within the affected community is greater than 50 percent (this is the primary method of determining whether a community is a minority community), or

- ▲ the cumulative percentage of minorities within the affected community is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis (this is a secondary method of determining whether a community is a minority community).

According to EPA, either the county or state percentages can be used when considering the scope of the “general population.” A definition of “meaningfully greater” is not given by CEQ or EPA. EPA notes, however, that any affected area with a percentage of minorities greater than the state’s percentage is potentially a minority community, and any affected area with a minority percentage at least double that of the state is definitely a minority community under EO 12898.

This environmental justice analysis applies the “meaningfully greater” methodology and determines whether or not minority populations in the study area are meaningfully greater than those populations in the City of South Lake Tahoe, Stateline CDP, and Douglas County:

- ▲ The study area is considered to be a minority community if the percentage of minority residents within the study area is more than 10 percentage points higher than those for the city, Stateline CDP, or county.

Communities may be considered “low income” under EO 12898 if one of the following characteristics applies:

- ▲ A person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines (this is the primary method of determining whether a community is low income), or
- ▲ Other conditions indicate that a low-income community is present within the census tract (this is the secondary method of analysis determining whether a community is low income); examples may include limited access to health care, overburdened or aged infrastructure, and dependence on subsistence living.

In most cases, the primary method will suffice to determine whether a low-income community exists. However, when income may be just above the poverty line or where a low-income pocket appears likely, the secondary method of analysis may be warranted. The analysis below does also utilize information about the neighborhood collected for preparation of the Relocation Study.

This environmental justice analysis applies the following methodology to determine the presence of a low income community:

- ▲ The study area is considered to have low-income populations if the percentage of residents within the study area who are living below the U.S. Department of Health and Human Services defined poverty threshold is equal to or greater than that for the city, Stateline CDP, or Douglas County.

EO 12898 requires that the analysis of environmental effects that would disproportionately affect the environmental justice population consider only adverse environmental effects to the human population (e.g., noise effects). Accordingly, the resource sections of the EIR/EIS/EIS were reviewed to determine applicable impacts related to environmental justice.

Alternative A would result in a continuation of existing conditions. Implementation of Alternative E would be limited to the portion of the tourist core that contains the resort-casinos and the areas directly adjacent to either end of the resort-casinos, and would not affect any residential community. Alternatives A and E would not result in any disproportionate direct or indirect effects on a minority population. For these reasons, Alternatives A and E are not discussed further below.

## Environmental Justice Outreach

EO 12898 requires that federal agencies ensure effective public participation and access to information. Consequently, a key component of compliance with EO 12898 is outreach to potentially affected minority and low-income populations to discover issues of importance that otherwise may not be apparent. Outreach to the affected community has been and will continue to be conducted as part of the decision-making

process for the US 50/South Shore Community Revitalization Project (Table 3.4-15). Outreach efforts conducted to date are also documented in Section 1.5, “Summary of Public Involvement.”

**Table 3.4-15 Public Involvement Activities and Outreach to Minority and Low-Income Populations**

Project Milestone	General Timeframe	Outreach Activity	Description
Community Review Committee Meetings	2013	Community stakeholder input	Provided opportunity for community members to provide input into alternatives development and evaluation process
Business Review Committee Meetings	2013	Business stakeholder input	Provided opportunity for business owners to provide input into alternatives development and evaluation process
Project Development Team (PDT) Meetings	March, August, December 2011 May 2012 January 2013 December 2014 January 2015	Agency stakeholder input	Refined the project’s purpose and need, developed and evaluated alternatives, reviewed technical studies, and participated in public workshops and community involvement meetings
Public Open House Events	November 2014 December 2015 January 2016 February 2016	Public workshops	Informal opportunities for the public to view project details, ask questions, and provide comments on project design
Connect South Shore	2014-2015	Interactive website	Online “open house” to allow the public to weigh in on preferences for the design and project alternatives
Relocation Study Community Meeting	2013	Informational meeting	Provided information to residents and business owners about the ROW acquisition and relocation process; opportunity for residents and business owners to ask questions; included a Tagalog interpreter
Relocation Study for the US 50/South Shore Community Revitalization Project	2013-2014	Direct contact	Door-to-door short interviews with residents to obtain a sampling of relocation needs; interviews were conducted by a bilingual interviewer who speaks Spanish and English
Economic Analysis of the US 50/South Shore Community Revitalization Project	2013	Direct contact, written survey	Outreach to local business representatives to obtain information regarding business and marketing practices, primary revenue sources, and customer behavior; a survey was also distributed to businesses to better understand business dynamics in the study area
South Lake Tahoe Family Resource Center Community Meeting	2016	Informational meeting	Presentation and question and answer session on the project and relocation process to residents in the Rocky Point and Bijou neighborhoods. The entire meeting was translated in Spanish. Additionally, flyers in Spanish and English were available to attendees and provided to the Family Resource Center for distribution to others.
TTD US 50/South Shore Community Revitalization Project Website ( <a href="http://www.tahoetransportation.org/us50">http://www.tahoetransportation.org/us50</a> )	Ongoing	Informational website	Provides project details, project status updates and schedule, contact information, and overview flyer for residents in English, Spanish, and Tagalog

Source: Wasner, pers. comm., 2016; Robinson, pers. comm., 2016

Public involvement activities have specifically targeted potentially affected minority and low-income populations, including door-to-door distribution of flyers with information about the project in English, Spanish, and Tagalog. These flyers were also available online and at the public workshops conducted for the project. The informational meeting about the ROW acquisition and relocation process included Tagalog and Spanish interpreters. Interviews with residents conducted for the Relocation Study (see Appendix F) were in English and Spanish.

## Significance Criteria

The environmental justice analysis was prepared in accordance with the applicable guidance, including *Guidance Under the National Environmental Policy Act* (CEQ 1997) and the Standard Environmental Reference, Volume 4, “Community Impact Assessment” (Caltrans 2011). Consistent with this guidance, a significant environmental impact determination is not made. Rather, there is a determination of whether the project would result in:

- ▲ disproportionately high and adverse effects on minority and low-income population groups.

FHWA defines a disproportionately high and adverse effect on minority and low-income populations as an adverse effect that either:

- ▲ is predominately borne by a minority population and/or a low-income population; or
- ▲ will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

## Environmental Justice Effects of the Project Alternatives

### Minority and Low-Income Population

The analysis of environmental justice impacts focuses on adverse effects on the residential population in the Rocky Point neighborhood west of the Heavenly Village Center; no other minority and low-income populations would be affected by implementation of the project. This neighborhood is the only residential area within the study area that would experience adverse impacts from the project. The proportion of the population in the CIA study area identified as minority is more than 10 percent greater than that identified as minority within the City of South Lake Tahoe and Douglas County; 54.8 percent of the CIA study area population are minorities compared to 18.1 to 40.0 percent of the populations in Douglas County and the City of South Lake Tahoe, respectively (see Table 3.4-1). The proportion of the population in the Stateline CDP that are minorities is 51.3 percent, which is similar to that for the CIA study area. The data collected for the CIA study area represent the minority characteristics of the population living in an area slightly larger than the area directly affected by Alternatives B, C, and D; however, survey data collected from residents living within the area directly affected support the results that this area has a substantially greater proportion of the population that are minorities compared to the city, county, and Stateline CDP population (TTD 2012:16). For these reasons, the neighborhood directly affected by the project has a substantially higher proportion of the population that are minorities compared to the city, county, and Stateline CDP, such that an environmental justice concern arises because the minority population would disproportionately experience adverse environmental effects.

The census data collected for the CIA study area show that 16.0 percent of the population is below poverty level, which is only slightly less than the proportion of the population in the City of South Lake Tahoe (18.2 percent) that are below poverty level. However, the proportion of the population below poverty level in the neighborhood directly affected by Alternatives B, C, and D is likely even greater because, although the survey results provided limited information about income levels in the neighborhood, they do indicate that the proportion of the neighborhood population below the poverty level may be higher than what is reflected in the census data. For example, the results of the survey conducted for the Relocation Study show that there is overcrowding in some of the housing units within the neighborhood and that the average household size is 2.92 to 2.96 persons per household (TTD 2012:13-14), which is higher than the average household size described by census data compiled for the CIA study area (2.28 persons per household). Overcrowded conditions and high average household size can be indicators of high housing costs and the efforts of individuals to reduce their housing cost burden as a result of having a low income. For these reasons, the neighborhood directly affected by the project would have a substantively higher proportion of the population below the poverty level compared to the city, county, and Stateline CDP population, such that an



environmental justice concern arises because a low-income population would disproportionately experience adverse environmental effects.

#### **Roadway Realignment and Potential Mixed-Use Development (Alternatives B, C, and D)**

As a result of construction and operation of Alternatives B, C, and D, including the transportation improvements and mixed-use development, including replacement housing, the following beneficial and adverse environmental effects on the residents of the Rocky Point neighborhood to the west of the Heavenly Village Center would occur and were analyzed in their respective resource sections in this EIR/EIS/EIS.

In addition to the adverse effects described below, the minority and low-income population that lives in the Rocky Point neighborhood could experience some effects that would not be adverse for the purposes of NEPA, and have been determined to be less than significant for the purposes of CEQA and TRPA. These impacts are related to construction traffic impacts (Impact 3.6-6 in Section 3.6, “Traffic and Transportation”), emergency access (Impacts 3.6-8 and 3.6-16 in Section 3.6, “Traffic and Transportation”), hazardous materials (3.12-1 in Section 3.12, “Hazards, Hazardous Materials, and Risk of Upset”), air quality (Impact 3.13-3 in Section 3.13, “Air Quality”), and short-term construction noise (Impact 3.15-1 in Section 3.15, “Noise and Vibration”). With the exception of Impact 3.13-3 (“Long-term, long-term mobile-source carbon monoxide emissions”), these impacts are short-term and temporary because they would only occur during construction of the project. As described in the analysis for these impacts, design features and other minimization efforts would be incorporated into the project through standard practices, such as TRPA’s Best Construction Practices Policy for the Minimization of Exposure to Construction-Generated Noise and Ground Vibration among others, and in accordance with regulatory requirements, such as federal, state, and local regulations for the transport, storage, use, and disposal of hazardous materials among other requirements, related to these impacts. However, these effects, which would not be adverse, would be primarily focused within the Rocky Point neighborhood and, therefore, collectively contribute to a potential disproportionately high and adverse effects on a minority and low-income population. The more substantial adverse effects on this population are discussed in more detail below.

As described in Impact 3.4-1, above, implementation of the US 50 realignment would adversely affect the community character of the neighborhood directly adjacent to the realigned US 50 with the physical division of the community, exposure to traffic noise, changes to the scenic quality and visual character, and removal of residences. These project alternatives would be required to implement Mitigation Measure 3.4-1 to minimize effects related to traffic noise, scenic quality, and visual character; however, effects on scenic quality and character of the neighborhood along realigned US 50 between Pioneer Trail and Montreal Road would remain adverse, for the purposes of NEPA, and significant and unavoidable, for the purposes of CEQA and TRPA, and traffic noise exposure would exceed applicable noise standards. For these reasons, the alternatives’ adverse effects on community character in this neighborhood would remain a disproportionate and unavoidable adverse effect.

Implementation of Alternatives B, C, and D transportation improvements and mixed-use development, including replacement housing, would result in direct effects that would disproportionately affect this population related to displacement by these alternatives. As described in Impact 3.4-4, the residents of 78 to 88 housing units (depending on alternative) would be displaced by the transportation improvements and mixed-use development, which includes 70 to 74 affordable housing units. Prior to construction of transportation improvements in California and prior to displacing residents, TTD would construct replacement housing units, including deed-restricted affordable housing units, equal to the number displaced by the transportation improvements and mixed-use development. The replacement housing would be completed before taking down existing housing and constructing the transportation improvements in California so that residents displaced by the project may be relocated to the newly constructed housing if they so choose during the relocation process. TTD’s preferred location for replacement housing would be within the project site limits, specifically within the mixed-use redevelopment sites identified in Exhibits 2-9 and 2-11 (see Chapter 2). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. TTD would relocate displaced residents in accordance with the Uniform Act.

The potential risk of an accidental release of hazardous substances that could adversely affect human health or the environment would be reduced to less than significant with implementation of Mitigation Measures 3.12-2a, 3.12-2b, 3.12-2c, and 3.12-2d (see Impact 3.12-2 in Section 3.12, “Hazards, Hazardous Materials, and Risk of Upset”).

Short-term construction-related air pollution emission impacts, which includes NO<sub>x</sub> and fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>), would be reduced to less than significant with implementation of Mitigation Measures 3.13-1a and 3.13-1b (see Impact 3.13-1 in Section 3.13, “Air Quality”).

As discussed in Impact 3.13-4 in Section 3.13, “Air Quality,” these alternatives would result in less than 40,000 ADT during the summer peak season for all affected roadway segments, with less than 3 percent truck trips. In accordance with FHWA and Caltrans guidance, projects that do not result in more than 140,000 AADT have a low potential to result in impacts from mobile source air toxics. Therefore, the project would not result in a significant health risk impact to sensitive receptors in the project vicinity.

Implementation of these alternatives would result in exposing receptors in this minority and low-income population to traffic noise at levels that exceed applicable FHWA, Caltrans, TRPA, and City of South Lake Tahoe traffic noise standards (see Impact 3.15-3 in Section 3.15, “Noise and Vibration”). Construction of the alternatives would include Mitigation Measure 3.15-3a (Alternative B), Mitigation Measure 3.15-3b (Alternative C), or Mitigation Measure 3.15-3c (Alternative D) that requires implementation of specific performance requirements and could include additional noise-reduction features. The selection and design of specific traffic noise reduction measures shall be supported by a site-specific mitigation assessment conducted by a qualified acoustical engineer or consultant selected by the project proponent and shall be fully funded by the project proponent. Relatively large noise reductions would be needed at receptors located along both sides of the segment of realigned US 50 that would pass through the Rocky Point neighborhood; however, it may not be feasible to construct sound barriers along both sides of the highway that meet aesthetic and snow removal requirements and avoid measurable levels of noise reflection. Therefore, exposure of the minority and low-income population to traffic noise above traffic noise standards would remain a disproportionate and unavoidable adverse effect.

Some areas of mixed-use development Sites 1, 2, and 3, which are the preferred locations for construction of replacement housing for displaced residents and presumably including residents that are considered low-income and/or minority from the Rocky Point neighborhood, would be located within the 60 CNEL traffic noise contour (see Impact 3.15-4 in Section 3.15, “Noise and Vibration”). If any outdoor activity areas were located within this distance without any intervening buildings or structures to provide noise protection, then they would be exposed to noise levels that exceed the noise standard established by the City of South Lake Tahoe under cumulative-plus-Alternative B conditions. Moreover, traffic on local roadways could also contribute to noise on the sites (i.e., Lake Tahoe Boulevard west of Site 1, Pioneer Trail between Sites 1 and 2, Heavenly Village Way north of Site 3). Through construction of design measures identified in Mitigation Measure 3.15-4 that reduce exposure to traffic noise levels exceeding 60 CNEL at all common outdoor activity areas and the outdoor activity areas developed on the redevelopment sites, this impact would be reduced to less than significant for the purposes of CEQA and TRPA and would not be adverse for the purposes of NEPA.

Additional alternatives were considered (see Table 2-5 in Chapter 2), including construction of tunnels either underneath the tourist core or the Rocky Point neighborhood and shifting the realignment to the west. However, these alternatives would likely not avoid all of the adverse effects on environmental justice populations. For example, with the tunnel alternatives, the construction-related effects would likely be the same or greater in magnitude than would occur with Alternatives B, C, and D. A tunnel underneath the neighborhood would still result in displacing residents. Alternatives that shift the realignment would likely shift the effects to another similar population. Furthermore, moving the transportation improvements to another location would result in those improvements being located where they would not provide comparable improvements to the circulation system and opportunities for redevelopment and revitalization in the tourist core.

Direct effects on the environmental justice populations in the Rocky Point neighborhood would include displacing residents, exposure to risk of an accidental release of hazardous substances, short-term construction-related air pollution emission impacts, and exposure to traffic noise levels exceeding 60 CNEL at outdoor activity areas would be substantially reduced through implementation of the Avoidance, Minimization, and/or Mitigation Measures discussed in Sections 3.4, “Community Impacts,” 3.12, “Hazards, Hazardous Materials, and Risk of Upset,” 3.13, “Air Quality,” and Section 3.15, “Noise and Vibration.” However, effects related to adverse changes to community character and physical division of an existing community and traffic noise exposure would remain adverse for the purposes of NEPA and significant and unavoidable for the purposes of CEQA and TRPA with no other mitigation available to further reduce to the extent feasible these environmental consequences. For the reasons described herein, Alternatives B, C, and D would potentially result in disproportionately high and adverse effects on a minority and low-income population within the project site in the Rocky Point neighborhood.

### **Project Benefits**

As described in Section 3.6, “Traffic and Transportation,” implementation of Alternatives B and D transportation improvements would result in LOS improvements at several intersections compared to existing conditions (see Impact 3.6-2). Alternatives B, C, and D transportation improvements would support the Region’s pursuit of its goal to reduce VMT below 1981 levels (see Impacts 3.6-4 and 3.6-14). Alternatives B, C, and D transportation improvements would result in beneficial impacts on bicycle/pedestrian infrastructure and connectivity (see Impact 3.6-5); improvements in transit operations (see Impact 3.6-6); and improvements in vehicular, pedestrian, and bicycle safety (see Impact 3.6-8).

Additionally, the mixed-use development, including replacement housing, would help promote high-density redevelopment consistent with the intent of the TCAP and Regional Plan to encourage redevelopment, support a vibrant walkable pedestrian-oriented community, and environmental improvements within the tourist core (see Impact 3.2-1 in Section 3.2, “Land Use”).

### **Potential Disproportionately High and Adverse Effects**

As described above and in the respective resource sections of this EIR/EIS/EIS, mitigation measures would be implemented with Alternatives B, C, and D transportation improvements and mixed-use development, including replacement housing, to reduce the magnitude of the impacts such that there are no residual, unavoidable adverse effects on the minority and low-income population related to risk of accidental release of hazardous materials, short-term construction-related air quality impacts, displacement impacts on residents within the Rocky Point neighborhood, short-term construction noise, and exposure to noise levels in common outdoor areas that exceed TRPA noise standards.

However, exposure to traffic noise and community character and cohesion impacts could not be mitigated and are unavoidable adverse environmental effects that would disproportionately affect the minority and low-income populations in the Rocky Point neighborhood.

### **Avoidance, Minimization, and/or Mitigation Measures**

As described above under “Roadway Realignment and Potential Mixed-Use Development (Alternatives B, C, and D),” Alternatives B, C, and D transportation improvements and mixed-use development, including replacement housing, would be required to implement mitigation measures to reduce impacts related to adverse effects on community character and physical division of an existing community, risk of accidental release of hazardous materials, short-term construction-related air pollution emissions, short-term construction noise, and operational traffic noise. These mitigation and abatement measures include:

- ▲ Mitigation Measure 3.4-1 (see Section 3.4.1, “Community Character and Cohesion”);
- ▲ Mitigation Measures 3.12-2a, 3.12-2b, 3.12-2c, and 3.12-2d (see Section 3.12, “Hazards, Hazardous Materials, and Risk of Upset”);
- ▲ Mitigation Measures 3.13-1a and 3.13-1b (see Section 3.13, “Air Quality”); and

- Mitigation Measures 3.15-3a (Alternative B), 3.15-3b (Alternative C), or 3.15-3c (Alternative D) and Mitigation Measure 3.15-4 (see Section 3.15, “Noise and Vibration”).

### **Community Outreach and Public Involvement**

In developing the project alternatives and throughout the environmental review process, community outreach and public involvement included scoping meetings, public workshops, website, flyers, notices, and public review and comment on the draft environmental document described above in Table 3.4-15 and in Section 1.5, “Summary of Public Involvement.” Specific outreach efforts that have targeted the minority and low-income population affected by the project through development of the relocation study and informational materials have been translated to Tagalog and Spanish and provided to affected residents and the public. Additionally, local elected officials and stakeholder agencies were consulted for their input. Review of the draft environmental document and development of the project after its approval will also continue to provide opportunities for public participation. For example, individuals may submit comments on this draft environmental document in writing or at public hearings, additional public hearings will be held for the final environmental document.

### **Title VI**

The project will be developed in accordance with Title VI of the Civil Rights Act of 1964, which provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under, any program or activity receiving federal financial assistance. In addition, the project will be developed in conformity with related statutes and regulations mandating that no person in the State of California shall, on grounds of race, color, sex, age, national origin, or disabling condition, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by or on behalf of Caltrans.

### **Other Measures to Minimize Adverse Effects**

As described in Section 1.3, “Purpose, Need, and Objectives,” Alternatives B, C, and D would help address a need for traffic improvements to study area intersections and roadway segments that are currently operating at marginally acceptable levels during a typical summer peak hour. There is currently a need in the study area for enhanced connectivity, transit use, walkability, and bicycle use to reduce dependence on private automobiles. Also, pedestrian safety improvements are needed. Improvements to pedestrian facilities, bicycle lanes, and transit services are needed to connect the outlying residential and retail-commercial uses with employment and entertainment facilities, including hotels and gaming interests. Currently, US 50 through the project site has no bicycle lanes, and sidewalks are either not large enough to meet the increased demand or do not exist. These alternatives would include new bicycle and new or reconstructed pedestrian facilities in the project site, including a new pedestrian overcrossing developed with input from stakeholders that would connect the tourist core to Van Sickle Bi-State Park. For these reasons, there is a substantial need for the project related to safety and connectivity for all users.

Table 2-5 in Chapter 2, “Proposed Project and Project Alternatives,” includes analysis of alternatives that were considered but eliminated from further discussion. This list of alternatives includes consideration of the following alternatives that would eliminate or reduce impacts on the minority and low-income population located west of the Heavenly Village Center:

- 2004 US 50/ Stateline Area Transportation Study - Alternatives A, B, and C,
- VA Study - Tunnel Beneath Residential Area Alternative,
- Open House Alternative 2 - The Wildwood Alternative,
- Open House Alternative 3 - Heavenly Village Way Alternative,
- Open House Alternative 4 - The Lakeview Alternative, and
- VA Study - Tunnel Beneath Existing US 50 Alternative.

These alternatives were rejected for reasons that included:

- ▲ inability to meet project objectives;
- ▲ additional adverse effects on the environment;
- ▲ constructability and cost impacts that would outweigh the benefits;
- ▲ challenging construction techniques;
- ▲ displacement of residents shifted to other neighborhoods; and/or
- ▲ would not meet Caltrans design guidelines.

As part of the project planning and development process that has occurred over the past several years, measures have been incorporated into the project to avoid or minimize impacts to the surrounding community. The potential mixed-use development that is proposed in addition to the transportation improvements was developed to address the displacement impacts of the transportation improvements and support revitalization and redevelopment in the study area. Furthermore, public concern about displacing residents and available affordable housing has resulted in revising the project to include construction of replacement housing for displaced residents prior to construction of transportation improvements in California and prior to displacement of residents. This would result in no net loss of housing, including affordable housing, in the South Shore area and provides deed-restricted affordable housing that enhances the long-term supply of affordable housing for the area. The preferred location for construction of replacement housing are the three sites identified for the mixed-use development. If the replacement housing cannot be constructed at these locations, then TTD would construct replacement housing at another location in the South Shore area outside of the study area prior to displacing residents and constructing transportation improvements in California.

#### **Environmental Justice Determination**

There is no further practicable mitigation or alternative that would reduce or avoid the disproportionately high and adverse effects from traffic noise and community character and cohesion impacts on minority and low-income populations or other effects of the project described above that are not adverse. The project would meet the needs in the study area for improving study area intersections and roadway segments; enhancing connectivity, transit use, walkability, and bicycle use; and improving pedestrian safety. In spite of the project's benefits, other measures included in the project to minimize adverse effects, and additional planning efforts to identify alternatives that would eliminate or reduce impacts, the preliminary determination from FHWA is that the project would still have a disproportionately high and adverse effect on minority and low-income populations in the Rocky Point neighborhood.

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